

**Freedom Circle Focus Area Plan and
Greystar General Plan Amendment TA**

Technical Appendices

December 22, 2021

Appendix A

Land Use Assumptions by Parcel

Freedom Circle Focus Area Land Use Assumptions

Parcel #	Assessor's TFX Zone #	Parcel Number	Address	Lot Size (ac)	Current Building size (KSF)	Current Use	Comments	ABAG Growth (KSF) (2018 - 2030)	2030 No Project				Greystar 2030				ABAG Growth (KSF) (2018 - 2040)	Approved Project (KSF)	2040 No Project				Focus Area Office (KSF)	Focus Area Resid. (DU)	Focus Area Retail (KSF)	FC Buildout (same in 2030 and 2040)*			
									Office (KSF)	Resid (DU)	Retail (KSF)	Hotel (rooms)	Office (KSF)	Resid (DU)	Retail (KSF)	Hotel (rooms)			Office (KSF)	Resid (DU)	Retail (KSF)	Hotel (rooms)				Office (KSF)	Resid (DU)	Retail (KSF)	Hotel (rooms)
1	101	104-40-019	3900-3990 Freedom Circle; 2518-2650 Mission College Blvd	25.74	419	12 buildings, office, R+D and site-serving retail	Irvine Property	57.63	477	0	0	477			105.66		525	0	0	699	2500	1223	2500	0					
2	102	104-40-020	3935 Freedom Circle	3.27	17	Pedro's restaurant (HI-O)		7.32	24	0	0	24			13.42		30	0	0	89		119	0	0					
3	103	104-40-021	3905 Freedom Circle	8.28	0	vacant	Greystar GPA		0	0	0	0	550				0	0	0		550	0	550	0					
4	104	104-40-030	3965 Freedom Circle	4.63	225	Office		10.37	235	0	0	235			19.01		244	0	0	126		370	0	0					
5	105	104-40-031	3945 Freedom Circle	4.63	210	Office		10.37	220	0	0	220			19.01		229	0	0	126		355	0	0					
6	106	104-40-034	3989 Freedom Circle	8.08	293	Office		18.09	311	0	0	311			33.17		326	0	0	219		545	0	0					
7	107	104-40-035	3979 Freedom Circle	1.94	294	Office		4.34	298	0	0	298			7.96		302	0	0	53		355	0	0					
8	108	104-40-036	3933 Freedom Circle	5.06	0	vacant	Greystar GPA		0	0	0	550	2				0	0	0	550	2	0	550	2					
9	109	104-40-038	2700 Mission College Blvd (1)	11.06		Marriott hotel -hotel with 750 rooms, pool, tennis, parking deck, and 27k SF meeting space	regional commercial		0	0	0	750	0	750			0	0	0	750		0	0	0	750				
10	110	104-41-031	2431 Mission College Blvd	3.88	85	Office	Sobrato	8.69	94	0	0	94			15.93		101	0	0	105		206	0	0					
11	111	104-41-032	2421 Mission College Blvd	5.18	100	Office	Sobrato	11.60	112	0	0	112			21.26		121	0	0	141		262	0	0					
12	112	104-41-043	2441 Mission College Blvd	11.3	237	Office	Sobrato	25.30	262	0	0	262			46.39		283	0	0	307		590	0	0					
13	113	104-41-044	2700 Mission College Blvd (2)	10.39		Marriott hotel (see above)	regional commercial		0	0	0	0					0	0	0		0	0	0						
14	114	104-42-020	4551 Great America Parkway	5.04	118	Office	Sobrato	11.28	129	0	0	129			20.69		139	0	0	137		275	0	0					
15	115	104-42-021	4301-4401 Great America Parkway	13.19	351	Office	Sobrato		351	0	0	351			718	1069	0	0			1069	0	0						
Totals				108.33	2,349			165.00	2,514	0	0	750	2,514	1,100	2	750	302.50	718	3,369	0	0	750	2,000	3,600	5,369	3,600	2	750	

Appendix B

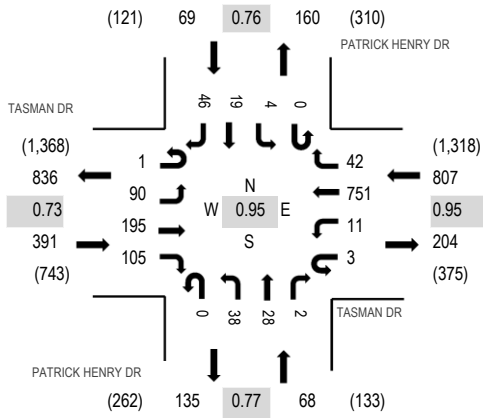
Traffic Counts



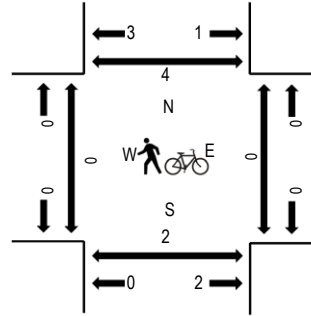
(303) 216-2439
www.alltrafficdata.net

Location: 40 PATRICK HENRY DR & TASMAN DR AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				PATRICK HENRY DR Northbound				PATRICK HENRY DR Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	5	28	12	0	1	78	10	0	11	2	0	0	0	0	3	2	152	986	0	0	0	0
7:15 AM	0	15	31	14	1	5	109	14	0	17	6	0	0	1	1	7	7	221	1,124	0	0	1	0
7:30 AM	0	24	54	23	0	1	120	15	0	9	4	0	0	2	2	10	10	264	1,249	1	0	1	2
7:45 AM	0	21	53	34	0	1	194	7	0	16	6	0	0	1	4	12	12	349	1,335	0	0	2	2
8:00 AM	1	17	39	18	1	3	182	10	0	4	5	1	0	1	3	5	5	290	1,329	0	0	0	0
8:15 AM	0	23	50	27	0	4	183	10	0	12	12	0	0	0	5	20	20	346		0	0	0	0
8:30 AM	0	29	53	26	2	3	192	15	0	6	5	1	0	2	7	9	9	350		0	0	0	1
8:45 AM	0	39	50	57	3	6	140	8	0	8	8	0	0	1	2	21	21	343		1	0	1	2

Peak Rolling Hour Flow Rates

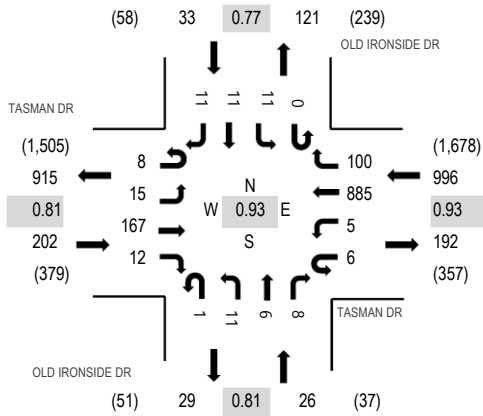
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	3
Lights	1	90	184	100	3	11	723	38	0	36	27	2	0	4	18	39	1,276
Mediums	0	0	11	5	0	0	26	4	0	2	1	0	0	0	1	6	56
Total	1	90	195	105	3	11	751	42	0	38	28	2	0	4	19	46	1,335



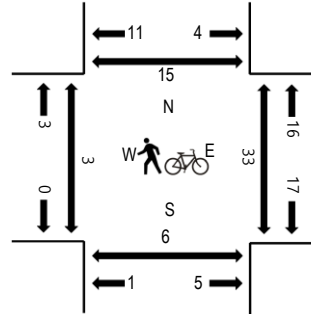
(303) 216-2439
www.alltrafficdata.net

Location: 41 OLD IRONSIDE DR & TASMAN DR AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				OLD IRONSIDE DR Northbound				OLD IRONSIDE DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	2	1	22	2	0	0	106	12	0	0	2	1	0	2	2	0	152	947	0	0	0	1
7:15 AM	1	1	28	1	0	1	146	28	0	1	2	0	0	2	1	5	217	1,076	0	4	1	3
7:30 AM	3	0	50	0	3	3	150	22	0	0	0	1	0	2	2	5	241	1,163	3	6	1	6
7:45 AM	4	4	41	4	2	0	241	25	0	4	0	2	0	3	3	4	337	1,257	0	4	3	6
8:00 AM	0	1	35	2	1	1	203	18	0	4	0	3	0	3	4	6	281	1,205	3	9	2	3
8:15 AM	2	3	44	1	1	3	207	31	0	3	4	1	0	2	2	0	304		0	9	1	3
8:30 AM	2	7	47	5	2	1	234	26	1	0	2	2	0	3	2	1	335		0	11	0	2
8:45 AM	1	11	51	3	1	5	170	35	0	0	4	0	0	2	2	0	285		4	15	1	4

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Lights	8	12	159	11	6	4	855	98	1	11	6	5	0	6	10	10	1,202
Mediums	0	3	7	1	0	1	29	2	0	0	0	3	0	5	1	1	53
Total	8	15	167	12	6	5	885	100	1	11	6	8	0	11	11	11	1,257



(303) 216-2439
www.alltrafficdata.net

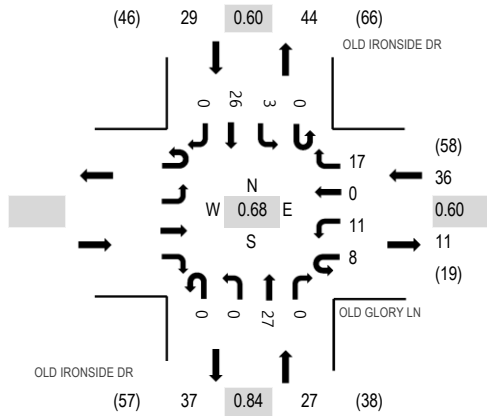
Location: 42 OLD IRONSIDE DR & OLD GLORY LN AM

Date and Start Time: Wednesday, May 9, 2018

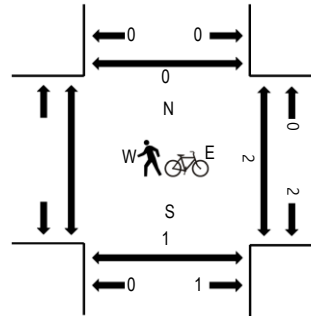
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	OLD GLORY LN				OLD IRONSIDE DR				OLD IRONSIDE DR				Total	Rolling Hour	Pedestrian Crossings							
	Eastbound		Westbound		Northbound		Southbound		Northbound		Southbound				West	East	South	North				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
7:00 AM					1	3	0	4	0	0	2	0	0	0	1	2	0	13	50	0	0	0
7:15 AM					0	4	0	3	0	0	3	1	0	0	3	0	14	56	0	0	0	
7:30 AM					1	0	0	0	0	0	4	0	0	2	2	0	9	61	0	2	0	
7:45 AM					0	1	0	5	0	0	1	0	0	2	5	0	14	72	0	0	0	
8:00 AM					2	2	0	3	0	0	7	0	0	0	5	0	19	92	0	0	0	
8:15 AM					2	1	0	6	0	0	8	0	0	0	2	0	19		0	0	0	
8:30 AM					2	2	0	1	0	0	5	0	0	1	9	0	20		1	0	0	
8:45 AM					2	6	0	7	0	0	7	0	0	2	10	0	34		1	1	0	

Peak Rolling Hour Flow Rates

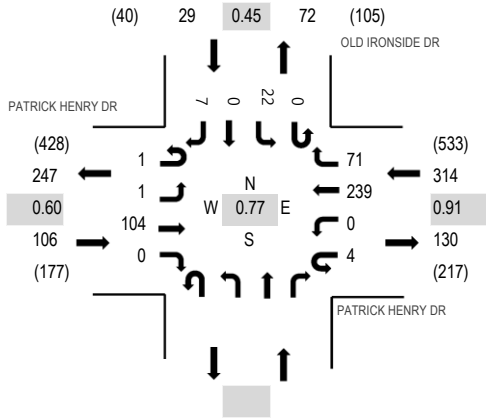
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	0	1	0	1
Lights					8	11	0	15	0	0	25	0	0	3	19	0	81
Mediums					0	0	0	2	0	0	2	0	0	0	6	0	10
Total					8	11	0	17	0	0	27	0	0	3	26	0	92



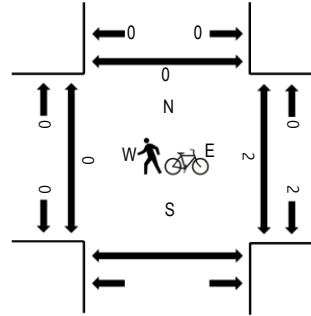
(303) 216-2439
www.alltrafficdata.net

Location: 43 OLD IRONSIDE DR & PATRICK HENRY DR AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PATRICK HENRY DR Eastbound				PATRICK HENRY DR Westbound				OLD IRONSIDE DR Northbound				OLD IRONSIDE DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	16	0	0	0	0	42	10					0	1	0	2	71	301	0	0	0
7:15 AM	0	0	13	0	2	0	0	39	8					0	2	0	1	65	325	0	0	0
7:30 AM	0	0	16	0	1	0	0	41	8					0	1	0	1	68	360	0	0	0
7:45 AM	0	0	26	0	7	0	0	54	7					0	2	0	1	97	400	0	0	0
8:00 AM	0	0	15	0	1	0	0	60	15					0	4	0	0	95	449	0	0	0
8:15 AM	0	0	21	0	2	0	0	63	11					0	3	0	0	100		0	0	0
8:30 AM	0	1	25	0	0	0	0	56	20					0	4	0	2	108		0	1	0
8:45 AM	1	0	43	0	1	0	0	60	25					0	11	0	5	146		0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
Articulated Trucks	0	0	0	0	0	0	0	1	0					0	0	0	0	1
Lights	1	1	84	0	4	0	234	65					0	17	0	4	410	
Mediums	0	0	20	0	0	0	4	6					0	5	0	3	38	
Total	1	1	104	0	4	0	239	71					0	22	0	7	449	



(303) 216-2439
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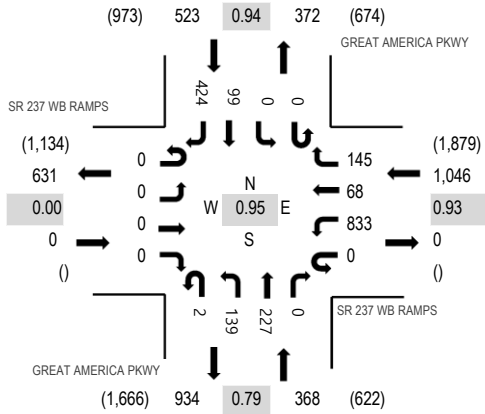
Location: 45 GREAT AMERICA PKWY & SR 237 WB RAMPS AM

Date and Start Time: Wednesday, May 9, 2018

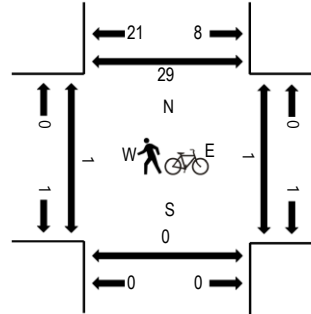
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SR 237 WB RAMPS Eastbound				SR 237 WB RAMPS Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	0	0	0	0	123	2	38	0	15	27	0	0	0	0	11	60	276	1,537	1	0	0	0
7:15 AM	0	0	0	0	0	152	11	25	1	24	39	0	0	0	0	21	100	373	1,708	0	0	0	0
7:30 AM	0	0	0	0	0	158	34	29	2	19	44	0	0	0	0	18	94	398	1,830	1	0	0	0
7:45 AM	0	0	0	0	0	206	18	37	2	18	63	0	0	0	0	38	108	490	1,919	1	0	0	0
8:00 AM	0	0	0	0	0	174	26	37	0	27	49	0	0	0	0	33	101	447	1,937	0	0	0	1
8:15 AM	0	0	0	0	0	210	13	34	1	30	63	0	0	0	0	24	120	495		1	0	0	0
8:30 AM	0	0	0	0	0	229	15	38	1	39	41	0	0	0	0	21	103	487		0	1	0	2
8:45 AM	0	0	0	0	0	220	14	36	0	43	74	0	0	0	0	21	100	508		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	8	1	1	0	0	1	0	0	0	3	3	17
Lights	0	0	0	0	0	808	66	139	2	132	219	0	0	0	91	414	1,871
Mediums	0	0	0	0	0	17	1	5	0	7	7	0	0	0	5	7	49
Total	0	0	0	0	0	833	68	145	2	139	227	0	0	0	99	424	1,937



(303) 216-2439
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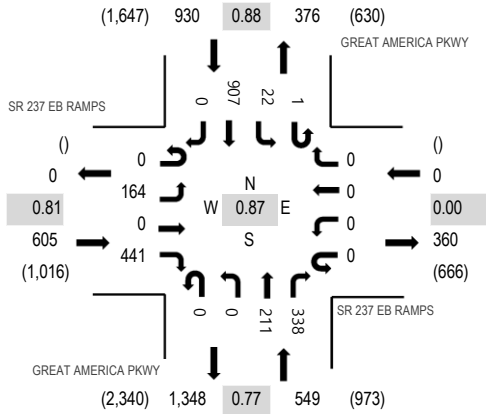
Location: 46 GREAT AMERICA PKWY & SR 237 EB RAMPS AM

Date and Start Time: Wednesday, May 9, 2018

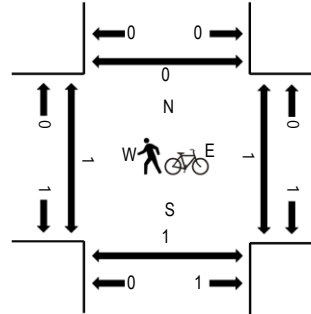
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SR 237 EB RAMPS Eastbound				SR 237 EB RAMPS Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	24	0	52	0	0	0	0	0	0	23	59	0	1	127	0	286	1,552	1	0	0	0
7:15 AM	0	22	0	68	0	0	0	0	0	0	36	65	0	6	169	0	366	1,705	0	0	0	0
7:30 AM	0	28	1	82	0	0	0	0	0	0	38	88	0	5	163	0	405	1,852	1	0	0	0
7:45 AM	0	42	0	92	0	0	0	0	0	0	40	75	1	6	239	0	495	1,979	1	0	0	0
8:00 AM	0	43	0	92	0	0	0	0	0	0	38	63	1	8	194	0	439	2,084	0	0	0	0
8:15 AM	0	35	0	128	0	0	0	0	0	0	53	73	0	4	220	0	513		1	0	1	0
8:30 AM	0	27	0	94	0	0	0	0	0	0	54	90	0	5	262	0	532		0	1	0	0
8:45 AM	0	59	0	127	0	0	0	0	0	0	66	112	0	5	231	0	600		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	6	0	3	7	0	17
Lights	0	161	0	434	0	0	0	0	0	0	198	317	1	17	881	0	2,009
Mediums	0	3	0	7	0	0	0	0	0	0	12	15	0	2	19	0	58
Total	0	164	0	441	0	0	0	0	0	0	211	338	1	22	907	0	2,084



(303) 216-2439
www.alltrafficdata.net

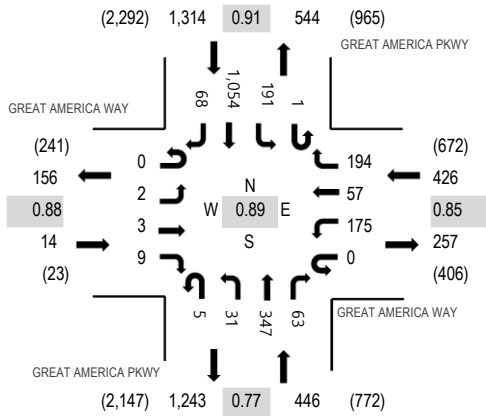
Location: 47 GREAT AMERICA PKWY & GREAT AMERICA WAY AM

Date and Start Time: Wednesday, May 9, 2018

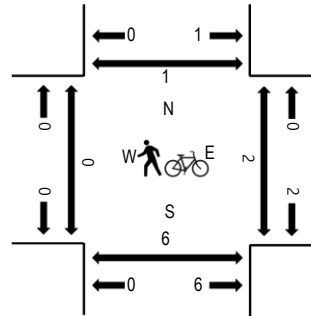
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



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				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	0	2	0	10	5	31	1	4	45	9	0	18	145	9	281	1,559	0	0	0	0
7:15 AM	0	0	0	0	0	17	2	42	1	4	61	4	0	30	196	13	370	1,734	0	0	0	0
7:30 AM	0	0	1	2	0	22	6	37	3	2	84	6	1	32	211	8	415	1,909	1	0	0	0
7:45 AM	0	0	0	2	0	29	8	37	1	5	81	15	0	34	262	19	493	2,072	0	0	1	0
8:00 AM	0	1	2	1	0	42	12	42	2	4	56	10	0	44	234	6	456	2,200	0	0	2	0
8:15 AM	0	0	1	3	0	48	12	53	1	8	75	25	0	47	261	11	545		0	1	0	0
8:30 AM	0	0	0	4	0	35	13	44	0	9	98	13	1	50	288	23	578		0	1	0	1
8:45 AM	0	1	0	1	0	50	20	55	2	10	118	15	0	50	271	28	621		0	0	4	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	7	0	0	0	9	0	16
Lights	0	2	2	9	0	172	57	190	5	30	318	59	1	189	1,020	68	2,122
Mediums	0	0	1	0	0	3	0	4	0	1	22	4	0	2	25	0	62
Total	0	2	3	9	0	175	57	194	5	31	347	63	1	191	1,054	68	2,200



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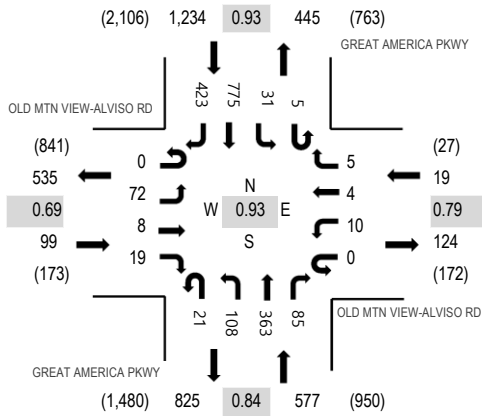
Location: 48 GREAT AMERICA PKWY & OLD MTN VIEW-ALVISO RD AM

Date and Start Time: Wednesday, May 9, 2018

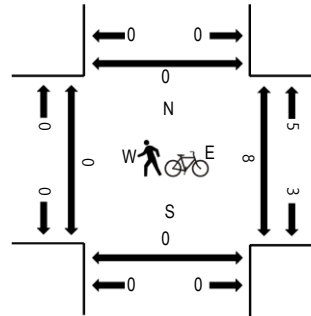
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	OLD MTN VIEW-ALVISO RD Eastbound				OLD MTN VIEW-ALVISO RD Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	8	1	4	0	2	0	0	4	10	49	10	0	1	129	35	253	1,327	1	0	0	1
7:15 AM	0	9	1	4	0	2	0	0	3	13	61	4	0	0	145	58	300	1,489	1	3	0	0
7:30 AM	0	12	1	3	0	0	1	0	2	13	82	7	1	0	162	64	348	1,690	1	0	0	0
7:45 AM	0	19	0	12	1	1	1	0	5	15	75	20	2	2	177	96	426	1,835	2	3	0	1
8:00 AM	0	10	1	6	0	3	1	1	6	25	67	17	0	6	181	91	415	1,929	0	3	0	0
8:15 AM	0	13	1	5	0	3	1	1	5	24	93	23	2	11	204	115	501		0	1	0	0
8:30 AM	0	15	5	7	0	2	2	2	3	30	99	14	3	2	204	105	493		0	2	0	0
8:45 AM	0	34	1	1	0	2	0	1	7	29	104	31	0	12	186	112	520		0	2	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	8	0	0	0	7	1	16
Lights	0	58	7	18	0	10	4	5	20	108	344	83	4	31	751	412	1,855
Mediums	0	14	1	1	0	0	0	0	1	0	11	2	1	0	17	10	58
Total	0	72	8	19	0	10	4	5	21	108	363	85	5	31	775	423	1,929



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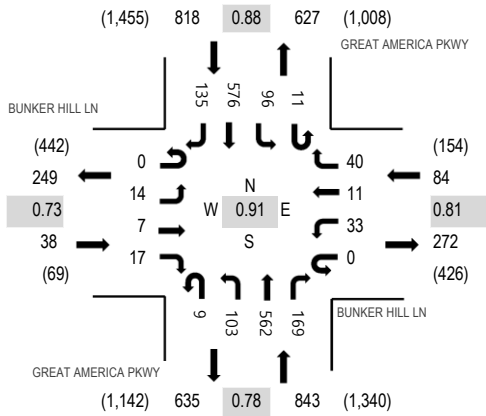
Location: 51 GREAT AMERICA PKWY & BUNKER HILL LN AM

Date and Start Time: Wednesday, May 9, 2018

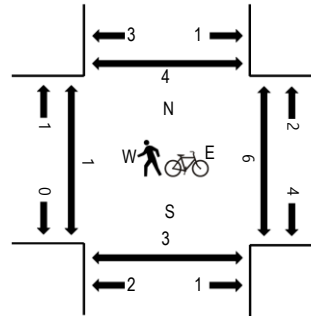
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



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				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	4	0	3	0	15	0	4	1	18	67	25	2	13	99	20	271	1,235	0	1	0	0
7:15 AM	0	2	1	0	0	6	3	7	0	14	78	25	0	11	105	27	279	1,335	0	2	0	0
7:30 AM	0	4	1	4	0	14	4	2	1	11	102	25	4	18	111	31	332	1,510	0	3	0	1
7:45 AM	0	6	1	5	0	11	1	3	1	16	93	20	3	14	131	48	353	1,644	2	4	0	0
8:00 AM	0	3	2	4	0	6	1	8	1	19	103	36	0	21	139	28	371	1,783	1	0	0	0
8:15 AM	0	3	3	2	0	12	6	7	2	25	144	45	3	23	142	37	454		0	2	2	1
8:30 AM	0	3	0	5	0	6	3	17	1	23	132	41	5	32	169	29	466		0	1	0	0
8:45 AM	0	5	2	6	0	9	1	8	5	36	183	47	3	20	126	41	492		0	3	1	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	7	1	0	0	7	0	15
Lights	0	14	7	16	0	32	11	40	9	103	539	167	11	95	555	133	1,732
Mediums	0	0	0	1	0	1	0	0	0	0	16	1	0	1	14	2	36
Total	0	14	7	17	0	33	11	40	9	103	562	169	11	96	576	135	1,783



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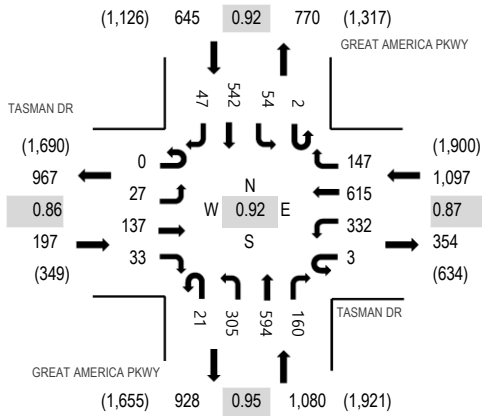
Location: 6 GREAT AMERICA PKWY & TASMAN DR AM

Date and Start Time: Wednesday, March 7, 2018

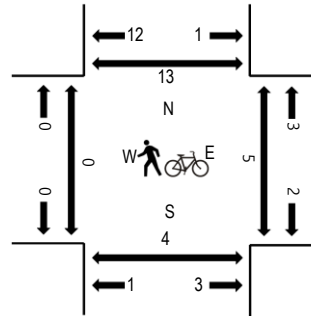
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



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				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	1	19	4	0	62	75	23	0	50	100	22	0	5	105	4	471	2,277	0	5	0	1
7:15 AM	0	2	22	5	1	39	95	17	8	59	104	17	0	13	96	4	482	2,508	0	1	0	0
7:30 AM	0	8	26	5	4	76	123	25	8	63	108	43	0	6	104	7	606	2,850	2	1	2	4
7:45 AM	0	16	34	9	5	85	162	11	7	73	132	47	0	16	114	7	718	2,976	2	0	0	4
8:00 AM	0	7	28	8	1	69	150	27	6	71	134	36	0	13	140	12	702	3,019	0	1	0	6
8:15 AM	0	7	41	6	2	107	166	40	7	83	147	42	2	15	141	18	824		0	1	0	3
8:30 AM	0	6	31	9	0	71	141	41	3	67	167	34	0	14	140	8	732		0	1	0	1
8:45 AM	0	7	37	10	0	85	158	39	5	84	146	48	0	12	121	9	761		0	1	1	2

Peak Rolling Hour Flow Rates

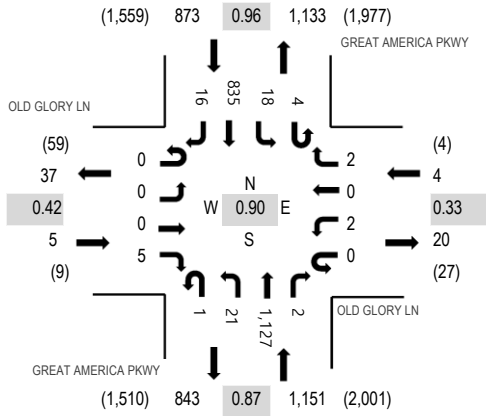
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	1	2	0	0	0	1	0	0	0	3	0	8
Lights	0	26	129	27	3	317	588	140	21	295	570	148	2	43	526	45	2,880
Mediums	0	1	8	5	0	14	25	7	0	10	23	12	0	11	13	2	131
Total	0	27	137	33	3	332	615	147	21	305	594	160	2	54	542	47	3,019



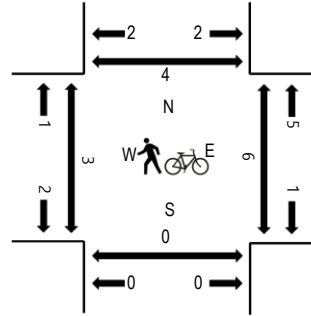
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Location: 53 GREAT AMERICA PKWY & OLD GLORY LN AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



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				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	4	189	0	1	1	137	4	336	1,540	2	4	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	3	210	0	1	2	137	4	358	1,650	0	1	0	1
7:30 AM	0	0	0	2	0	0	0	0	1	1	204	0	2	2	191	1	404	1,803	0	1	0	0
7:45 AM	0	0	0	1	0	0	0	0	1	3	234	0	2	2	197	2	442	1,912	2	3	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	2	243	1	1	3	191	5	446	2,033	1	3	0	2
8:15 AM	0	0	0	1	0	0	0	0	0	7	282	1	0	6	210	4	511		0	2	0	1
8:30 AM	0	0	0	1	0	1	0	0	0	2	284	0	1	7	215	2	513		0	0	0	0
8:45 AM	0	0	0	3	0	1	0	2	1	10	318	0	2	2	219	5	563		1	1	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	9	0	0	0	8	0	17
Lights	0	0	0	4	0	2	0	2	1	19	1,087	2	4	18	804	15	1,958
Mediums	0	0	0	1	0	0	0	0	0	2	31	0	0	0	23	1	58
Total	0	0	0	5	0	2	0	2	1	21	1,127	2	4	18	835	16	2,033



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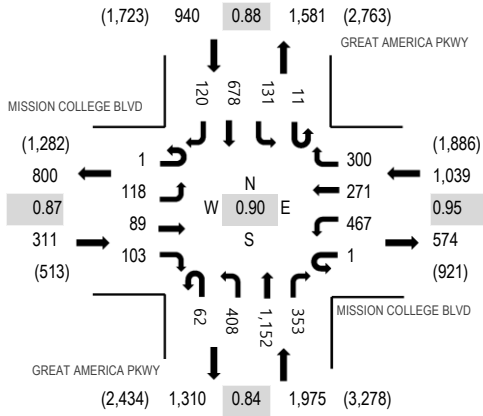
Location: 7 GREAT AMERICA PKWY & MISSION COLLEGE BLVD AM

Date and Start Time: Wednesday, March 7, 2018

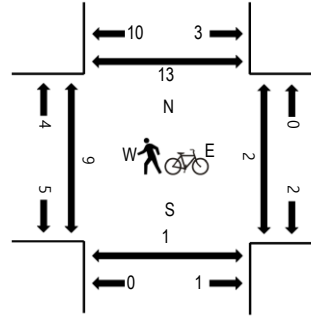
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MISSION COLLEGE BLVD Eastbound				MISSION COLLEGE BLVD Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	13	14	15	0	73	14	48	5	32	183	32	0	26	147	15	617	3,135	2	3	0	3
7:15 AM	0	16	16	7	0	130	34	51	6	61	189	36	3	23	102	23	697	3,520	4	1	0	5
7:30 AM	0	28	11	11	0	108	45	57	9	81	222	52	4	20	140	27	815	3,840	3	3	0	4
7:45 AM	0	25	22	24	0	137	61	89	11	67	248	69	6	26	199	22	1,006	4,090	2	3	0	3
8:00 AM	0	35	21	26	0	98	66	80	18	91	264	68	4	34	169	28	1,002	4,265	2	0	0	1
8:15 AM	1	29	19	19	0	139	58	80	12	88	270	73	4	32	167	26	1,017		2	0	0	2
8:30 AM	0	23	26	23	0	129	73	77	14	91	300	100	2	29	152	26	1,065		2	1	0	5
8:45 AM	0	31	23	35	1	101	74	63	18	138	318	112	1	36	190	40	1,181		3	1	1	5

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	1	0	2	1	1	0	1	2	3	0	0	5	1	18
Lights	1	111	85	98	1	462	265	289	62	401	1,123	350	9	122	648	112	4,139
Mediums	0	7	3	4	0	3	5	10	0	6	27	0	2	9	25	7	108
Total	1	118	89	103	1	467	271	300	62	408	1,152	353	11	131	678	120	4,265



Location: 3 BOWERS AVE & US101 NB RAMPS AM

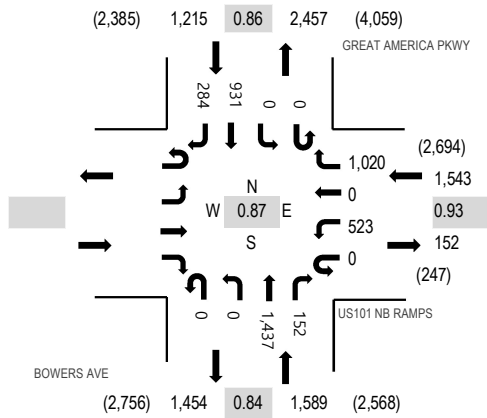
Date: Thursday, May 16, 2019

Peak Hour: 08:00 AM - 09:00 AM

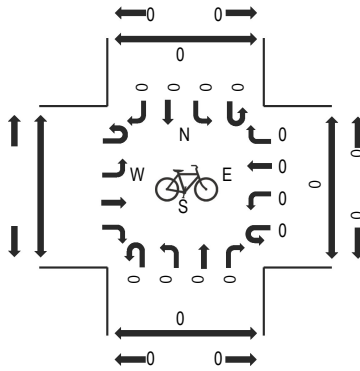
Peak 15-Minutes: 08:45 AM - 09:00 AM

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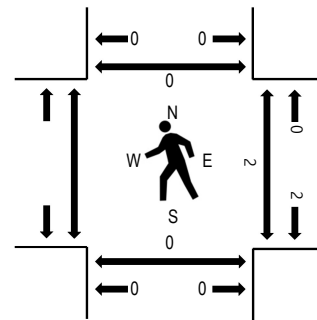
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	US101 NB RAMPS				BOWERS AVE				GREAT AMERICA PKWY				Total	Rolling Hour	Pedestrian Crossings						
	Eastbound		Westbound		Northbound		Southbound		West		East				South	North					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right									
7:00 AM					0	93	0	155	0	0	162	25	0	0	179	70	684	3,300	0	0	0
7:15 AM					0	99	0	155	0	0	186	18	0	0	199	87	744	3,546	0	0	0
7:30 AM					0	94	0	168	0	0	269	25	0	0	242	81	879	3,856	0	0	0
7:45 AM					0	147	0	240	0	0	267	27	0	0	249	63	993	4,095	0	0	0
8:00 AM					0	94	0	227	0	0	297	32	0	0	232	48	930	4,347	1	0	0
8:15 AM					0	148	0	252	0	0	336	33	0	0	210	75	1,054		1	0	0
8:30 AM					0	141	0	264	0	0	377	41	0	0	220	75	1,118		0	0	0
8:45 AM					0	140	0	277	0	0	427	46	0	0	269	86	1,245		0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	3	0	3	0	0	8	0	0	0	4	2	20
Bicycles on Road					0	0	0	0	0	0	0	0	0	0	0	0	0
Lights					0	515	0	1,004	0	0	1,404	134	0	0	876	277	4,210
Mediums					0	5	0	13	0	0	25	18	0	0	51	5	117
Total					0	523	0	1,020	0	0	1,437	152	0	0	931	284	4,347



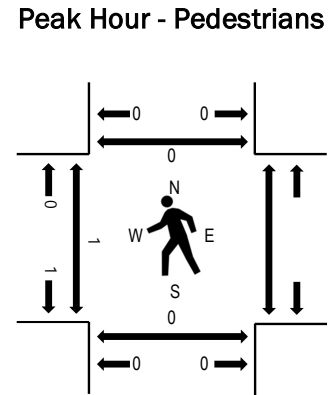
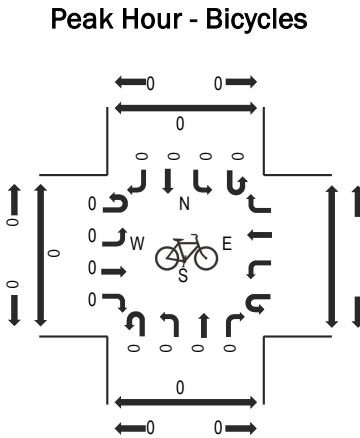
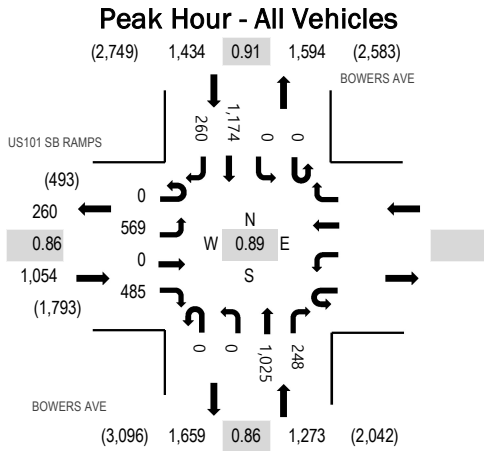
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Location: 4 BOWERS AVE & US101 SB RAMPS AM

Date: Thursday, May 16, 2019

Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	US101 SB RAMPS				BOWERS AVE				BOWERS AVE				Total	Rolling Hour	Pedestrian Crossings					
	Eastbound		Westbound		Northbound		Southbound		Northbound		Southbound				West	East	South	North		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right				
7:00 AM	0	75	0	71			0	0	111	34	0	0	215	60	566	2,823	0	0	0	0
7:15 AM	0	78	0	68			0	0	129	44	0	0	240	46	605	3,091	0	0	0	0
7:30 AM	0	107	0	116			0	0	189	43	0	0	286	66	807	3,399	0	0	0	0
7:45 AM	0	124	0	100			0	0	176	43	0	0	341	61	845	3,552	0	0	0	0
8:00 AM	0	125	0	117			0	0	206	56	0	0	268	62	834	3,761	0	0	0	0
8:15 AM	0	140	0	140			0	0	234	63	0	0	280	56	913		1	0	0	0
8:30 AM	0	123	0	103			0	0	290	54	0	0	326	64	960		0	0	0	0
8:45 AM	0	181	0	125			0	0	295	75	0	0	300	78	1,054		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	2	0	2			0	0	6	11	0	0	4	2	27					
Bicycles on Road	0	0	0	0			0	0	0	0	0	0	0	0	0					
Lights	0	558	0	470			0	0	985	233	0	0	1,133	237	3,616					
Mediums	0	9	0	13			0	0	34	4	0	0	37	21	118					
Total	0	569	0	485			0	0	1,025	248	0	0	1,174	260	3,761					



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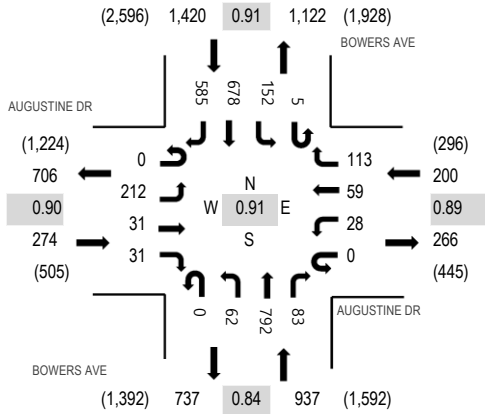
Location: 58 BOWERS AVE & AUGUSTINE DR AM

Date and Start Time: Thursday, May 10, 2018

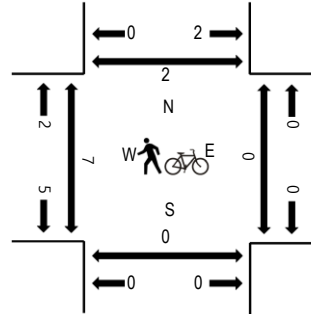
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	AUGUSTINE DR Eastbound				AUGUSTINE DR Westbound				BOWERS AVE Northbound				BOWERS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	44	9	3	0	4	6	6	0	13	94	5	2	26	135	92	439	2,158	0	0	0	1
7:15 AM	0	44	7	9	0	5	5	18	0	11	131	11	0	25	124	113	503	2,338	0	1	0	2
7:30 AM	0	44	7	8	0	2	2	18	0	12	177	9	1	29	187	113	609	2,549	0	2	0	4
7:45 AM	0	41	7	8	0	1	9	20	0	13	165	14	1	30	169	129	607	2,722	0	0	0	3
8:00 AM	0	56	6	5	0	8	15	25	0	15	138	23	0	50	149	129	619	2,831	0	0	0	1
8:15 AM	0	52	11	11	0	3	12	29	0	16	216	8	2	30	169	155	714		4	0	0	0
8:30 AM	0	48	2	7	0	7	12	37	0	21	231	26	2	39	195	155	782		1	0	0	1
8:45 AM	0	56	12	8	0	10	20	22	0	10	207	26	1	33	165	146	716		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	7	0	0	0	0	0	8
Lights	0	204	30	30	0	23	58	106	0	62	761	82	5	145	652	576	2,734
Mediums	0	7	1	1	0	5	1	7	0	0	24	1	0	7	26	9	89
Total	0	212	31	31	0	28	59	113	0	62	792	83	5	152	678	585	2,831



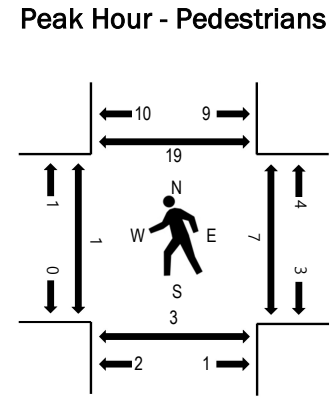
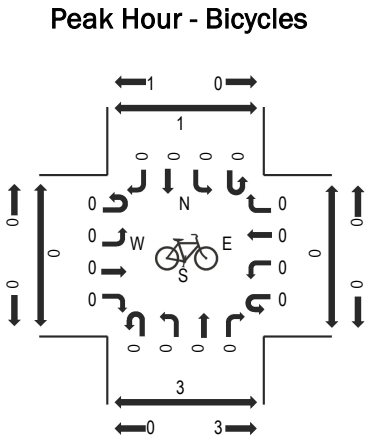
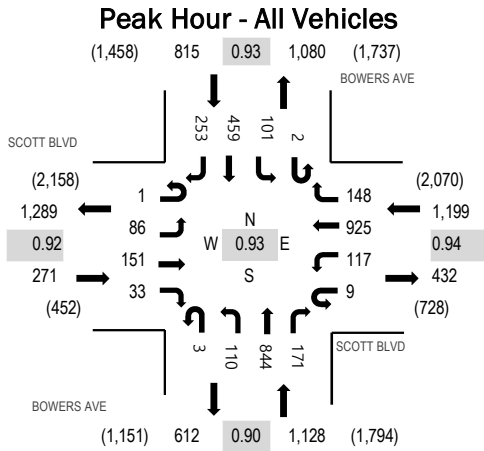
(303) 216-2439
www.alltrafficdata.net

Location: 5 BOWERS AVE & SCOTT BLVD AM

Date: Thursday, May 16, 2019

Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SCOTT BLVD Eastbound				SCOTT BLVD Westbound				BOWERS AVE Northbound				BOWERS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	10	13	4	1	28	82	12	0	7	83	16	1	15	50	24	346	2,361	0	2	0	1
7:15 AM	1	10	28	3	0	31	162	25	0	11	99	21	0	16	122	30	559	2,809	0	1	1	0
7:30 AM	0	14	34	2	0	31	163	29	0	21	166	27	2	26	120	40	675	3,079	0	3	3	1
7:45 AM	0	17	39	6	0	20	262	25	0	18	163	34	1	26	122	48	781	3,273	1	0	3	5
8:00 AM	0	21	28	7	3	32	219	34	1	20	186	34	1	25	125	58	794	3,413	1	1	0	4
8:15 AM	1	17	43	10	1	37	225	39	0	28	206	38	1	21	111	51	829		0	1	0	8
8:30 AM	0	29	38	7	1	30	223	36	1	21	237	42	0	24	112	68	869		0	5	2	0
8:45 AM	0	19	42	9	4	18	258	39	1	41	215	57	0	31	111	76	921		0	0	1	7

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	3	0	1	0	0	0	0	3	0	8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	84	147	30	9	113	913	141	3	107	828	164	2	97	440	245	3,324
Mediums	0	2	4	3	0	4	11	4	0	2	16	7	0	4	16	8	81
Total	1	86	151	33	9	117	925	148	3	110	844	171	2	101	459	253	3,413



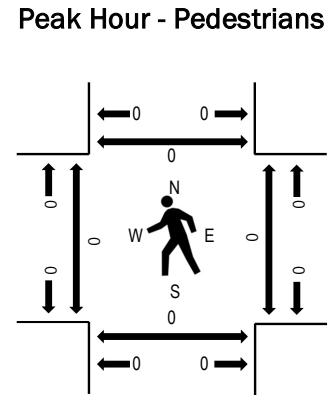
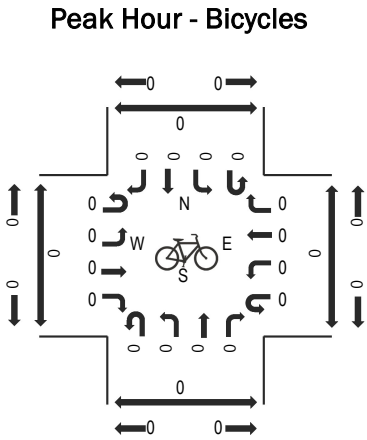
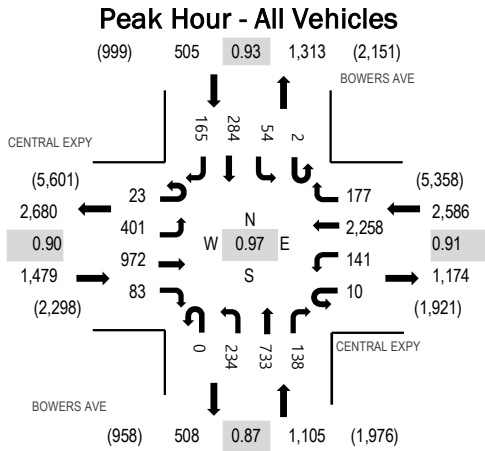
(303) 216-2439
www.alltrafficdata.net

Location: 6 BOWERS AVE & CENTRAL EXPY AM

Date: Thursday, May 16, 2019

Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	CENTRAL EXPY Eastbound				CENTRAL EXPY Westbound				BOWERS AVE Northbound				BOWERS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	27	104	10	3	43	672	40	0	32	62	20	0	5	48	37	1,104	4,956	0	0	0	0
7:15 AM	7	28	112	12	0	29	597	34	0	65	124	33	1	14	81	48	1,185	5,188	0	0	0	0
7:30 AM	8	46	146	13	2	21	656	27	0	68	150	32	0	11	57	55	1,292	5,456	1	0	0	1
7:45 AM	3	64	221	17	1	36	572	39	0	63	194	28	2	15	83	37	1,375	5,584	1	2	0	0
8:00 AM	7	86	215	15	2	30	561	42	0	56	159	33	0	12	75	43	1,336	5,675	0	0	0	0
8:15 AM	7	105	272	26	3	28	602	43	0	50	154	41	1	8	58	55	1,453		0	0	0	0
8:30 AM	2	88	249	21	1	34	576	41	0	66	194	35	1	19	56	37	1,420		0	0	0	0
8:45 AM	7	122	236	21	4	49	519	51	0	62	226	29	0	15	95	30	1,466		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	3	0	0	0	0	0	0	0	3	0	7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	23	396	955	80	10	139	2,215	177	0	233	712	137	2	50	267	160	5,556
Mediums	0	5	16	3	0	2	40	0	0	1	21	1	0	4	14	5	112
Total	23	401	972	83	10	141	2,258	177	0	234	733	138	2	54	284	165	5,675



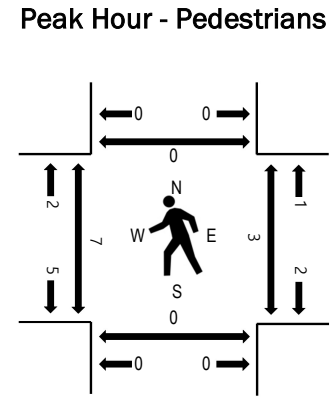
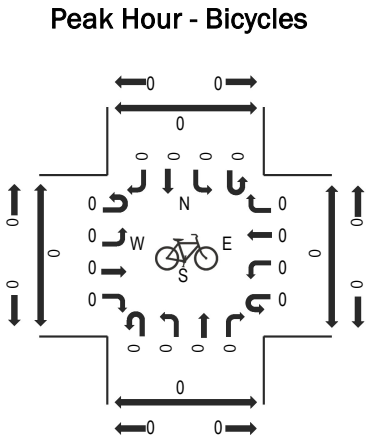
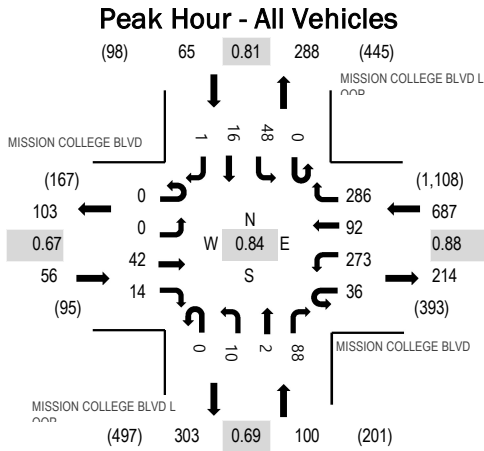
(303) 216-2439
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Location: 29 MISSION COLLEGE BLVD LOOP & MISSION COLLEGE BLVD AM

Date: Thursday, May 16, 2019

Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MISSION COLLEGE BLVD Eastbound				MISSION COLLEGE BLVD Westbound				MISSION COLLEGE BLVD Northbound				MISSION COLLEGE BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	7:00 AM	0	0	2	0	6	23	6	8	0	1	1	23	0	3	1			0	74	594	0
7:15 AM	0	0	8	0	7	38	17	27	0	1	2	15	0	1	1	0	117	726	3	2	0	0
7:30 AM	0	0	13	3	13	60	19	63	0	1	3	16	0	7	2	0	200	841	1	0	2	0
7:45 AM	0	0	12	1	4	61	18	51	0	1	2	35	0	14	4	0	203	841	0	0	2	0
8:00 AM	0	0	7	3	14	66	20	62	0	0	0	16	0	12	6	0	206	908	0	2	0	0
8:15 AM	0	0	9	3	10	81	28	58	0	2	0	24	0	14	3	0	232		1	0	0	0
8:30 AM	0	0	8	5	6	55	19	72	0	6	1	18	0	6	4	0	200		3	0	0	0
8:45 AM	0	0	18	3	6	71	25	94	0	2	1	30	0	16	3	1	270		3	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	34	14	36	267	84	284	0	10	2	87	0	47	16	1	882
Mediums	0	0	7	0	0	6	7	2	0	0	0	1	0	1	0	0	24
Total	0	0	42	14	36	273	92	286	0	10	2	88	0	48	16	1	908



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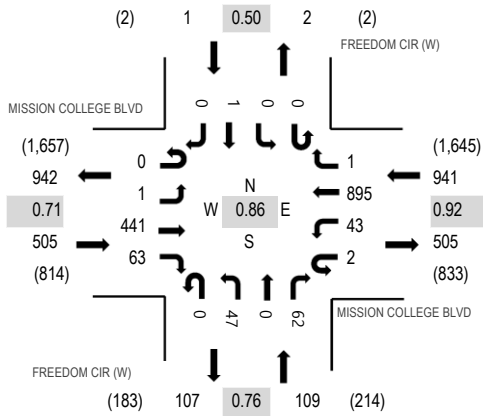
Location: 130 FREEDOM CIR (W) & MISSION COLLEGE BLVD AM

Date and Start Time: Thursday, May 24, 2018

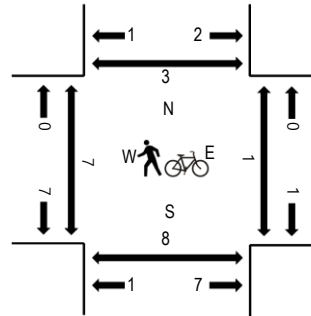
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MISSION COLLEGE BLVD Eastbound				MISSION COLLEGE BLVD Westbound				FREEDOM CIR (W) Northbound				FREEDOM CIR (W) Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	49	7	0	9	128	0	0	6	0	11	0	0	0	0	210	1,119	0	0	3	1
7:15 AM	0	0	50	12	1	5	125	0	0	11	0	14	0	0	0	0	218	1,221	2	0	1	1
7:30 AM	0	0	70	13	0	11	193	0	0	16	0	14	0	0	0	0	317	1,394	1	0	1	2
7:45 AM	0	0	95	13	2	6	224	0	0	11	0	22	0	0	0	1	374	1,480	2	0	0	0
8:00 AM	0	1	77	16	1	10	186	0	0	8	0	13	0	0	0	0	312	1,556	0	1	3	1
8:15 AM	0	0	98	18	0	10	243	0	0	8	0	14	0	0	0	0	391		0	0	0	0
8:30 AM	0	0	107	10	0	10	244	1	0	16	0	14	0	0	1	0	403		5	0	0	2
8:45 AM	0	0	159	19	1	13	222	0	0	15	0	21	0	0	0	0	450		1	0	5	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Lights	0	1	424	60	2	43	877	1	0	41	0	61	0	0	1	0	1,511
Mediums	0	0	15	3	0	0	17	0	0	6	0	1	0	0	0	0	42
Total	0	1	441	63	2	43	895	1	0	47	0	62	0	0	1	0	1,556



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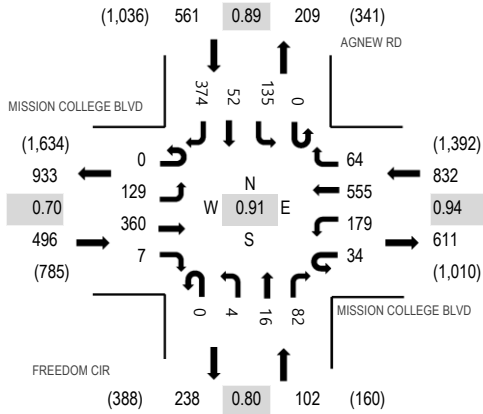
Location: 131 FREEDOM CIR & MISSION COLLEGE BLVD AM

Date and Start Time: Thursday, May 24, 2018

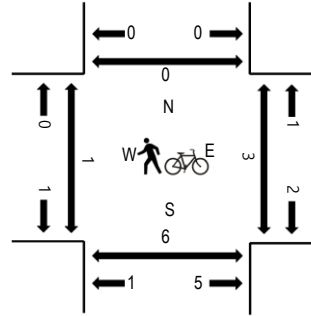
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MISSION COLLEGE BLVD Eastbound				MISSION COLLEGE BLVD Westbound				FREEDOM CIR Northbound				AGNEW RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	16	33	0	7	24	60	9	0	1	4	8	0	16	11	71	260	1,382	0	1	2	0
7:15 AM	0	13	45	2	7	24	58	8	0	0	0	12	0	24	8	73	274	1,571	0	3	1	0
7:30 AM	0	22	54	0	9	29	105	19	0	1	0	14	0	32	6	99	390	1,781	0	1	1	0
7:45 AM	0	22	81	1	8	38	136	19	0	1	0	17	0	32	7	96	458	1,899	0	0	2	0
8:00 AM	0	25	71	1	2	59	125	20	0	1	3	20	0	33	5	84	449	1,991	0	1	2	0
8:15 AM	0	35	70	2	12	35	157	18	0	2	3	13	0	35	9	93	484		0	0	1	0
8:30 AM	0	31	84	1	10	44	137	12	0	0	6	26	0	33	17	107	508		0	1	1	0
8:45 AM	0	38	135	3	10	41	136	14	0	1	4	23	0	34	21	90	550		0	1	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	1	1	0	0	0	0	0	0	0	0	1	4
Lights	0	124	346	7	34	177	544	59	0	4	16	82	0	132	52	369	1,946
Mediums	0	5	13	0	0	1	10	5	0	0	0	0	0	3	0	4	41
Total	0	129	360	7	34	179	555	64	0	4	16	82	0	135	52	374	1,991



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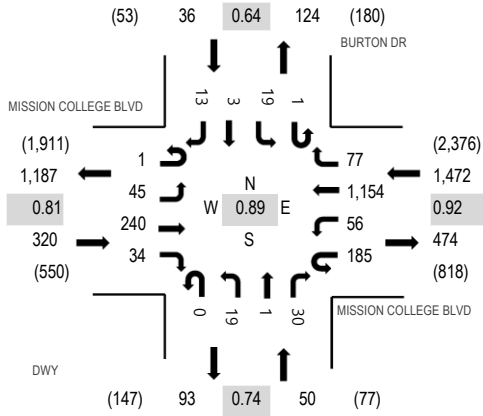
Location: 140 DWY & MISSION COLLEGE BLVD AM

Date and Start Time: Thursday, May 24, 2018

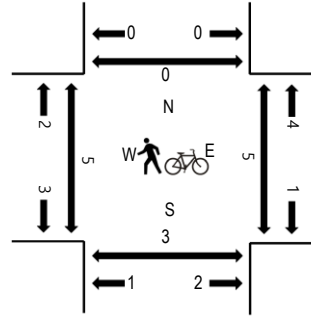
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MISSION COLLEGE BLVD Eastbound				MISSION COLLEGE BLVD Westbound				DWY Northbound				BURTON DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	33	5	24	6	136	11	0	0	1	3	0	4	0	1	226	1,178	0	0	0	0
7:15 AM	0	1	48	4	22	5	131	7	0	2	0	2	0	3	0	2	227	1,383	0	0	0	0
7:30 AM	0	3	51	7	31	9	204	15	0	3	0	5	0	3	0	1	332	1,609	0	0	0	0
7:45 AM	1	5	63	7	46	10	237	10	0	4	1	6	0	0	1	2	393	1,745	0	5	0	0
8:00 AM	0	8	57	7	40	10	286	8	0	6	0	5	0	2	0	2	431	1,878	0	2	0	0
8:15 AM	1	9	54	9	39	14	280	26	0	3	1	9	0	3	1	4	453		2	0	3	0
8:30 AM	0	12	60	4	54	17	278	20	0	7	0	2	1	8	1	4	468		3	3	0	0
8:45 AM	0	16	69	14	52	15	310	23	0	3	0	14	0	6	1	3	526		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	3	0	0	0	0	0	0	0	0	0	4
Lights	1	44	225	32	185	55	1,133	76	0	19	1	28	1	18	2	12	1,832
Mediums	0	1	14	2	0	1	18	1	0	0	0	2	0	1	1	1	42
Total	1	45	240	34	185	56	1,154	77	0	19	1	30	1	19	3	13	1,878



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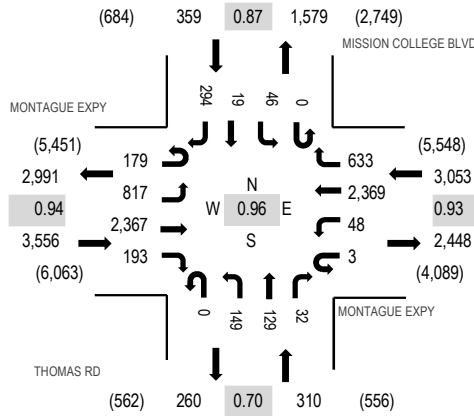
Location: 5 THOMAS RD & MONTAGUE EXPY AM

Date: Tuesday, April 9, 2019

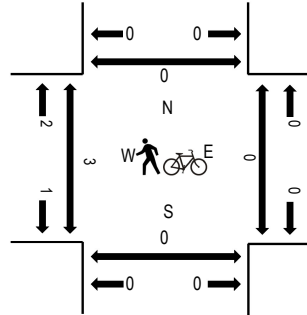
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



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				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	42	87	240	55	1	25	453	70	0	37	26	8	0	16	3	53	1,116	5,573	1	0	0	0
7:15 AM	26	143	358	57	0	19	441	106	0	25	19	15	0	13	6	68	1,296	6,185	1	0	0	0
7:30 AM	17	192	446	48	0	13	537	119	0	31	17	6	1	9	5	68	1,509	6,790	1	0	0	0
7:45 AM	26	205	517	48	0	20	535	156	0	31	28	3	1	9	3	70	1,652	7,074	0	3	0	0
8:00 AM	48	215	546	43	0	16	540	150	0	34	28	4	0	12	8	84	1,728	7,278	1	0	0	0
8:15 AM	50	220	631	42	1	6	638	180	0	27	15	8	0	10	3	70	1,901		0	0	0	0
8:30 AM	41	201	631	45	1	18	555	126	0	35	38	11	0	11	3	77	1,793		2	0	0	0
8:45 AM	40	181	559	63	1	8	636	177	0	53	48	9	0	13	5	63	1,856		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	8	5	0	0	1	18	1	0	1	0	2	0	0	0	2	38
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	179	804	2,340	188	3	46	2,329	628	0	140	123	29	0	41	17	281	7,148
Mediums	0	5	22	5	0	1	22	4	0	8	6	1	0	5	2	11	92
Total	179	817	2,367	193	3	48	2,369	633	0	149	129	32	0	46	19	294	7,278



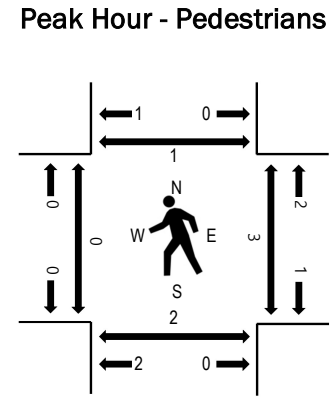
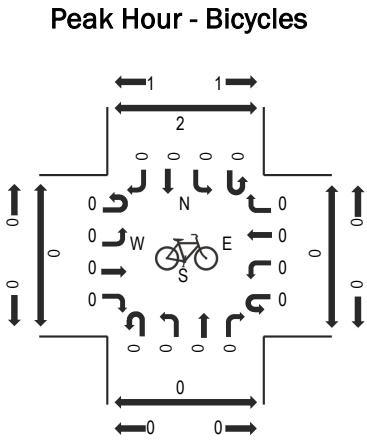
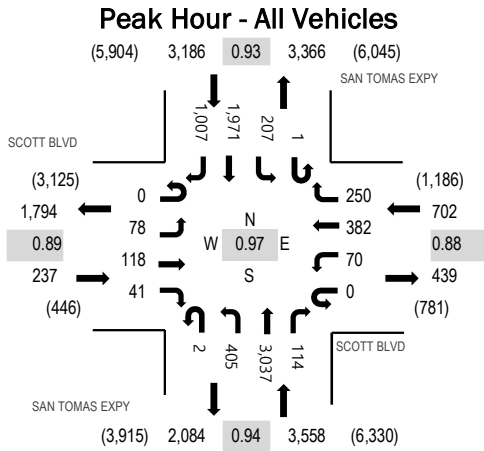
(303) 216-2439
www.alltrafficdata.net

Location: 14 SAN TOMAS EXPY & SCOTT BLVD AM

Date: Thursday, May 16, 2019

Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	SCOTT BLVD Eastbound				SCOTT BLVD Westbound				SAN TOMAS EXPY Northbound				SAN TOMAS EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	10	19	3	0	4	38	34	0	52	412	16	1	36	436	133	1,194	6,275	0	0	0	1
7:15 AM	0	14	16	5	0	4	54	45	0	58	568	14	0	61	451	199	1,489	7,052	0	0	0	0
7:30 AM	0	31	30	11	0	7	65	53	2	80	657	20	2	35	432	209	1,634	7,429	0	0	0	0
7:45 AM	0	22	37	8	0	22	94	57	1	100	728	52	0	61	508	268	1,958	7,683	0	0	0	0
8:00 AM	0	23	34	8	0	34	87	81	1	108	719	22	0	50	546	258	1,971	7,591	0	2	0	1
8:15 AM	0	17	22	13	0	7	97	51	0	84	771	19	1	48	484	252	1,866		0	1	2	0
8:30 AM	0	16	25	12	0	7	104	61	0	113	819	21	0	48	433	229	1,888		0	0	0	0
8:45 AM	0	29	31	10	0	15	116	49	1	96	774	22	0	42	450	231	1,866		0	0	1	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	1	0	0	3	0	0	0	6	4	15
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	72	111	38	0	69	371	236	2	403	3,009	114	1	198	1,924	987	7,535
Mediums	0	5	7	3	0	1	11	13	0	2	25	0	0	9	41	16	133
Total	0	78	118	41	0	70	382	250	2	405	3,037	114	1	207	1,971	1,007	7,683



(303) 216-2439
www.alltrafficdata.net

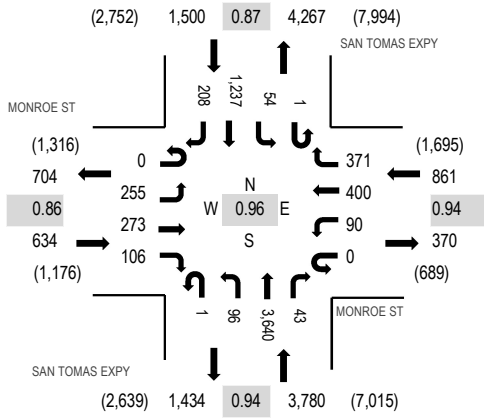
Location: 8 SAN TOMAS EXPY & MONROE ST AM

Date: Tuesday, April 9, 2019

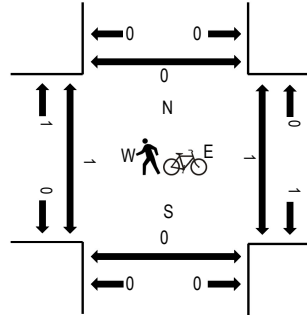
Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MONROE ST Eastbound				MONROE ST Westbound				SAN TOMAS EXPY Northbound				SAN TOMAS EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	34	27	16	0	33	61	73	0	12	611	7	0	12	246	48	1,180	5,901	0	0	0	3
7:15 AM	0	49	56	17	0	21	105	87	0	25	691	17	1	10	245	72	1,396	6,474	0	0	0	1
7:30 AM	0	74	60	34	0	35	84	105	0	21	817	12	1	15	262	47	1,567	6,756	0	0	0	1
7:45 AM	0	70	69	27	0	32	104	93	0	22	924	9	0	10	330	68	1,758	6,775	1	1	0	0
8:00 AM	0	53	49	20	0	23	110	64	1	33	942	11	0	19	370	58	1,753	6,737	0	0	0	0
8:15 AM	0	62	72	26	0	22	97	93	0	26	887	15	1	15	308	54	1,678		0	0	0	0
8:30 AM	0	70	83	33	0	13	89	121	0	15	887	8	0	10	229	28	1,586		0	0	0	0
8:45 AM	0	64	89	22	0	19	78	133	1	25	987	9	0	5	254	34	1,720		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	1	0	0	0	3	0	0	0	3	0	8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	252	263	104	0	85	388	370	1	93	3,616	41	1	49	1,208	198	6,669
Mediums	0	2	10	2	0	5	11	1	0	3	21	2	0	5	26	10	98
Total	0	255	273	106	0	90	400	371	1	96	3,640	43	1	54	1,237	208	6,775



(303) 216-2439
www.alltrafficdata.net

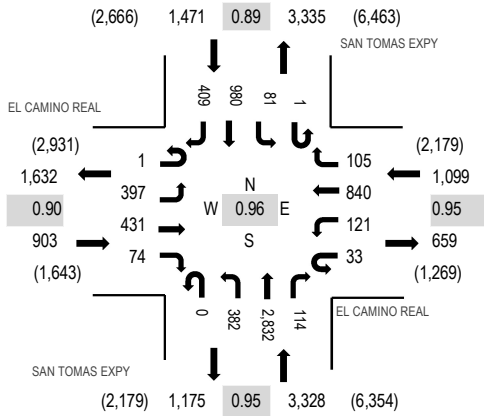
Location: 10 SAN TOMAS EXPY & EL CAMINO REAL AM

Date: Tuesday, April 9, 2019

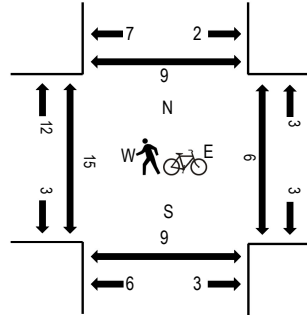
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				SAN TOMAS EXPY Northbound				SAN TOMAS EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	39	57	10	3	41	169	32	0	49	483	21	0	15	192	66	1,177	6,067	3	0	0	2
7:15 AM	0	51	92	10	10	34	199	45	0	84	670	30	1	14	236	98	1,574	6,658	13	1	2	0
7:30 AM	1	95	90	18	8	24	223	24	0	114	718	26	0	13	217	93	1,664	6,801	5	2	0	3
7:45 AM	0	103	119	16	10	20	219	9	0	104	611	29	1	24	270	117	1,652	6,796	2	0	2	1
8:00 AM	0	109	125	21	11	47	209	29	0	89	715	27	0	19	246	121	1,768	6,775	3	1	4	0
8:15 AM	0	90	97	19	4	30	189	43	0	75	788	32	0	25	247	78	1,717		3	3	1	4
8:30 AM	0	119	129	22	11	26	170	53	0	54	763	33	0	35	189	55	1,659		0	0	1	0
8:45 AM	0	95	93	23	9	28	209	41	0	77	736	26	0	32	193	69	1,631		6	0	2	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	2	0	0	0	6	0	0	0	2	0	0	1	2	0	13
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	1	397	415	74	33	119	798	105	0	380	2,814	111	1	77	952	397	6,674
Mediums	0	0	14	0	0	2	36	0	0	2	16	3	0	3	26	12	114
Total	1	397	431	74	33	121	840	105	0	382	2,832	114	1	81	980	409	6,801



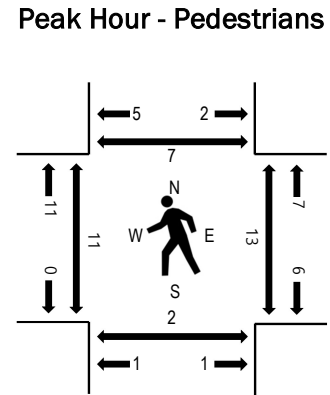
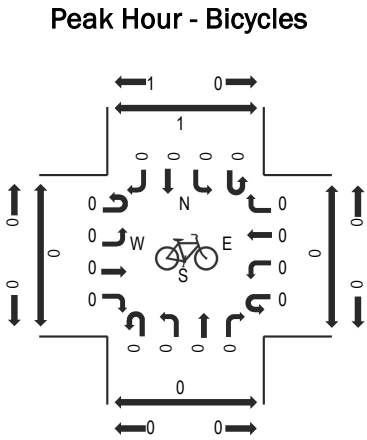
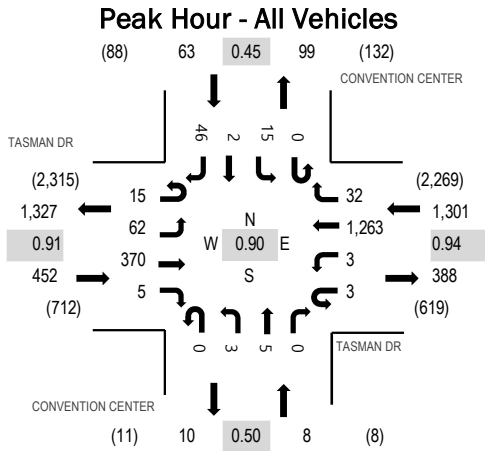
(303) 216-2439
www.alltrafficdata.net

Location: 12 CONVENTION CENTER & TASMAN DR AM

Date: Thursday, May 16, 2019

Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				CONVENTION CENTER Northbound				CONVENTION CENTER Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	4	2	37	0	0	0	142	2	0	0	0	0	0	0	0	1	188	1,253	1	7	2	2
7:15 AM	2	9	54	0	1	0	213	4	0	0	0	0	0	1	0	6	290	1,527	3	7	1	0
7:30 AM	5	4	60	0	0	1	268	4	0	0	0	0	0	1	0	7	350	1,656	3	5	2	0
7:45 AM	6	5	72	0	2	0	328	3	0	0	0	0	0	3	0	6	425	1,743	3	4	2	3
8:00 AM	3	9	98	0	0	1	336	8	0	0	0	0	0	2	0	5	462	1,824	0	5	0	0
8:15 AM	5	12	88	1	0	0	295	4	0	2	0	0	0	4	1	7	419		4	6	0	2
8:30 AM	3	15	92	2	2	0	306	6	0	0	2	0	0	2	0	7	437		1	1	0	3
8:45 AM	4	26	92	2	1	2	326	14	0	1	3	0	0	7	1	27	506		6	1	2	2

Peak Rolling Hour Flow Rates

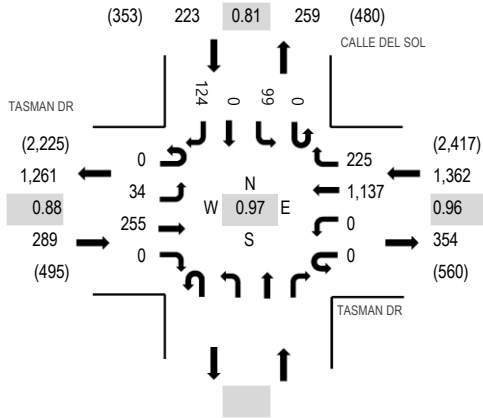
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	14	62	344	5	3	3	1,212	32	0	3	5	0	0	15	2	46	1,746
Mediums	1	0	26	0	0	0	50	0	0	0	0	0	0	0	0	0	77
Total	15	62	370	5	3	3	1,263	32	0	3	5	0	0	15	2	46	1,824



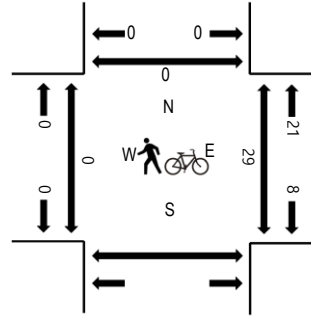
(303) 216-2439
www.alltrafficdata.net

Location: 90 CALLE DEL SOL & TASMAN DR AM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				Northbound			CALLE DEL SOL Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South
7:00 AM	0	4	19	0	0	0	166	23				0	6	0	12	230	1,391	0	8	0	
7:15 AM	3	6	38	0	0	0	206	36				0	5	0	20	314	1,622	0	13	0	
7:30 AM	1	11	69	0	0	0	268	60				0	10	0	29	448	1,763	0	14	0	
7:45 AM	0	10	45	0	1	0	224	71				0	13	0	35	399	1,788	0	5	0	
8:00 AM	0	7	55	0	0	0	276	78				0	26	0	19	461	1,874	0	6	0	
8:15 AM	0	10	60	0	0	0	263	53				0	27	0	42	455		0	8	0	
8:30 AM	0	10	65	0	0	0	296	43				0	24	0	35	473		0	10	0	
8:45 AM	0	7	75	0	0	0	302	51				0	22	0	28	485		0	5	0	

Peak Rolling Hour Flow Rates

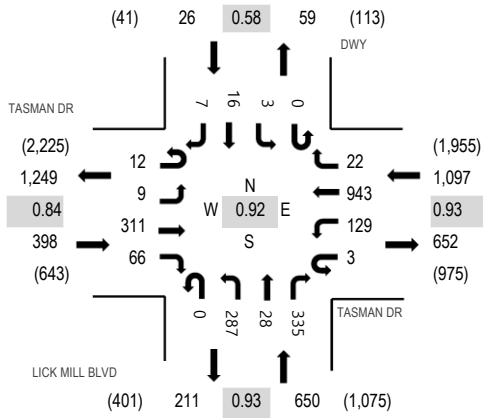
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	1	0	0	0	4	0					0	0	0	0	7
Lights	0	30	242	0	0	0	1,106	218					0	98	0	118	1,812
Mediums	0	2	12	0	0	0	27	7					0	1	0	6	55
Total	0	34	255	0	0	0	1,137	225					0	99	0	124	1,874



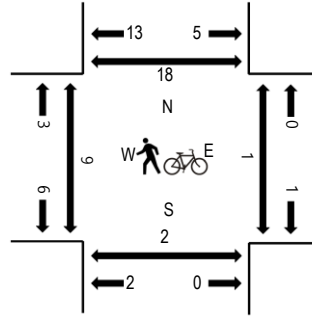
(303) 216-2439
www.alltrafficdata.net

Location: 97 LICK MILL BLVD & TASMAN DR AM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				LICK MILL BLVD Northbound				DWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	2	0	23	11	1	24	118	3	0	50	4	17	0	0	1	0	254	1,543	2	0	2	2
7:15 AM	4	0	26	13	0	26	161	3	0	50	10	34	0	0	1	1	329	1,843	0	2	2	3
7:30 AM	3	0	63	27	0	32	237	5	0	72	5	34	0	0	1	0	479	2,003	5	0	4	4
7:45 AM	3	1	57	12	0	31	201	16	0	74	7	68	0	0	11	0	481	2,062	5	0	0	6
8:00 AM	4	1	66	17	0	46	241	5	0	66	2	91	0	0	13	2	554	2,171	5	1	2	4
8:15 AM	0	4	78	6	2	23	209	8	0	74	6	74	0	1	0	4	489		1	0	0	0
8:30 AM	3	1	79	20	1	25	239	4	0	79	8	75	0	2	2	0	538		0	0	0	10
8:45 AM	5	3	88	23	0	35	254	5	0	68	12	95	0	0	1	1	590		0	0	0	1

Peak Rolling Hour Flow Rates

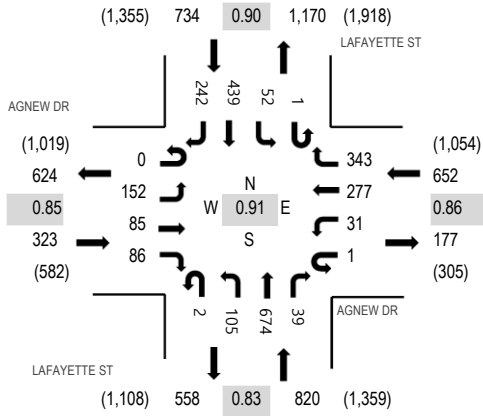
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	6	0	0	0	0	1	0	0	0	0	8
Lights	12	9	299	65	3	128	908	22	0	279	28	333	0	3	16	7	2,112
Mediums	0	0	11	1	0	1	29	0	0	8	0	1	0	0	0	0	51
Total	12	9	311	66	3	129	943	22	0	287	28	335	0	3	16	7	2,171



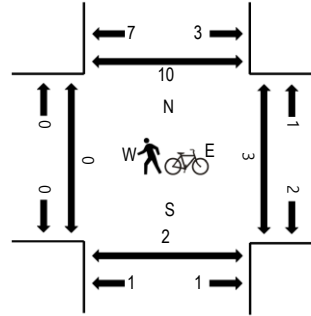
(303) 216-2439
www.alltrafficdata.net

Location: 82 LAFAYETTE ST & AGNEW DR AM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	AGNEW DR Eastbound				AGNEW DR Westbound				LAFAYETTE ST Northbound				LAFAYETTE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	14	21	11	2	5	25	26	0	6	73	8	0	6	96	24	317	1,821	0	0	1	0
7:15 AM	0	25	11	21	1	8	46	43	0	12	108	6	0	5	83	37	406	2,150	0	0	0	0
7:30 AM	0	25	12	30	0	13	49	47	0	15	138	8	0	5	112	43	497	2,365	0	2	0	0
7:45 AM	0	40	20	29	3	14	56	64	0	14	145	6	0	14	128	68	601	2,437	0	0	1	0
8:00 AM	0	55	17	24	0	9	65	115	0	15	151	5	0	18	109	63	646	2,529	0	0	1	2
8:15 AM	0	28	21	19	0	5	67	71	0	18	167	11	0	15	129	70	621		0	0	0	3
8:30 AM	0	28	25	20	1	5	53	80	1	33	163	8	1	10	85	56	569		0	2	1	4
8:45 AM	0	41	22	23	0	12	92	77	1	39	193	15	0	9	116	53	693		0	1	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	6	0	0	0	3	1	10
Lights	0	151	84	83	1	30	276	342	2	104	655	39	1	50	425	234	2,477
Mediums	0	1	1	3	0	1	1	1	0	1	13	0	0	2	11	7	42
Total	0	152	85	86	1	31	277	343	2	105	674	39	1	52	439	242	2,529



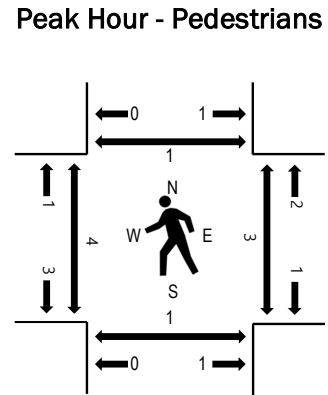
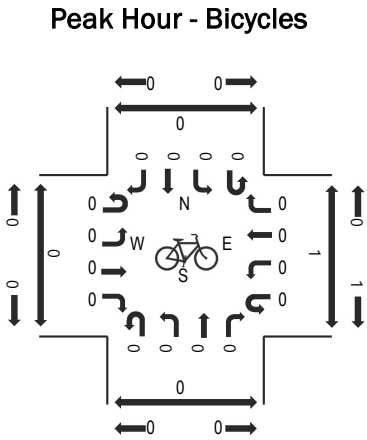
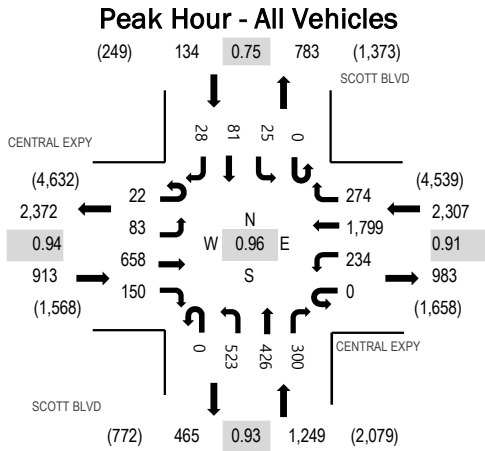
(303) 216-2439
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Location: 20 SCOTT BLVD & CENTRAL EXPY AM

Date: Thursday, May 16, 2019

Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	CENTRAL EXPY Eastbound				CENTRAL EXPY Westbound				SCOTT BLVD Northbound				SCOTT BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	2	11	78	13	0	28	437	40	0	99	48	30	0	5	13	6	810	3,832	0	0	1	0
7:15 AM	1	17	102	24	0	25	526	44	0	89	57	39	0	2	13	8	947	4,139	0	0	0	0
7:30 AM	2	19	117	23	0	40	489	56	0	79	84	60	0	8	26	4	1,007	4,324	0	0	0	0
7:45 AM	1	39	156	50	0	37	428	82	0	79	93	73	0	5	15	10	1,068	4,514	0	0	0	0
8:00 AM	6	20	153	39	0	57	462	47	0	135	84	65	0	7	32	10	1,117	4,603	2	0	0	0
8:15 AM	5	19	159	42	0	54	437	62	0	147	120	57	0	11	13	6	1,132		0	2	1	0
8:30 AM	5	19	182	31	0	68	475	88	0	110	104	92	0	4	15	4	1,197		2	0	0	0
8:45 AM	6	25	164	38	0	55	425	77	0	131	118	86	0	3	21	8	1,157		0	1	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	2	0	0	0	3	0	0	2	1	1	0	0	1	0	11
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	22	79	637	143	0	232	1,771	270	0	512	416	290	0	23	73	24	4,492
Mediums	0	3	19	7	0	2	25	4	0	9	9	9	0	2	7	4	100
Total	22	83	658	150	0	234	1,799	274	0	523	426	300	0	25	81	28	4,603



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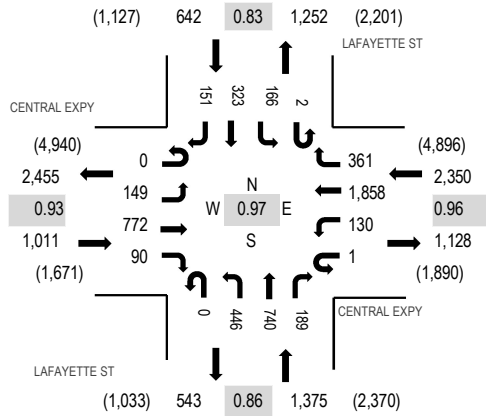
Location: 3 LAFAYETTE ST & CENTRAL EXPY AM

Date: Tuesday, April 9, 2019

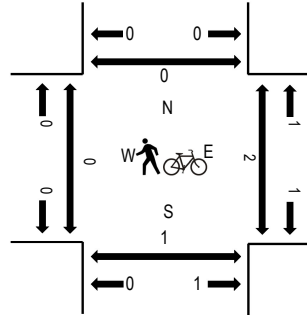
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	CENTRAL EXPY Eastbound				CENTRAL EXPY Westbound				LAFAYETTE ST Northbound				LAFAYETTE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	21	82	13	0	47	498	90	0	73	84	33	0	26	45	32	1,044	4,686	0	0	0	0
7:15 AM	0	31	89	12	0	40	495	74	0	86	88	32	0	30	48	32	1,057	4,923	0	0	0	0
7:30 AM	0	31	137	21	1	50	502	85	0	90	162	45	0	37	57	20	1,238	5,256	0	0	0	0
7:45 AM	0	26	176	21	0	42	533	89	0	90	168	44	0	30	94	34	1,347	5,346	0	1	0	0
8:00 AM	0	34	152	21	1	40	422	86	0	122	174	36	0	40	116	37	1,281	5,378	0	0	0	0
8:15 AM	0	40	209	24	0	26	505	74	0	116	182	48	1	45	75	45	1,390		0	1	1	0
8:30 AM	0	38	206	17	0	36	495	115	0	82	166	50	1	43	53	26	1,328		0	0	0	0
8:45 AM	0	37	205	28	0	28	436	86	0	126	218	55	0	38	79	43	1,379		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	4	1	0	3	4	3	0	0	2	8	0	1	5	6	38
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	142	760	84	1	117	1,827	336	0	440	722	160	2	145	309	135	5,180
Mediums	0	6	8	5	0	10	27	22	0	6	16	21	0	20	9	10	160
Total	0	149	772	90	1	130	1,858	361	0	446	740	189	2	166	323	151	5,378



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Location: 4 DE LA CRUZ BLVD & CENTRAL EXPY AM

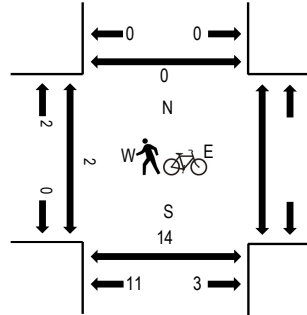
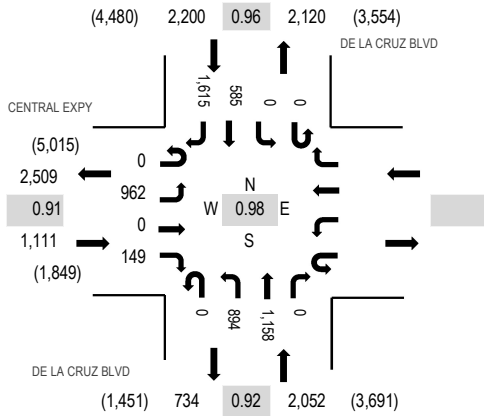
Date: Tuesday, April 9, 2019

Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	CENTRAL EXPY				Westbound			DE LA CRUZ BLVD Northbound				DE LA CRUZ BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South
7:00 AM	0	132	0	16					1	200	155	0	0	0	146	425	1,075	4,657	0	0	0
7:15 AM	0	126	0	31					1	236	177	0	0	0	126	417	1,114	4,889	0	0	0
7:30 AM	0	182	0	26					0	206	209	0	0	0	153	412	1,188	5,103	0	0	0
7:45 AM	0	195	0	30					0	196	258	0	0	0	187	414	1,280	5,283	0	1	0
8:00 AM	0	209	0	44					0	224	265	0	0	0	157	408	1,307	5,363	0	0	0
8:15 AM	0	232	0	39					0	223	250	0	0	0	175	409	1,328		0	0	0
8:30 AM	0	273	0	32					0	216	315	0	0	0	125	407	1,368		0	0	0
8:45 AM	0	248	0	34					0	231	328	0	0	0	128	391	1,360		0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				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	11	0	2					0	2	19	0	0	0	14	12	60
Bicycles on Road	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	0	905	0	139					0	883	1,091	0	0	0	550	1,554	5,122
Mediums	0	46	0	8					0	9	48	0	0	0	21	49	181
Total	0	962	0	149					0	894	1,158	0	0	0	585	1,615	5,363



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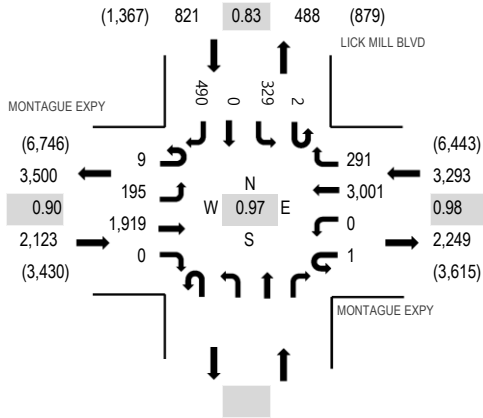
Location: 98 LICK MILL BLVD & MONTAGUE EXPY AM

Date and Start Time: Thursday, May 10, 2018

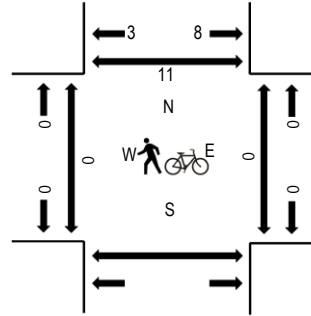
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MONTAGUE EXPY Eastbound				MONTAGUE EXPY Westbound				Northbound			LICK MILL BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	9	216	0	1	0	670	59				0	31	0	82	1,068	5,003	0	0	2	
7:15 AM	3	37	274	0	0	0	649	67				0	44	0	74	1,148	5,450	0	0	3	
7:30 AM	1	39	304	0	0	0	770	74				0	65	0	92	1,345	5,871	0	0	5	
7:45 AM	1	39	384	0	0	0	793	67				0	47	0	111	1,442	6,137	0	0	1	
8:00 AM	2	50	370	0	0	0	779	68				1	85	0	160	1,515	6,237	0	0	5	
8:15 AM	1	46	511	0	1	0	734	68				0	85	0	123	1,569		0	0	3	
8:30 AM	2	50	538	0	0	0	780	76				0	54	0	111	1,611		0	0	0	
8:45 AM	4	49	500	0	0	0	708	79				1	105	0	96	1,542		0	0	2	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	12	0	0	0	17	0					0	0	0	0	29
Lights	9	192	1,882	0	1	0	2,927	284					2	327	0	488	6,112
Mediums	0	3	25	0	0	0	57	7					0	2	0	2	96
Total	9	195	1,919	0	1	0	3,001	291					2	329	0	490	6,237



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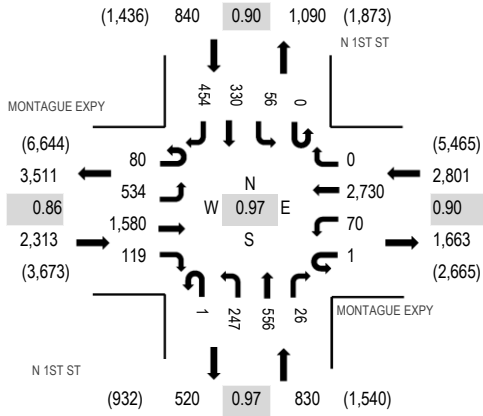
Location: 103 N 1ST ST & MONTAGUE EXPY AM

Date and Start Time: Thursday, May 10, 2018

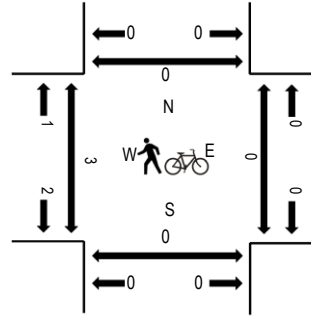
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MONTAGUE EXPY Eastbound				MONTAGUE EXPY Westbound				N 1ST ST Northbound				N 1ST ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	1	37	161	29	0	17	616	0	0	1	42	90	5	0	5	42	74	1,120	5,330	1	0	0	0
7:15 AM	6	81	211	19	0	15	584	0	0	0	43	129	7	0	6	54	57	1,212	5,835	0	0	0	0
7:30 AM	9	73	237	18	0	11	779	0	0	0	55	109	5	0	11	64	80	1,451	6,321	0	2	0	0
7:45 AM	12	106	329	31	0	20	622	0	0	0	59	158	7	0	18	91	94	1,547	6,590	0	0	0	0
8:00 AM	9	100	294	27	0	14	753	0	0	0	56	154	5	0	7	95	111	1,625	6,784	0	0	0	0
8:15 AM	21	158	421	34	0	19	621	0	0	0	76	131	11	0	17	64	125	1,698		2	0	0	0
8:30 AM	23	121	404	25	1	10	684	0	0	0	64	142	5	0	19	100	122	1,720		0	0	0	0
8:45 AM	27	155	461	33	0	27	672	0	1	1	51	129	5	0	13	71	96	1,741		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	16	0	0	0	18	0	0	0	0	0	0	0	1	2	37
Lights	80	531	1,541	119	1	70	2,666	0	1	243	546	26	0	55	317	445	6,641
Mediums	0	3	23	0	0	0	46	0	0	4	10	0	0	1	12	7	106
Total	80	534	1,580	119	1	70	2,730	0	1	247	556	26	0	56	330	454	6,784



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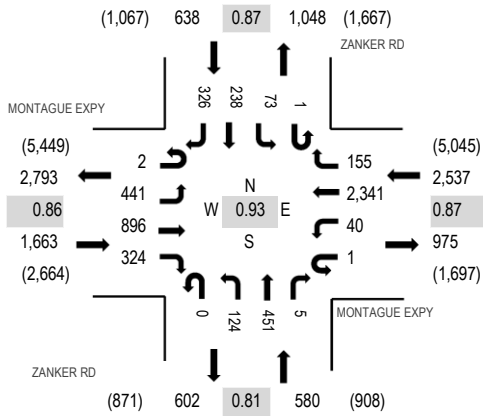
Location: 105 ZANKER RD & MONTAGUE EXPY AM

Date and Start Time: Thursday, May 10, 2018

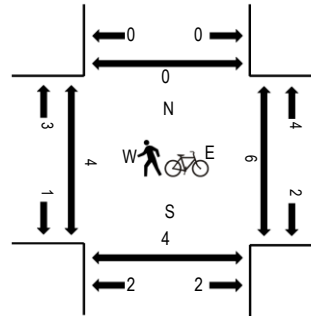
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MONTAGUE EXPY Eastbound				MONTAGUE EXPY Westbound				ZANKER RD Northbound				ZANKER RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	22	131	14	0	8	554	26	0	15	35	1	0	8	26	57	897	4,266	0	0	0	0
7:15 AM	0	53	140	30	0	4	536	38	0	20	58	1	0	10	22	40	952	4,626	0	0	1	0
7:30 AM	0	70	157	26	0	6	716	33	0	8	74	5	0	16	31	66	1,208	4,986	0	2	0	0
7:45 AM	0	87	223	48	0	8	540	39	0	24	84	3	0	27	46	80	1,209	5,177	0	0	0	0
8:00 AM	0	54	188	61	1	8	680	29	0	19	87	3	0	17	47	63	1,257	5,418	0	2	1	0
8:15 AM	0	101	257	90	0	10	527	44	0	34	104	0	0	15	52	78	1,312		1	1	0	0
8:30 AM	1	127	224	78	0	8	555	43	0	46	133	1	0	21	70	92	1,399		0	1	1	0
8:45 AM	1	159	227	95	0	14	579	39	0	25	127	1	1	20	69	93	1,450		1	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	13	0	0	0	16	0	0	1	2	0	0	0	0	2	35
Lights	2	435	868	319	1	40	2,302	153	0	121	435	5	1	72	233	313	5,300
Mediums	0	5	15	5	0	0	23	2	0	2	14	0	0	1	5	11	83
Total	2	441	896	324	1	40	2,341	155	0	124	451	5	1	73	238	326	5,418



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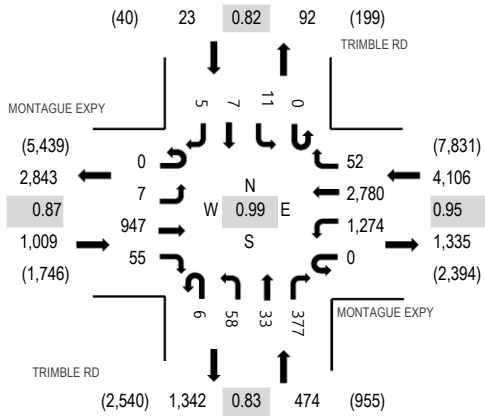
Location: 108 TRIMBLE RD & MONTAGUE EXPY AM

Date and Start Time: Thursday, May 10, 2018

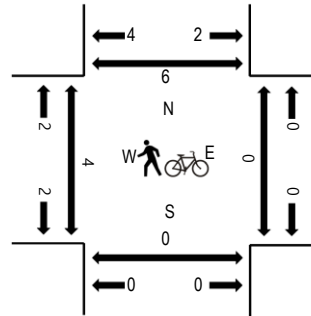
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MONTAGUE EXPY Eastbound				MONTAGUE EXPY Westbound				TRIMBLE RD Northbound				TRIMBLE RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	1	141	7	1	253	579	5	0	2	3	51	0	4	0	2	1,049	5,101	0	0	0	0
7:15 AM	0	1	122	1	0	286	739	15	0	8	5	75	0	2	0	1	1,255	5,445	0	0	0	0
7:30 AM	0	1	210	5	0	262	805	17	2	7	6	83	0	4	2	1	1,405	5,612	1	0	0	0
7:45 AM	0	1	278	21	0	318	642	11	1	18	9	87	0	3	2	1	1,392	5,542	3	0	0	0
8:00 AM	0	5	227	14	0	366	635	11	1	18	10	99	0	2	2	3	1,393	5,471	0	0	0	0
8:15 AM	0	0	232	15	0	328	698	13	2	15	8	108	0	2	1	0	1,422		0	0	0	0
8:30 AM	0	6	222	17	1	289	627	13	6	23	23	104	0	2	0	2	1,335		0	0	0	0
8:45 AM	1	2	205	11	0	322	586	9	5	26	24	126	0	3	1	0	1,321		3	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	19	0	0	21	18	0	0	0	0	34	0	0	0	0	92
Lights	0	7	913	52	0	1,227	2,714	52	5	57	33	322	0	11	6	5	5,404
Mediums	0	0	15	3	0	26	48	0	1	1	0	21	0	0	1	0	116
Total	0	7	947	55	0	1,274	2,780	52	6	58	33	377	0	11	7	5	5,612



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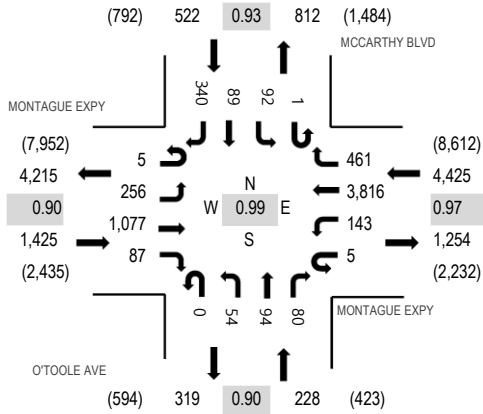
Location: 109 O'TOOLE AVE & MONTAGUE EXPY AM

Date and Start Time: Thursday, May 10, 2018

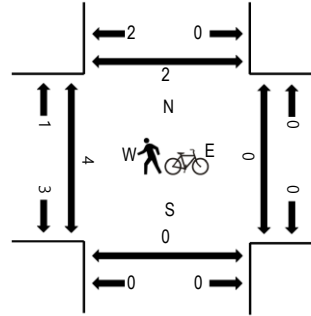
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MONTAGUE EXPY Eastbound				MONTAGUE EXPY Westbound				O'TOOLE AVE Northbound				MCCARTHY BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	26	180	4	0	56	757	109	0	13	14	28	0	17	10	23	1,237	5,662	1	0	0	1
7:15 AM	0	24	180	6	0	29	931	126	1	12	15	22	0	12	15	26	1,399	6,027	0	0	0	0
7:30 AM	1	34	222	10	0	36	984	115	0	6	14	19	0	10	15	36	1,502	6,301	2	0	0	0
7:45 AM	1	59	245	18	0	47	872	125	0	12	11	28	0	15	28	63	1,524	6,462	1	0	0	0
8:00 AM	0	46	225	23	0	45	944	135	0	16	26	20	0	22	25	75	1,602	6,600	1	0	0	0
8:15 AM	1	61	266	30	1	28	1,001	111	0	14	21	11	1	19	18	90	1,673		1	0	0	1
8:30 AM	2	75	304	16	2	34	928	107	0	15	25	23	0	27	15	90	1,663		1	0	0	1
8:45 AM	2	74	282	18	2	36	943	108	0	9	22	26	0	24	31	85	1,662		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	44	6	1	4	27	1	0	2	3	2	0	2	0	0	93
Lights	5	252	982	72	4	133	3,734	455	0	48	87	72	1	86	85	333	6,349
Mediums	0	3	51	9	0	6	55	5	0	4	4	6	0	4	4	7	158
Total	5	256	1,077	87	5	143	3,816	461	0	54	94	80	1	92	89	340	6,600



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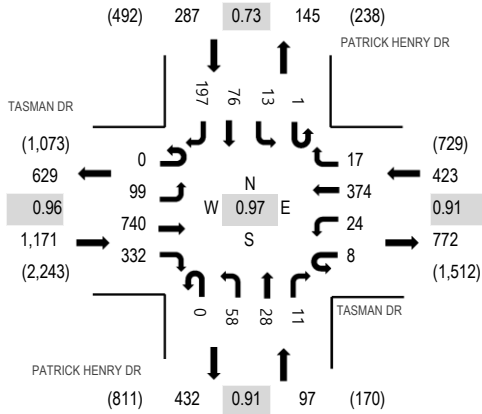
Location: 40 PATRICK HENRY DR & TASMAN DR PM

Date and Start Time: Wednesday, May 9, 2018

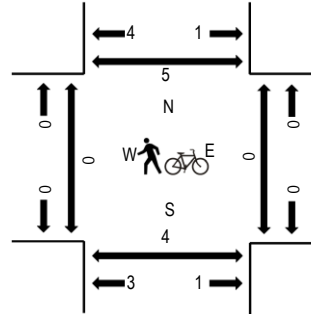
Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				PATRICK HENRY DR Northbound				PATRICK HENRY DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	14	214	61	3	4	60	1	0	12	1	1	0	4	21	27	423	1,704	1	0	0	0
4:15 PM	0	12	189	60	0	3	69	3	0	12	2	6	0	5	8	26	395	1,791	0	0	0	0
4:30 PM	0	18	177	78	0	6	59	1	0	9	6	3	0	4	22	34	417	1,905	0	4	0	4
4:45 PM	0	23	230	52	4	7	75	4	0	16	1	3	1	4	13	36	469	1,978	0	0	1	2
5:00 PM	0	18	201	78	3	7	102	6	0	16	9	2	0	3	18	47	510	1,930	0	0	1	1
5:15 PM	0	22	158	99	1	4	98	5	0	14	9	1	0	4	30	64	509		0	0	1	0
5:30 PM	0	36	151	103	0	6	99	2	0	12	9	5	0	2	15	50	490		0	0	0	0
5:45 PM	0	25	131	93	0	4	90	3	0	13	7	1	0	2	19	33	421		0	0	0	0

Peak Rolling Hour Flow Rates

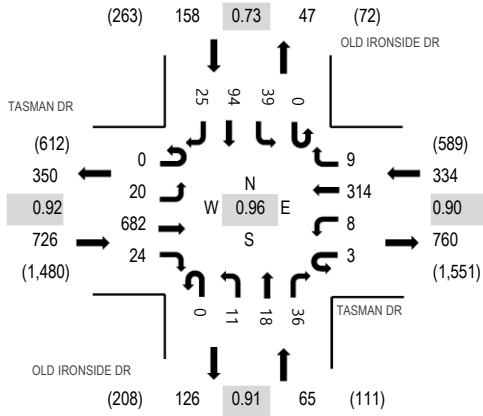
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Lights	0	97	721	324	8	23	361	14	0	53	27	10	1	13	75	193	1,920
Mediums	0	2	19	8	0	1	13	3	0	5	1	0	0	0	1	4	57
Total	0	99	740	332	8	24	374	17	0	58	28	11	1	13	76	197	1,978



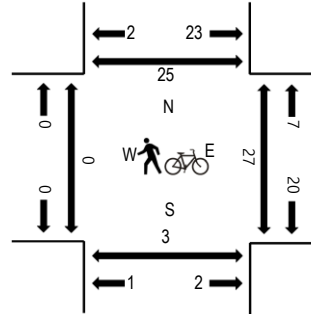
(303) 216-2439
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Location: 41 OLD IRONSIDE DR & TASMAN DR PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				OLD IRONSIDE DR Northbound				OLD IRONSIDE DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	3	3	200	3	2	1	46	3	0	1	2	7	0	9	16	6	302	1,233	0	15	2	16
4:15 PM	0	2	211	5	0	0	58	2	0	2	0	3	0	3	15	4	305	1,251	4	10	0	6
4:30 PM	0	0	183	7	1	3	54	3	0	2	2	8	0	12	14	2	291	1,270	0	19	8	9
4:45 PM	0	3	220	7	0	0	64	1	0	0	0	4	0	10	20	6	335	1,283	0	14	1	12
5:00 PM	0	4	157	6	0	1	75	1	0	5	6	11	0	13	33	8	320	1,210	0	3	0	4
5:15 PM	0	5	162	3	1	3	88	2	0	2	6	13	0	9	28	2	324		0	5	1	8
5:30 PM	0	8	143	8	2	4	87	5	0	4	6	8	0	7	13	9	304		0	5	1	1
5:45 PM	0	4	129	4	3	2	75	2	0	1	2	16	0	4	12	8	262		0	4	0	6

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	17	663	24	3	7	298	8	0	10	17	32	0	36	94	25	1,234
Mediums	0	3	18	0	0	1	16	1	0	1	1	4	0	3	0	0	48
Total	0	20	682	24	3	8	314	9	0	11	18	36	0	39	94	25	1,283



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Location: 42 OLD IRONSIDE DR & OLD GLORY LN PM

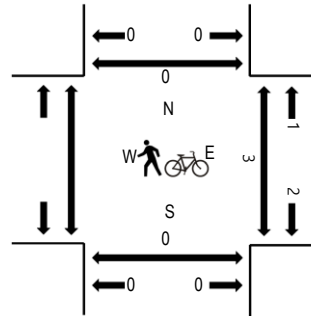
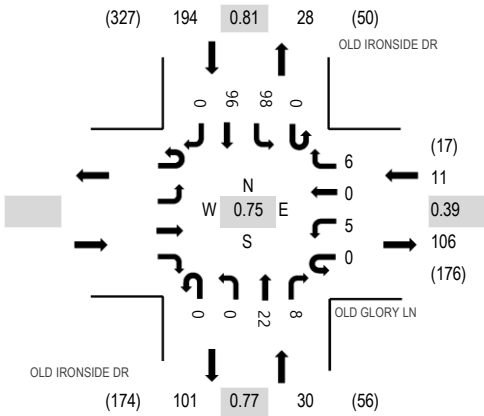
Date and Start Time: Wednesday, May 9, 2018

Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles

Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	OLD GLORY LN				OLD IRONSIDE DR				OLD IRONSIDE DR				Total	Rolling Hour	Pedestrian Crossings						
	Eastbound		Westbound		Northbound		Southbound		Southbound		West	East			South	North					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right									
4:00 PM					0	0	0	3	0	0	3	2	0	14	13	0	35	165	2	0	0
4:15 PM					0	1	0	1	0	0	5	0	0	14	16	0	37	208	6	0	0
4:30 PM					0	0	0	0	0	0	8	3	0	16	19	0	46	210	13	0	0
4:45 PM					0	1	0	0	0	0	2	3	0	18	23	0	47	232	1	0	0
5:00 PM					0	4	0	3	0	0	9	2	0	29	31	0	78	235	1	0	0
5:15 PM					0	0	0	0	0	0	3	4	0	9	23	0	39		1	0	0
5:30 PM					0	1	0	2	0	0	7	1	0	34	23	0	68		0	0	0
5:45 PM					0	0	0	1	0	0	3	1	0	26	19	0	50		1	0	0

Peak Rolling Hour Flow Rates

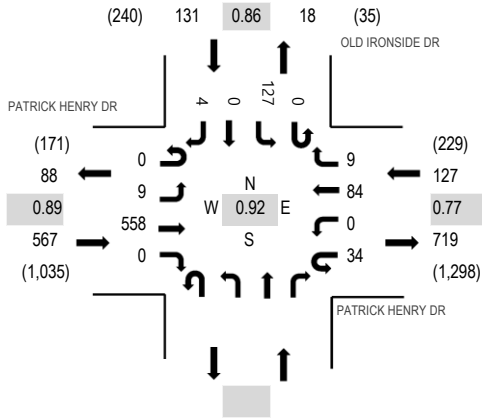
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	0	0	0	0	0	0	0	0	1	0	0	1
Lights					0	5	0	5	0	0	19	8	0	97	94	0	228
Mediums					0	0	0	1	0	0	3	0	0	0	2	0	6
Total					0	5	0	6	0	0	22	8	0	98	96	0	235



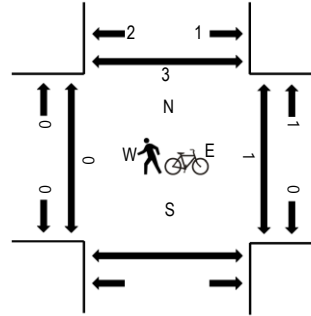
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Location: 43 OLD IRONSIDE DR & PATRICK HENRY DR PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PATRICK HENRY DR Eastbound				PATRICK HENRY DR Westbound				Northbound			OLD IRONSIDE DR Southbound				Total	Rolling Hour	Pedestrian Crossings		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	U-Turn	Left	Thru	Right			West	East	South
4:00 PM	0	0	121	0	2	0	18	0				0	25	0	0	166	679	0	0	0
4:15 PM	0	3	92	0	2	0	19	4				0	19	0	4	143	725	0	4	0
4:30 PM	0	2	141	0	4	0	20	4				0	18	0	1	190	807	0	4	0
4:45 PM	0	1	108	0	6	0	20	3				0	41	0	1	180	814	0	0	0
5:00 PM	0	4	143	0	5	0	16	5				0	38	0	1	212	825	0	0	2
5:15 PM	0	1	159	0	9	0	23	1				0	30	0	2	225		0	1	1
5:30 PM	0	3	135	0	6	0	21	0				0	31	0	1	197		0	0	0
5:45 PM	0	1	121	0	14	0	24	3				0	28	0	0	191		0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0					0	0	0	0	0
Lights	0	8	551	0	34	0	80	8					0	125	0	4	810
Mediums	0	1	7	0	0	0	4	1					0	2	0	0	15
Total	0	9	558	0	34	0	84	9					0	127	0	4	825



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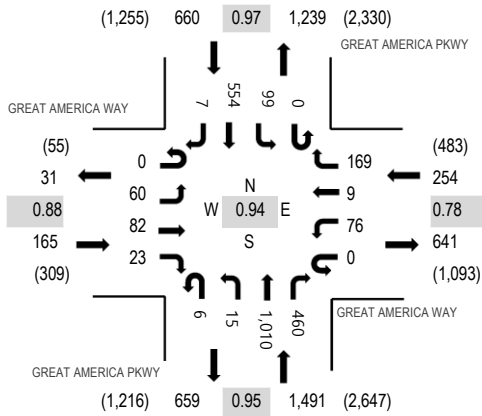
Location: 47 GREAT AMERICA PKWY & GREAT AMERICA WAY PM

Date and Start Time: Wednesday, May 9, 2018

Peak Hour: 05:00 PM - 06:00 PM

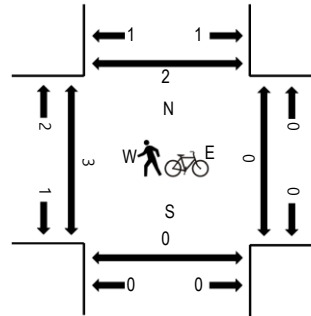
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	GREAT AMERICA WAY Eastbound				GREAT AMERICA WAY Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	19	13	5	0	17	0	46	0	1	206	44	0	37	93	2	483	2,124	1	0	0	0
4:15 PM	0	10	12	6	0	18	1	44	0	4	216	59	0	29	117	1	517	2,322	3	0	1	0
4:30 PM	0	20	13	5	0	19	0	40	0	3	224	79	0	27	114	2	546	2,476	1	0	0	0
4:45 PM	0	19	17	5	0	10	5	29	3	4	218	95	0	27	145	1	578	2,567	6	0	5	0
5:00 PM	0	22	16	5	0	24	3	58	0	5	277	98	0	28	142	3	681	2,570	1	0	0	1
5:15 PM	0	14	31	4	0	17	5	54	2	4	260	126	0	20	132	2	671		0	0	0	0
5:30 PM	0	10	24	5	0	16	1	35	2	2	258	113	0	27	142	2	637		0	0	0	1
5:45 PM	0	14	11	9	0	19	0	22	2	4	215	123	0	24	138	0	581		1	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	4	0	7
Lights	0	60	82	23	0	75	9	167	6	15	994	452	0	97	541	7	2,528
Mediums	0	0	0	0	0	1	0	2	0	0	13	8	0	2	9	0	35
Total	0	60	82	23	0	76	9	169	6	15	1,010	460	0	99	554	7	2,570



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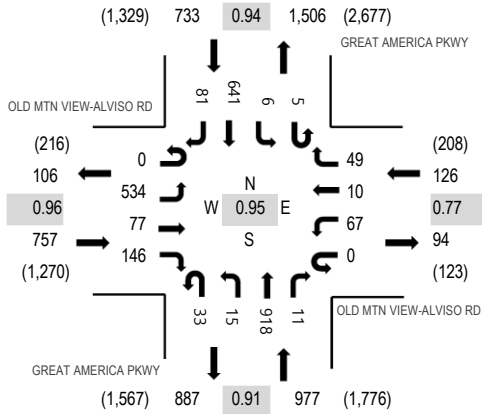
Location: 48 GREAT AMERICA PKWY & OLD MTN VIEW-ALVISO RD PM

Date and Start Time: Wednesday, May 9, 2018

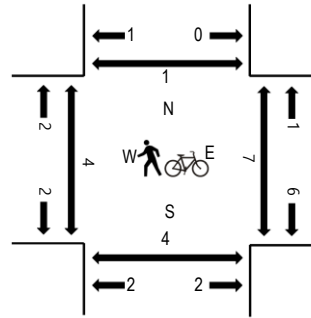
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	OLD MTN VIEW-ALVISO RD Eastbound				OLD MTN VIEW-ALVISO RD Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	81	0	25	0	13	1	6	3	9	170	3	1	1	95	20	428	1,990	2	0	0	2
4:15 PM	0	89	2	25	0	15	0	6	10	4	170	4	1	0	118	28	472	2,204	3	3	2	4
4:30 PM	0	105	3	27	0	17	0	4	5	2	203	5	1	2	144	11	529	2,413	0	3	2	0
4:45 PM	0	126	6	24	0	11	1	8	5	7	197	2	3	1	143	27	561	2,529	1	1	2	0
5:00 PM	0	136	14	48	0	24	2	15	10	2	219	1	1	0	153	17	642	2,593	2	2	0	0
5:15 PM	0	135	21	33	0	10	4	15	10	4	253	1	2	4	166	23	681		1	4	1	1
5:30 PM	0	146	16	36	0	17	2	7	8	4	221	4	2	1	166	15	645		0	0	1	0
5:45 PM	0	117	26	29	0	16	2	12	5	5	225	5	0	1	156	26	625		1	1	2	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	2	5
Lights	0	525	77	143	0	67	10	49	33	15	906	11	5	6	639	69	2,555
Mediums	0	8	0	3	0	0	0	0	0	0	10	0	0	0	2	10	33
Total	0	534	77	146	0	67	10	49	33	15	918	11	5	6	641	81	2,593



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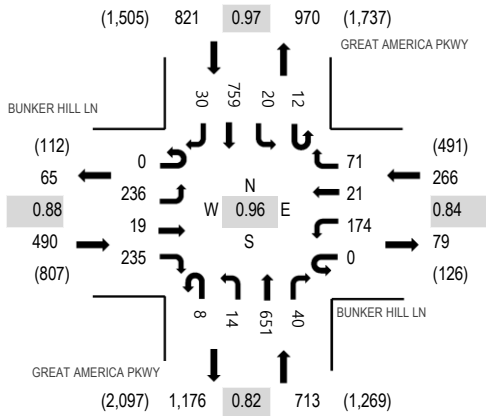
Location: 51 GREAT AMERICA PKWY & BUNKER HILL LN PM

Date and Start Time: Wednesday, May 9, 2018

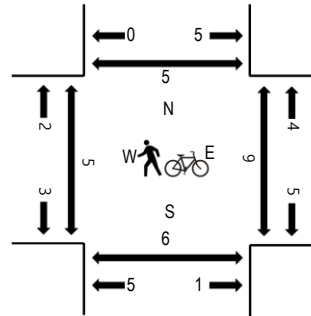
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



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				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	41	5	42	0	34	2	25	0	5	127	9	1	5	128	10	434	1,782	3	0	1	1
4:15 PM	0	33	0	30	0	37	2	20	0	3	110	1	3	5	158	5	407	1,896	0	2	1	2
4:30 PM	0	42	1	47	0	27	1	21	1	2	150	7	3	4	166	7	479	2,085	1	0	0	1
4:45 PM	0	35	2	39	0	37	0	19	0	2	134	5	3	3	175	8	462	2,195	4	4	0	1
5:00 PM	0	72	6	51	0	37	4	18	1	2	146	7	3	5	191	5	548	2,290	2	1	0	0
5:15 PM	0	62	2	66	0	42	6	26	2	4	168	8	4	5	194	7	596		0	3	2	1
5:30 PM	0	67	6	67	0	57	8	15	2	5	140	10	3	6	195	8	589		1	1	1	3
5:45 PM	0	35	5	51	0	38	3	12	3	3	197	15	2	4	179	10	557		2	1	3	0

Peak Rolling Hour Flow Rates

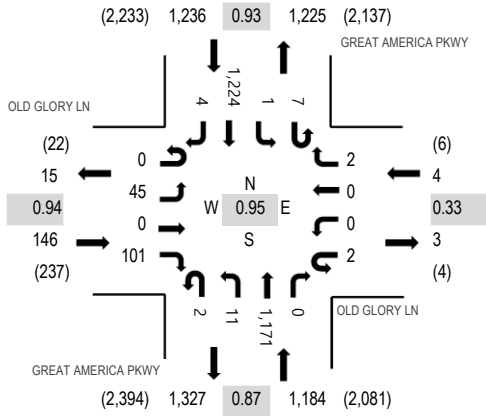
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	2
Lights	0	236	19	229	0	172	19	71	8	14	638	40	12	19	758	30	2,265
Mediums	0	0	0	6	0	2	2	0	0	0	11	0	0	1	1	0	23
Total	0	236	19	235	0	174	21	71	8	14	651	40	12	20	759	30	2,290



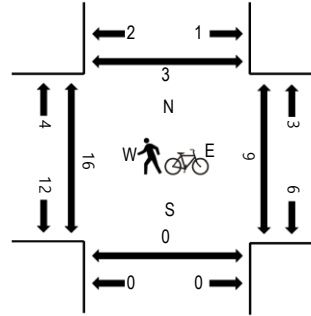
(303) 216-2439
www.alltrafficdata.net

Location: 53 GREAT AMERICA PKWY & OLD GLORY LN PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



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				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	4	0	16	0	0	0	0	0	1	2	203	0	1	0	208	1	436	1,987	0	0	0	0
4:15 PM	0	5	0	12	0	0	0	2	1	2	216	0	1	1	238	0	478	2,104	0	3	0	1	
4:30 PM	0	6	0	20	0	0	0	0	2	0	234	0	1	0	259	0	522	2,296	1	4	0	1	
4:45 PM	0	2	0	26	0	0	0	0	0	1	235	0	2	0	284	1	551	2,453	2	1	0	1	
5:00 PM	0	8	0	30	0	0	0	1	0	6	204	0	1	0	302	1	553	2,570	3	6	0	3	
5:15 PM	0	10	0	25	0	0	0	0	0	3	338	0	1	0	292	1	670		0	1	0	0	
5:30 PM	0	15	0	24	0	0	0	0	0	1	305	0	5	1	326	2	679		7	2	0	0	
5:45 PM	0	12	0	22	2	0	0	1	2	1	324	0	0	0	304	0	668		6	0	0	0	

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
Articulated Trucks	0	0	0	1	0	0	0	0	0	0	2	0	0	0	0	0	0	3
Lights	0	45	0	100	2	0	0	2	2	10	1,144	0	7	1	1,209	4	2,526	
Mediums	0	0	0	0	0	0	0	0	0	1	25	0	0	0	15	0	41	
Total	0	45	0	101	2	0	0	2	2	11	1,171	0	7	1	1,224	4	2,570	



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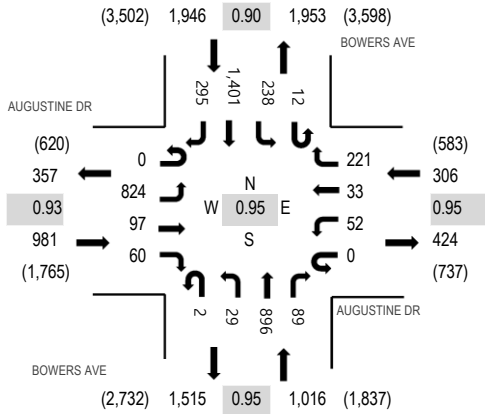
Location: 58 BOWERS AVE & AUGUSTINE DR PM

Date and Start Time: Thursday, May 10, 2018

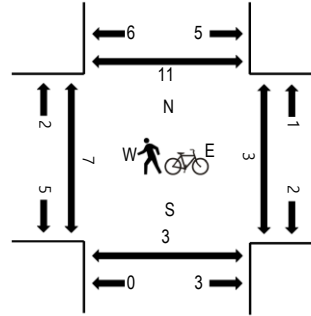
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	AUGUSTINE DR Eastbound				AUGUSTINE DR Westbound				BOWERS AVE Northbound				BOWERS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	154	16	14	0	10	4	42	3	4	166	17	8	30	220	44	732	3,438	0	0	0	1
4:15 PM	0	148	13	9	1	10	3	60	3	11	176	10	7	57	240	51	799	3,766	1	0	0	0
4:30 PM	0	207	16	10	1	15	4	51	0	5	178	13	10	46	310	56	922	4,084	3	0	0	0
4:45 PM	0	167	18	12	0	16	6	54	0	4	211	20	6	55	345	71	985	4,217	0	2	0	2
5:00 PM	0	204	29	15	0	15	8	62	0	7	202	26	3	53	373	63	1,060	4,249	2	1	0	2
5:15 PM	0	182	16	20	0	17	6	62	0	3	245	20	4	56	404	82	1,117		3	0	0	2
5:30 PM	0	223	29	12	0	9	11	58	2	7	224	25	2	69	317	67	1,055		1	2	3	2
5:45 PM	0	215	23	13	0	11	8	39	0	12	225	18	3	60	307	83	1,017		1	0	0	1

Peak Rolling Hour Flow Rates

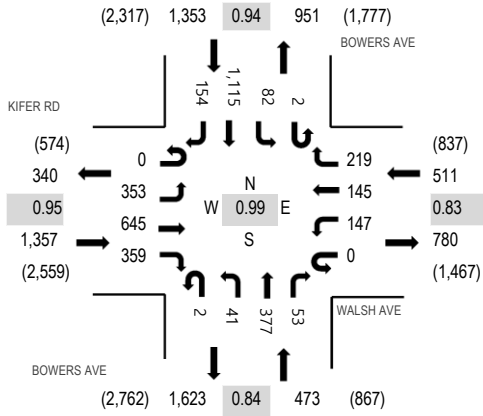
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right					
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	819	96	60	0	51	33	219	2	29	880	89	12	237	1,391	294	4,212				
Mediums	0	5	1	0	0	1	0	2	0	0	16	0	0	1	10	1	37				
Total	0	824	97	60	0	52	33	221	2	29	896	89	12	238	1,401	295	4,249				



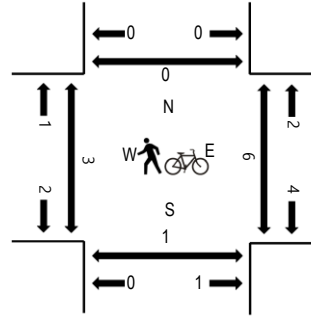
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Location: 8 BOWERS AVE & WALSH AVE PM
Date and Start Time: Wednesday, March 7, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	KIFER RD Eastbound				WALSH AVE Westbound				BOWERS AVE Northbound				BOWERS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	97	123	57	0	17	25	24	2	4	85	11	1	9	150	14	619	2,886	0	0	1	1
4:15 PM	0	97	124	46	0	18	30	22	1	8	85	8	2	14	199	18	672	3,190	1	0	1	0
4:30 PM	0	89	169	71	3	12	30	45	1	11	72	6	0	21	198	21	749	3,443	0	0	1	0
4:45 PM	0	97	153	79	1	26	37	36	1	11	74	14	0	31	261	25	846	3,626	0	1	0	1
5:00 PM	0	92	176	77	0	36	41	76	1	9	87	17	0	17	260	34	923	3,694	0	2	0	0
5:15 PM	0	96	169	96	0	43	49	49	1	14	71	10	1	24	273	29	925		1	1	0	0
5:30 PM	0	78	171	88	0	30	28	41	0	10	116	15	1	20	292	42	932		0	2	1	0
5:45 PM	0	87	129	98	0	38	27	53	0	8	103	11	0	21	290	49	914		2	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	349	643	359	0	145	143	218	2	41	370	52	2	81	1,111	151	3,667
Mediums	0	3	2	0	0	2	2	1	0	0	7	1	0	1	4	3	26
Total	0	353	645	359	0	147	145	219	2	41	377	53	2	82	1,115	154	3,694



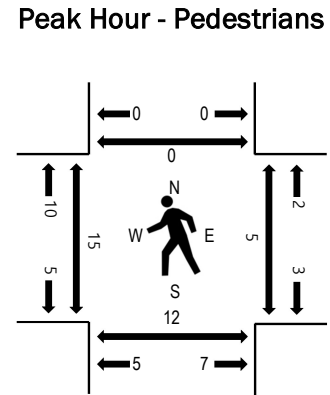
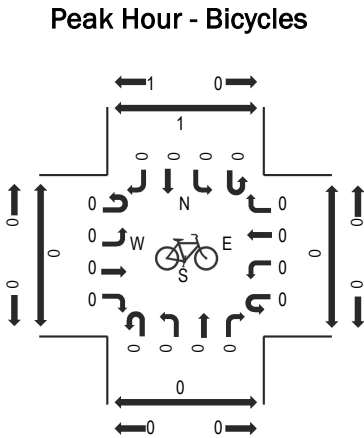
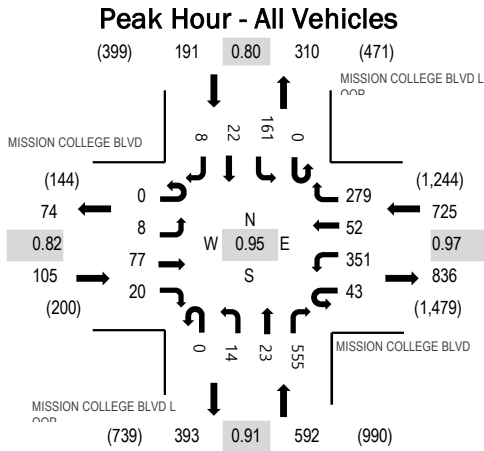
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Location: 29 MISSION COLLEGE BLVD LOOP & MISSION COLLEGE BLVD PM

Date: Thursday, May 16, 2019

Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MISSION COLLEGE BLVD Eastbound				MISSION COLLEGE BLVD Westbound				MISSION COLLEGE BLVD Northbound				MISSION COLLEGE BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:00 PM	0	3	20	7	5	76	13	31	0	1	1	97	0	43	8			6	311	1,220	2
4:15 PM	0	1	24	3	4	79	13	31	0	4	2	84	0	59	5	1	310	1,332	3	0	3	0
4:30 PM	0	1	18	0	3	72	8	38	0	3	1	85	0	41	6	1	277	1,406	6	1	1	1
4:45 PM	1	0	9	8	6	74	15	51	1	3	1	115	0	30	7	1	322	1,529	6	1	3	1
5:00 PM	0	3	27	2	9	94	12	64	0	2	5	155	0	45	3	2	423	1,613	3	1	3	0
5:15 PM	0	1	17	9	11	87	11	67	0	3	7	134	0	33	4	0	384		1	0	2	0
5:30 PM	0	2	14	6	10	81	17	75	0	5	4	136	0	39	11	0	400		6	3	3	0
5:45 PM	0	2	19	3	13	89	12	73	0	4	7	130	0	44	4	6	406		5	1	4	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	8	68	20	43	350	44	279	0	14	23	551	0	160	22	8	1,590
Mediums	0	0	9	0	0	0	8	0	0	0	0	3	0	1	0	0	21
Total	0	8	77	20	43	351	52	279	0	14	23	555	0	161	22	8	1,613



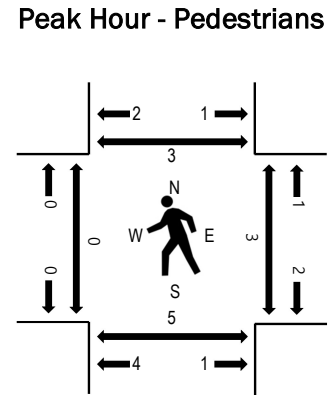
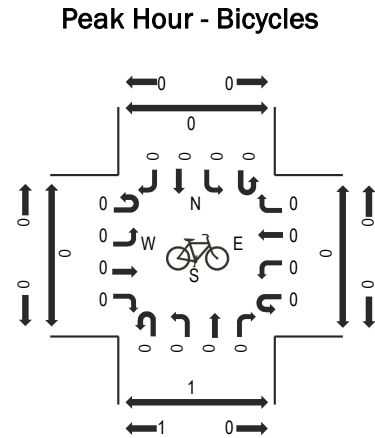
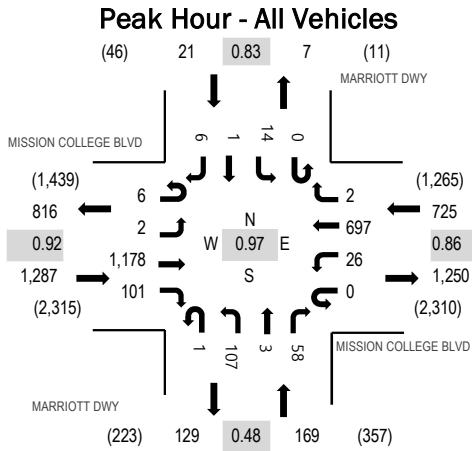
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Location: 30 MARRIOTT DWY & MISSION COLLEGE BLVD PM

Date: Thursday, May 16, 2019

Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MISSION COLLEGE BLVD Eastbound				MISSION COLLEGE BLVD Westbound				MARRIOTT DWY Northbound				MARRIOTT DWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	4:00 PM	1	0	228	13	0	6	138	0	0	7	0	6	0	1	0			2	402	1,781	1
4:15 PM	0	1	237	18	0	6	115	0	0	11	0	10	0	1	0	3	402	1,948	2	0	0	1
4:30 PM	0	0	228	23	1	3	141	1	0	18	0	16	0	7	0	2	440	2,082	1	0	0	1
4:45 PM	1	1	258	19	0	4	125	0	0	57	1	62	0	5	2	2	537	2,174	1	0	1	1
5:00 PM	5	0	291	30	0	7	181	0	0	27	1	23	0	2	0	2	569	2,202	0	1	1	1
5:15 PM	0	0	278	17	0	3	207	0	1	19	0	3	0	6	0	2	536		0	1	2	0
5:30 PM	0	0	291	25	0	7	171	0	0	21	0	16	0	1	0	0	532		0	1	1	2
5:45 PM	1	2	318	29	0	9	138	2	0	40	2	16	0	5	1	2	565		0	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	6	2	1,161	99	0	26	689	2	1	105	3	58	0	14	1	6	2,173
Mediums	0	0	16	2	0	0	8	0	0	2	0	0	0	0	0	0	28
Total	6	2	1,178	101	0	26	697	2	1	107	3	58	0	14	1	6	2,202



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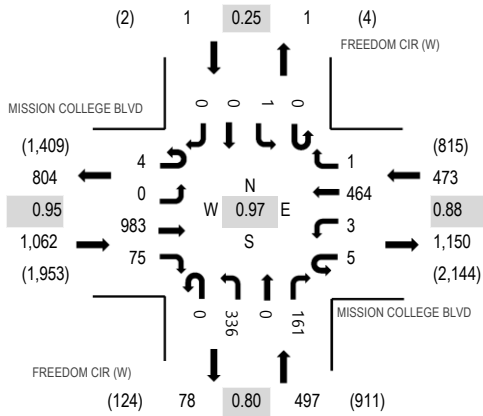
Location: 130 FREEDOM CIR (W) & MISSION COLLEGE BLVD PM

Date and Start Time: Thursday, May 24, 2018

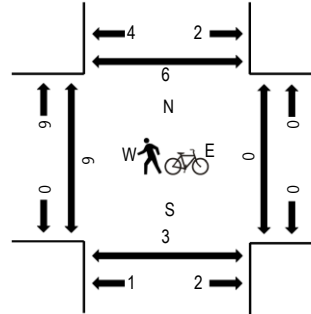
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:45 PM - 06:00 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MISSION COLLEGE BLVD Eastbound				MISSION COLLEGE BLVD Westbound				FREEDOM CIR (W) Northbound				FREEDOM CIR (W) Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
4:00 PM	0	0	216	7	1	0	62	0	0	0	49	0	29	0	0	0	0	364	1,648	1	0	0	1
4:15 PM	0	1	191	8	0	0	88	0	0	0	81	0	26	0	0	0	0	395	1,777	7	0	0	0
4:30 PM	0	1	218	5	0	1	90	0	0	0	67	0	51	0	0	0	0	433	1,903	2	0	0	1
4:45 PM	2	0	221	21	0	3	97	0	0	0	69	1	41	0	0	1	0	456	1,966	1	0	1	0
5:00 PM	1	0	226	15	1	0	90	0	0	0	106	0	54	0	0	0	0	493	2,033	0	0	0	1
5:15 PM	1	0	236	29	1	1	132	0	0	0	92	0	29	0	0	0	0	521		5	0	2	4
5:30 PM	2	0	261	12	1	1	116	0	0	0	63	0	40	0	0	0	0	496		0	0	1	0
5:45 PM	0	0	260	19	2	1	126	1	0	0	75	0	38	0	1	0	0	523		1	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	3
Lights	4	0	970	72	5	3	453	1	0	334	0	159	0	1	0	0	2,002
Mediums	0	0	13	2	0	0	9	0	0	2	0	2	0	0	0	0	28
Total	4	0	983	75	5	3	464	1	0	336	0	161	0	1	0	0	2,033



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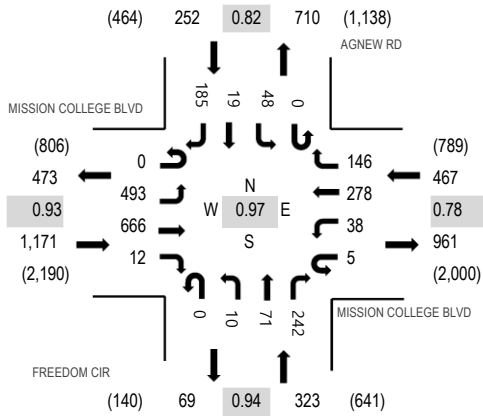
Location: 131 FREEDOM CIR & MISSION COLLEGE BLVD PM

Date and Start Time: Thursday, May 24, 2018

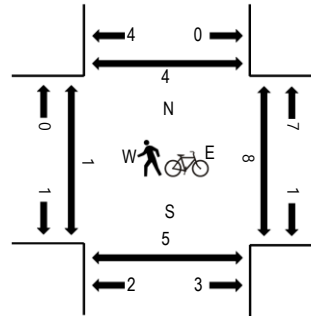
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MISSION COLLEGE BLVD Eastbound				MISSION COLLEGE BLVD Westbound				FREEDOM CIR Northbound				AGNEW RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	79	173	1	0	3	25	22	0	9	14	65	0	13	5	25	434	1,871	0	1	2	0
4:15 PM	0	54	167	3	0	14	57	17	0	2	5	52	0	15	2	31	419	1,960	0	2	0	3
4:30 PM	0	82	191	0	1	12	33	31	0	6	14	74	0	17	3	47	511	2,107	0	1	1	0
4:45 PM	0	75	188	6	5	22	49	31	0	8	4	65	0	13	0	41	507	2,166	0	0	1	0
5:00 PM	0	103	172	5	1	10	54	33	0	3	12	78	0	14	9	29	523	2,213	0	2	0	2
5:15 PM	0	122	150	1	2	12	93	43	0	1	24	64	0	8	1	45	566		0	2	3	1
5:30 PM	0	140	172	3	0	6	60	35	0	3	18	56	0	17	4	56	570		0	1	1	0
5:45 PM	0	128	172	3	2	10	71	35	0	3	17	44	0	9	5	55	554		0	0	0	0

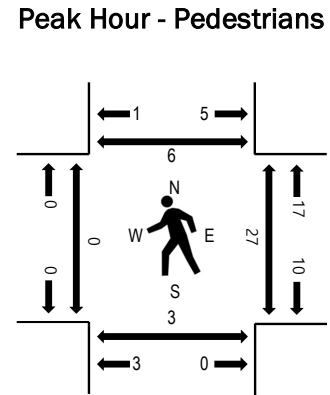
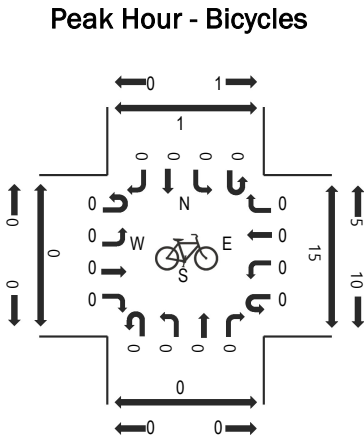
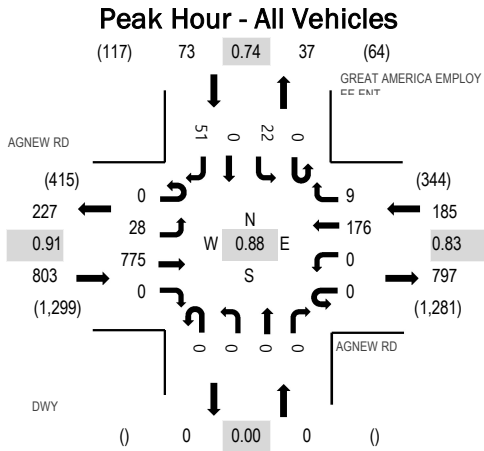
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	490	654	12	5	38	269	145	0	10	70	241	0	48	19	182	2,183
Mediums	0	3	12	0	0	0	9	1	0	0	1	1	0	0	0	3	30
Total	0	493	666	12	5	38	278	146	0	10	71	242	0	48	19	185	2,213



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Location: 31 DWY & AGNEW RD PM
Date: Thursday, May 16, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	AGNEW RD Eastbound				AGNEW RD Westbound				DWY Northbound				GREAT AMERICA EMPLOYMENT Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	4	99	0	0	0	40	0	0	0	0	0	0	3	0	9	155	699	0	7	0	1
4:15 PM	0	6	86	0	0	0	35	2	0	0	0	0	0	2	0	5	136	808	0	8	0	3
4:30 PM	0	4	124	0	0	0	43	3	0	0	0	0	0	1	0	13	188	973	0	6	0	1
4:45 PM	0	5	168	0	0	0	33	3	0	0	0	0	0	1	0	10	220	1,020	0	2	0	0
5:00 PM	0	11	188	0	0	0	40	2	0	0	0	0	0	10	0	13	264	1,061	0	7	0	0
5:15 PM	0	8	212	0	0	0	51	5	0	0	0	0	0	5	0	20	301		0	7	0	2
5:30 PM	0	7	175	0	0	0	36	2	0	0	0	0	0	4	0	11	235		0	4	0	2
5:45 PM	0	2	200	0	0	0	49	0	0	0	0	0	0	3	0	7	261		0	9	3	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	28	773	0	0	0	175	9	0	0	0	0	0	22	0	51	1,058
Mediums	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0	0	3
Total	0	28	775	0	0	0	176	9	0	0	0	0	0	22	0	51	1,061



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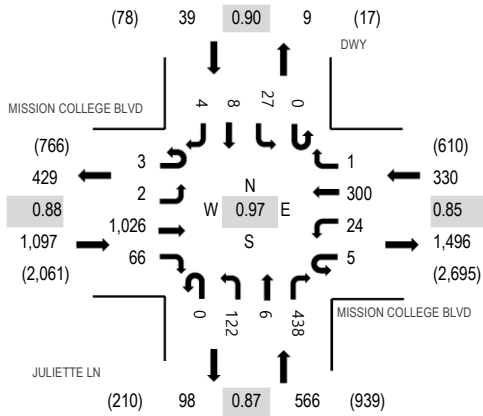
Location: 132 JULIETTE LN & MISSION COLLEGE BLVD PM

Date and Start Time: Thursday, May 24, 2018

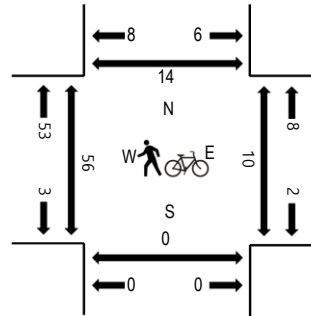
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MISSION COLLEGE BLVD Eastbound				MISSION COLLEGE BLVD Westbound				JULIETTE LN Northbound				DWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	1	205	20	0	3	42	0	0	9	2	69	0	5	2	0	359	1,766	9	1	0	0
4:15 PM	1	0	235	11	5	4	63	1	0	16	1	73	0	6	3	0	419	1,929	12	4	1	2
4:30 PM	1	0	297	14	0	2	61	0	0	21	2	115	0	7	2	0	522	2,032	11	0	0	0
4:45 PM	0	0	237	18	1	5	71	0	0	25	1	102	0	5	1	0	466	1,947	15	2	0	2
5:00 PM	0	1	266	18	4	9	74	0	0	28	1	108	0	11	2	0	522	1,922	12	3	0	4
5:15 PM	2	1	226	16	0	8	94	1	0	48	2	113	0	4	3	4	522		18	5	0	6
5:30 PM	1	0	226	23	0	8	67	0	0	27	1	72	1	5	5	1	437		12	2	0	2
5:45 PM	4	0	213	23	2	8	77	0	0	28	1	74	0	9	2	0	441		10	3	0	4

Peak Rolling Hour Flow Rates

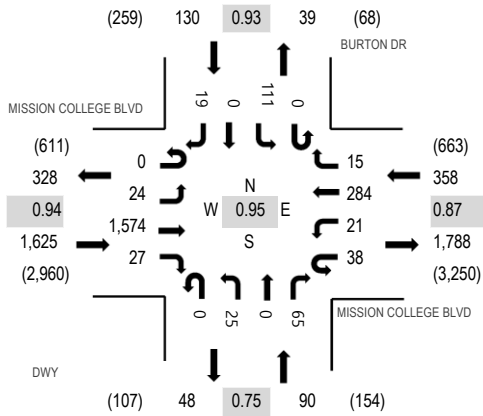
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	3	2	1,014	65	5	24	292	1	0	122	6	435	0	27	8	4	2,008
Mediums	0	0	12	1	0	0	8	0	0	0	0	3	0	0	0	0	24
Total	3	2	1,026	66	5	24	300	1	0	122	6	438	0	27	8	4	2,032



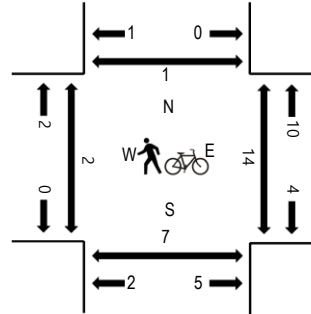
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Location: 140 DWY & MISSION COLLEGE BLVD PM
Date and Start Time: Thursday, May 24, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MISSION COLLEGE BLVD Eastbound				MISSION COLLEGE BLVD Westbound				DWY Northbound				BURTON DR Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	3	310	9	5	6	41	6	0	4	0	8	0	27	1	2	422	1,937	0	0	2	0
4:15 PM	0	1	337	9	8	4	64	2	0	3	0	13	0	16	0	3	460	2,092	1	2	0	0
4:30 PM	0	9	416	6	5	5	55	3	0	6	0	17	0	19	0	1	542	2,203	0	2	1	0
4:45 PM	0	2	368	7	10	5	65	6	0	5	0	11	0	27	0	7	513	2,133	0	1	3	0
5:00 PM	0	3	396	9	12	9	74	2	0	8	0	22	0	39	0	3	577	2,099	2	7	1	0
5:15 PM	0	10	394	5	11	2	90	4	0	6	0	15	0	26	0	8	571		0	4	2	1
5:30 PM	3	6	316	7	7	8	61	1	0	5	1	15	0	33	1	8	472		1	0	0	2
5:45 PM	1	4	322	7	7	7	73	5	0	8	0	7	0	31	0	7	479		1	0	1	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	22	1,563	25	38	21	276	14	0	24	0	63	0	109	0	19	2,174
Mediums	0	2	11	2	0	0	8	1	0	1	0	2	0	2	0	0	29
Total	0	24	1,574	27	38	21	284	15	0	25	0	65	0	111	0	19	2,203



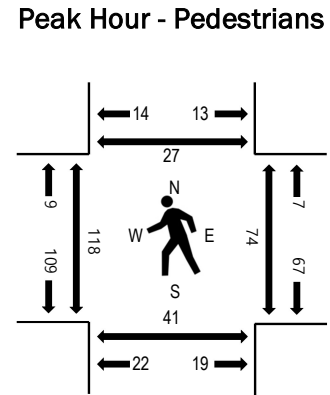
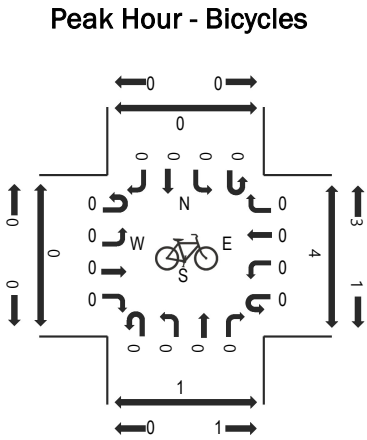
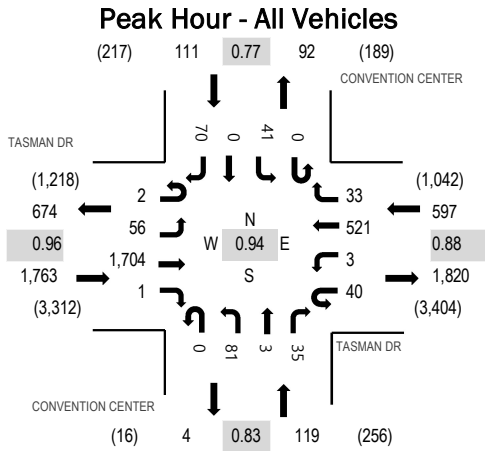
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Location: 12 CONVENTION CENTER & TASMAN DR PM

Date: Thursday, May 16, 2019

Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				CONVENTION CENTER Northbound				CONVENTION CENTER Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	1	12	363	3	3	0	70	7	0	28	2	10	0	4	1	12	516	2,258	33	16	10	9
4:15 PM	4	16	377	3	7	0	89	13	0	19	0	10	0	10	2	17	567	2,363	33	14	6	11
4:30 PM	1	5	362	1	9	0	114	8	0	25	2	9	0	3	1	14	554	2,456	39	15	6	2
4:45 PM	0	11	415	1	9	3	123	8	0	20	0	7	0	7	0	17	621	2,590	37	13	11	6
5:00 PM	0	13	417	0	13	0	112	7	0	21	1	11	0	11	0	15	621	2,569	25	26	13	12
5:15 PM	1	16	428	0	10	0	132	10	0	24	0	9	0	12	0	18	660		31	20	14	6
5:30 PM	1	16	444	0	8	0	154	8	0	16	2	8	0	11	0	20	688		25	15	3	3
5:45 PM	0	18	382	1	11	0	102	12	0	20	2	10	0	14	0	28	600		34	23	9	3

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	2	56	1,672	1	40	3	498	33	0	81	3	35	0	41	0	70	2,535
Mediums	0	0	32	0	0	0	23	0	0	0	0	0	0	0	0	0	55
Total	2	56	1,704	1	40	3	521	33	0	81	3	35	0	41	0	70	2,590



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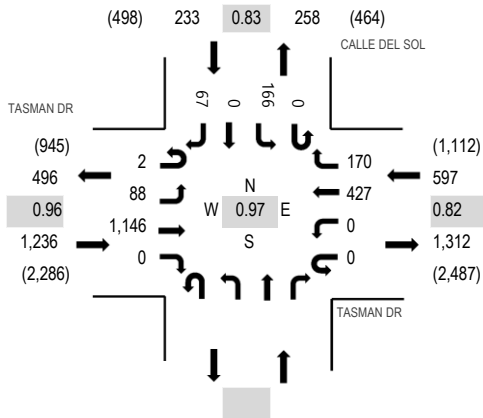
Location: 90 CALLE DEL SOL & TASMAN DR PM

Date and Start Time: Thursday, May 10, 2018

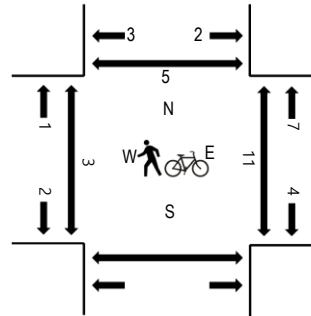
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				CALLE DEL SOL Northbound				CALLE DEL SOL Southbound				Total	Rolling Hour	Pedestrian Crossings		
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South
4:00 PM	1	25	257	0	0	0	82	28	0	44	0	5	442	1,912	0	4	0	0			
4:15 PM	2	19	269	0	0	0	83	28	0	45	0	13	459	2,001	0	9	0	0			
4:30 PM	1	19	307	0	0	0	88	35	0	42	0	17	509	2,066	1	2	3	0			
4:45 PM	1	26	294	0	0	0	87	45	0	32	0	17	502	2,026	1	1	1	0			
5:00 PM	0	23	291	0	0	0	113	35	0	48	0	21	531	1,984	0	2	0	0			
5:15 PM	0	20	254	0	0	0	139	55	0	44	0	12	524		0	3	1	0			
5:30 PM	2	17	233	0	0	0	112	32	0	55	0	18	469		0	7	1	0			
5:45 PM	2	21	202	0	0	0	114	36	0	70	0	15	460		0	3	0	0			

Peak Rolling Hour Flow Rates

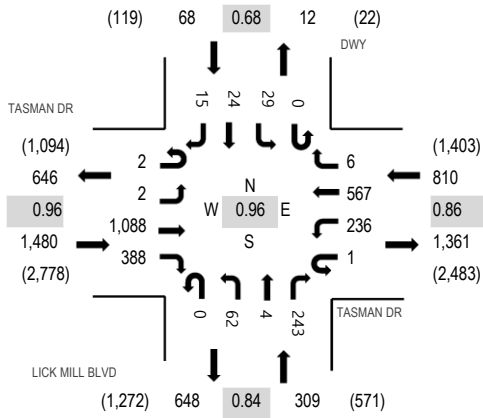
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	2	85	1,129	0	0	0	410	168	0	165	0	64	2,023				
Mediums	0	3	16	0	0	0	17	2	0	1	0	3	42				
Total	2	88	1,146	0	0	0	427	170	0	166	0	67	2,066				



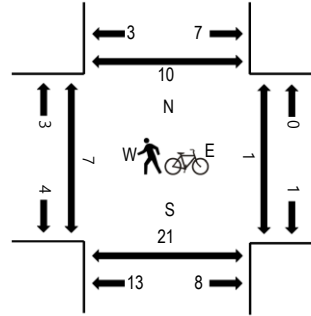
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Location: 97 LICK MILL BLVD & TASMAN DR PM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				LICK MILL BLVD Northbound				DWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	1	195	92	1	38	87	2	0	17	0	58	0	3	7	1	502	2,204	2	0	0	2
4:15 PM	0	0	218	97	0	58	91	2	0	13	0	52	0	3	8	2	544	2,358	4	0	2	1
4:30 PM	0	0	244	106	1	45	100	2	0	14	1	43	0	7	9	1	573	2,510	2	0	5	5
4:45 PM	0	1	251	93	1	66	98	1	0	20	0	44	0	1	5	4	585	2,596	4	0	1	5
5:00 PM	0	0	259	126	0	62	128	2	0	12	2	40	0	10	7	8	656	2,667	1	1	2	3
5:15 PM	0	0	270	105	1	62	170	2	0	12	0	62	0	3	5	4	696		3	0	4	0
5:30 PM	2	1	278	87	0	57	131	1	0	19	1	72	0	5	3	2	659		2	0	6	3
5:45 PM	0	1	281	70	0	55	138	1	0	19	1	69	0	11	9	1	656		0	0	4	3

Peak Rolling Hour Flow Rates

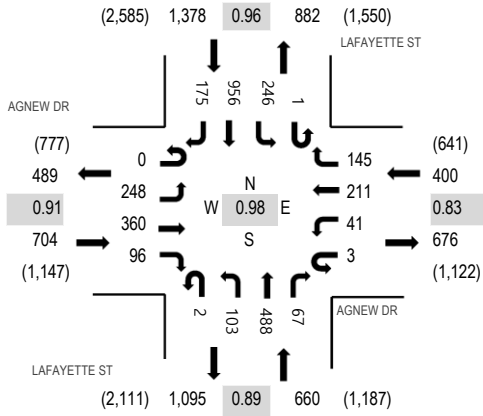
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	2	2	1,074	385	1	235	555	6	0	56	3	242	0	29	24	15	2,629
Mediums	0	0	14	3	0	1	12	0	0	6	1	1	0	0	0	0	38
Total	2	2	1,088	388	1	236	567	6	0	62	4	243	0	29	24	15	2,667



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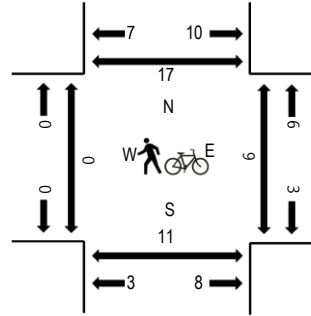
Location: 82 LAFAYETTE ST & AGNEW DR PM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	AGNEW DR Eastbound				AGNEW DR Westbound				LAFAYETTE ST Northbound				LAFAYETTE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	42	44	18	0	5	31	30	0	13	93	18	0	43	187	23	547	2,418	0	1	1	0
4:15 PM	0	39	41	17	0	9	28	24	0	18	99	14	0	48	198	31	566	2,631	0	3	0	0
4:30 PM	0	44	48	26	0	9	21	24	0	15	96	13	0	54	211	29	590	2,861	0	1	1	0
4:45 PM	0	39	57	28	0	8	25	27	2	19	111	16	0	50	298	35	715	3,069	0	1	2	0
5:00 PM	0	55	79	31	1	8	49	25	1	23	111	12	0	68	260	37	760	3,142	0	1	0	1
5:15 PM	0	67	93	22	2	16	45	36	1	24	112	11	0	55	262	50	796		0	2	3	1
5:30 PM	0	53	86	25	0	11	53	34	0	30	132	24	1	63	243	43	798		0	2	1	7
5:45 PM	0	73	102	18	0	6	64	50	0	26	133	20	0	60	191	45	788		0	2	4	7

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	7	0	0	0	6	0	14
Lights	0	246	356	96	3	41	209	142	2	102	476	67	1	246	935	175	3,097
Mediums	0	2	4	0	0	0	2	3	0	0	5	0	0	0	15	0	31
Total	0	248	360	96	3	41	211	145	2	103	488	67	1	246	956	175	3,142



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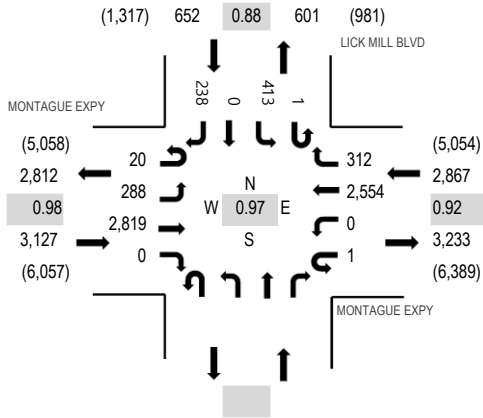
Location: 98 LICK MILL BLVD & MONTAGUE EXPY PM

Date and Start Time: Thursday, May 10, 2018

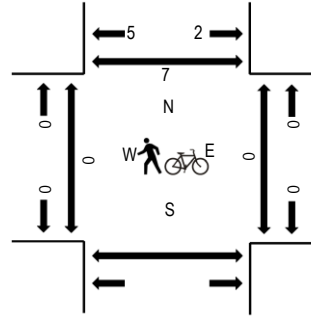
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	MONTAGUE EXPY Eastbound				MONTAGUE EXPY Westbound				Northbound			LICK MILL BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South
4:00 PM	2	58	673	0	2	0	406	37					0	121	0	31	1,330	5,782	0	0	1
4:15 PM	4	46	625	0	0	0	484	35					0	131	0	70	1,395	6,128	0	0	2
4:30 PM	4	48	729	0	0	0	561	47					0	83	0	51	1,523	6,437	0	0	2
4:45 PM	3	59	679	0	3	0	562	50					0	110	0	68	1,534	6,627	0	0	2
5:00 PM	10	56	713	0	0	0	642	57					0	118	0	80	1,676	6,646	0	0	3
5:15 PM	3	53	728	0	0	0	662	84					0	118	0	56	1,704		0	0	1
5:30 PM	2	73	726	0	1	0	679	96					1	77	0	58	1,713		0	0	3
5:45 PM	5	106	652	0	0	0	571	75					0	100	0	44	1,553		0	0	0

Peak Rolling Hour Flow Rates

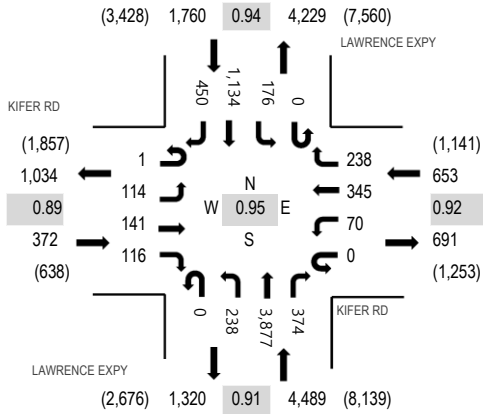
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	10	0	0	0	5	0					0	0	0	0	15
Lights	20	288	2,779	0	1	0	2,536	308					1	410	0	238	6,581
Mediums	0	0	30	0	0	0	13	4					0	3	0	0	50
Total	20	288	2,819	0	1	0	2,554	312					1	413	0	238	6,646



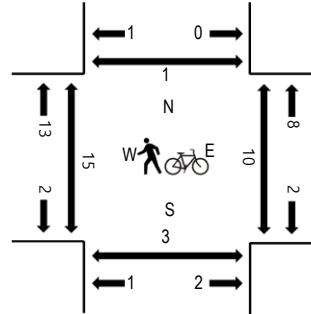
(303) 216-2439
www.alltrafficdata.net

Location: 1 LAWRENCE EXPY & KIFER RD AM
Date and Start Time: Wednesday, March 7, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	KIFER RD Eastbound				KIFER RD Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	10	14	38	0	11	43	32	0	44	531	80	0	34	278	82	1,198	6,072	1	0	0	0
7:15 AM	0	16	12	34	0	16	54	33	0	51	661	82	2	35	276	78	1,350	6,621	0	2	0	0
7:30 AM	0	26	17	23	0	18	85	47	0	44	937	108	2	33	284	92	1,716	7,059	3	1	0	0
7:45 AM	0	22	28	26	0	18	83	48	0	61	962	89	1	30	334	106	1,808	7,167	0	0	0	0
8:00 AM	1	21	29	29	0	24	77	46	0	69	879	91	0	56	319	106	1,747	7,274	5	5	0	0
8:15 AM	0	33	39	33	0	19	86	60	0	52	975	77	0	43	275	96	1,788		3	3	0	1
8:30 AM	0	28	36	26	0	21	88	68	0	51	946	112	0	33	292	123	1,824		0	1	0	0
8:45 AM	0	32	37	28	0	6	94	64	0	66	1,077	94	0	44	248	125	1,915		4	1	2	0

Peak Rolling Hour Flow Rates

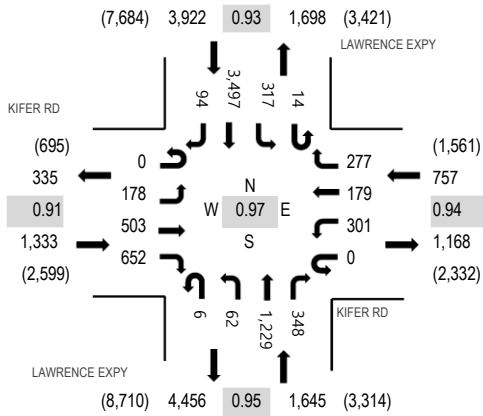
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	3	0	0	0	0	0	1	0	0	5	1	0	0	5	0	15
Lights	1	107	137	112	0	60	338	230	0	237	3,851	371	0	175	1,095	438	7,152
Mediums	0	4	4	4	0	10	7	7	0	1	21	2	0	1	34	12	107
Total	1	114	141	116	0	70	345	238	0	238	3,877	374	0	176	1,134	450	7,274



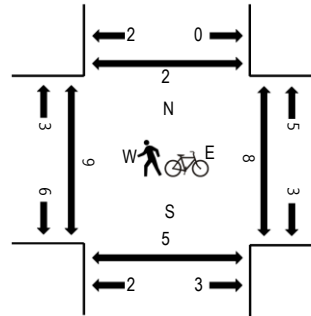
(303) 216-2439
www.alltrafficdata.net

Location: 1 LAWRENCE EXPY & KIFER RD PM
Date and Start Time: Wednesday, March 7, 2018
Peak Hour: 04:15 PM - 05:15 PM
Peak 15-Minutes: 04:30 PM - 04:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	KIFER RD Eastbound				KIFER RD Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	37	162	185	0	67	38	74	2	16	289	97	0	69	782	30	1,848	7,572	3	1	2	0
4:15 PM	0	37	114	156	0	63	40	75	2	7	356	99	2	94	845	27	1,917	7,657	1	1	0	0
4:30 PM	0	48	130	161	0	74	28	68	1	13	300	90	5	87	935	28	1,968	7,650	1	0	2	1
4:45 PM	0	45	147	175	0	77	48	57	2	20	272	66	3	68	838	21	1,839	7,542	3	1	1	1
5:00 PM	0	48	112	160	0	87	63	77	1	22	301	93	4	68	879	18	1,933	7,586	1	2	0	0
5:15 PM	0	38	117	139	0	66	66	80	0	10	344	87	4	60	879	20	1,910		5	1	2	0
5:30 PM	0	38	110	133	0	71	48	82	1	11	297	102	2	74	857	34	1,860		4	4	0	0
5:45 PM	0	47	131	129	0	75	55	82	0	15	303	95	6	60	868	17	1,883		3	2	2	0

Peak Rolling Hour Flow Rates

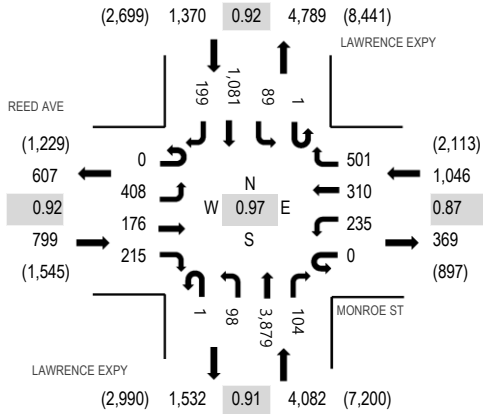
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	0	0	0	0	1	0	0	3	0	0	0	3	0	9
Lights	0	175	499	651	0	301	175	273	6	62	1,214	339	14	315	3,475	86	7,585
Mediums	0	2	3	1	0	0	4	3	0	0	12	9	0	2	19	8	63
Total	0	178	503	652	0	301	179	277	6	62	1,229	348	14	317	3,497	94	7,657



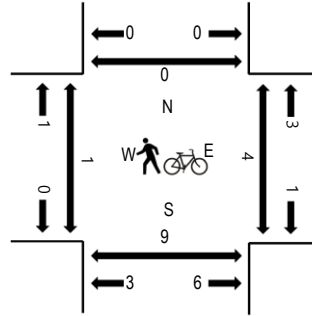
(303) 216-2439
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Location: 2 LAWRENCE EXPY & MONROE ST AM
Date and Start Time: Wednesday, March 7, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	REED AVE Eastbound				MONROE ST Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	52	76	39	0	33	54	106	1	28	510	39	1	47	175	41	1,202	6,260	1	0	7	0
7:15 AM	0	88	99	27	0	69	110	143	0	21	612	66	0	32	266	38	1,571	6,936	0	4	4	0
7:30 AM	0	85	34	44	0	83	82	116	0	43	854	22	0	26	329	37	1,755	7,193	0	1	1	0
7:45 AM	0	112	33	57	0	55	90	126	1	48	847	26	0	28	279	30	1,732	7,140	1	0	3	0
8:00 AM	0	111	44	65	0	53	82	106	1	31	988	26	0	25	302	44	1,878	7,297	0	0	1	0
8:15 AM	0	78	42	62	0	57	78	129	0	28	987	33	0	34	249	51	1,828		0	1	2	0
8:30 AM	0	130	50	44	0	67	71	152	0	19	829	19	1	14	259	47	1,702		0	3	2	0
8:45 AM	0	89	40	44	0	58	79	114	0	20	1,075	26	0	16	271	57	1,889		1	0	1	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	0	2	0	0	0	2	0	2	2	0	0	0	4	5	19
Lights	0	401	173	210	0	231	304	496	1	95	3,860	100	1	89	1,039	190	7,190
Mediums	0	5	3	3	0	4	6	3	0	1	17	4	0	0	38	4	88
Total	0	408	176	215	0	235	310	501	1	98	3,879	104	1	89	1,081	199	7,297



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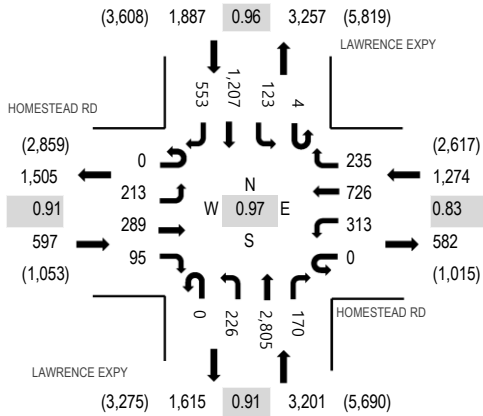
Location: 40 LAWRENCE EXPY & HOMESTEAD RD AM

Date and Start Time: Tuesday, November 14, 2017

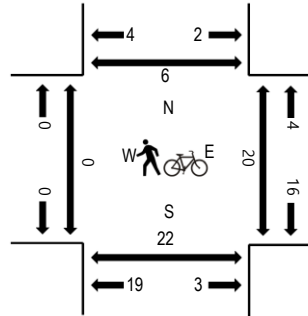
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	28	20	15	0	70	121	53	0	38	432	33	0	14	244	67	1,135	6,009	0	1	1	0
7:15 AM	0	39	28	28	0	75	200	68	0	52	563	33	0	18	338	99	1,541	6,662	0	0	0	0
7:30 AM	0	62	55	43	0	95	231	100	0	62	540	44	2	20	329	127	1,710	6,753	0	1	4	1
7:45 AM	0	41	68	29	0	78	187	65	0	61	569	62	0	38	316	109	1,623	6,837	0	1	4	7
8:00 AM	0	58	61	22	0	81	176	55	0	45	754	41	2	42	312	139	1,788	6,959	0	3	2	0
8:15 AM	0	65	76	25	0	76	191	61	0	47	589	51	1	44	278	128	1,632		0	3	4	3
8:30 AM	0	43	89	27	0	86	205	70	0	57	698	37	0	20	320	142	1,794		0	5	6	2
8:45 AM	0	47	63	21	0	70	154	49	0	77	764	41	1	17	297	144	1,745		0	9	10	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	2	0	1	1	0	0	1	2	0	0	1	2	2	12
Lights	0	210	284	93	0	310	716	232	0	222	2,792	168	3	119	1,173	535	6,857
Mediums	0	3	5	0	0	2	9	3	0	3	11	2	1	3	32	16	90
Total	0	213	289	95	0	313	726	235	0	226	2,805	170	4	123	1,207	553	6,959



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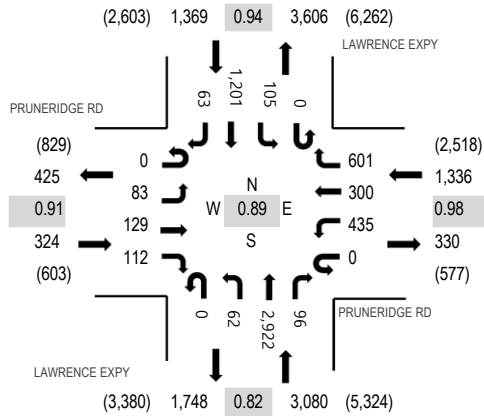
Location: 41 LAWRENCE EXPY & PRUNERIDGE RD AM

Date and Start Time: Tuesday, November 14, 2017

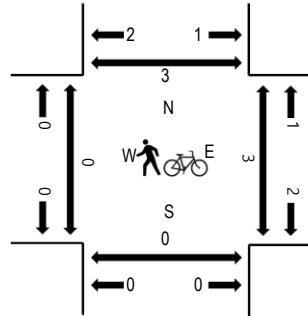
Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PRUNERIDGE RD Eastbound				PRUNERIDGE RD Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	22	5	11	0	106	26	102	0	8	466	8	0	7	232	12	1,005	5,467	0	0	0	1
7:15 AM	0	17	18	43	0	127	75	124	2	18	518	30	1	16	253	12	1,254	5,916	0	0	0	0
7:30 AM	0	18	22	24	0	112	74	137	0	10	718	19	0	27	321	9	1,491	6,109	0	0	0	1
7:45 AM	0	28	17	20	0	135	50	158	0	14	908	22	0	28	329	8	1,717	5,941	0	0	0	1
8:00 AM	0	17	34	47	0	102	92	146	0	11	660	25	0	19	282	19	1,454	5,581	0	2	0	1
8:15 AM	0	20	56	21	0	86	84	160	0	27	636	30	0	31	269	27	1,447		0	1	0	0
8:30 AM	0	34	20	29	0	101	107	117	0	24	526	31	0	28	283	23	1,323		0	0	4	1
8:45 AM	0	32	18	30	0	94	57	146	2	15	551	45	0	21	319	27	1,357		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	6	0	0	0	2	0	8
Lights	0	82	124	111	0	432	296	595	0	62	2,899	94	0	104	1,177	63	6,039
Mediums	0	1	5	1	0	3	4	6	0	0	17	2	0	1	22	0	62
Total	0	83	129	112	0	435	300	601	0	62	2,922	96	0	105	1,201	63	6,109



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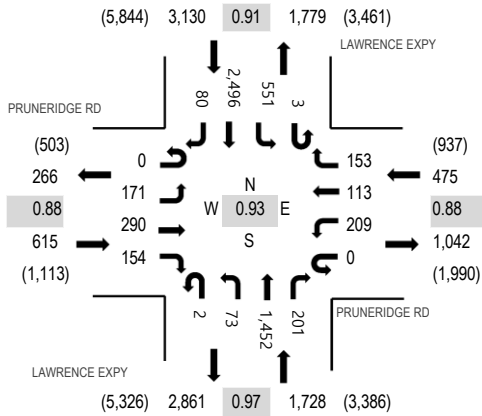
Location: 41 LAWRENCE EXPY & PRUNERIDGE RD PM

Date and Start Time: Tuesday, November 14, 2017

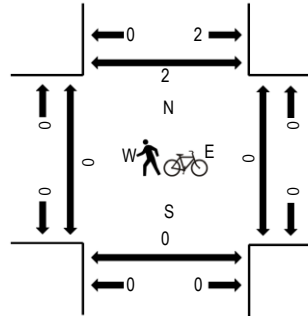
Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PRUNERIDGE RD Eastbound				PRUNERIDGE RD Westbound				LAWRENCE EXPY Northbound				LAWRENCE EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	39	44	16	0	40	16	27	0	12	366	46	0	123	454	11	1,194	5,362	0	0	0	0
4:15 PM	0	31	41	21	0	26	15	18	0	18	374	45	0	148	543	21	1,301	5,771	0	2	0	5
4:30 PM	0	41	56	24	0	47	16	34	0	18	370	46	2	125	602	19	1,400	5,948	0	0	0	0
4:45 PM	0	48	76	34	0	51	26	34	0	15	373	35	1	162	596	16	1,467	5,945	0	0	0	0
5:00 PM	0	31	67	48	0	61	44	41	1	24	353	69	0	154	687	23	1,603	5,918	0	0	0	0
5:15 PM	0	51	91	48	0	50	27	44	1	16	356	51	0	110	611	22	1,478		0	0	0	1
5:30 PM	0	41	82	48	0	72	36	45	2	13	316	37	0	95	586	24	1,397		0	0	0	0
5:45 PM	0	23	78	34	0	85	34	48	5	16	354	54	0	155	533	21	1,440		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	170	290	154	0	206	113	152	2	73	1,441	201	3	549	2,489	80	5,923
Mediums	0	1	0	0	0	3	0	1	0	0	10	0	0	2	7	0	24
Total	0	171	290	154	0	209	113	153	2	73	1,452	201	3	551	2,496	80	5,948



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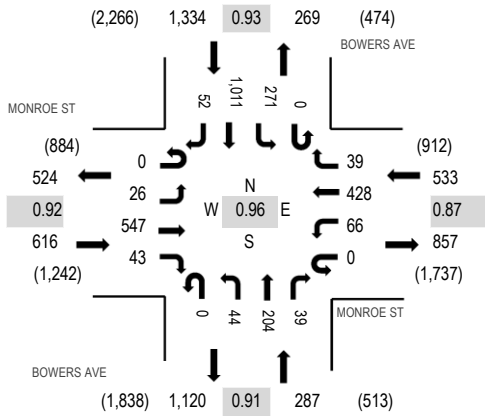
Location: 5 BOWERS AVE & MONROE ST PM

Date: Wednesday, October 30, 2019

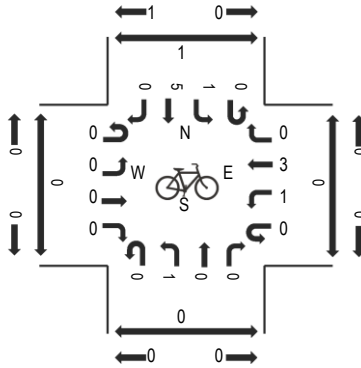
Peak Hour: 05:00 PM - 06:00 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

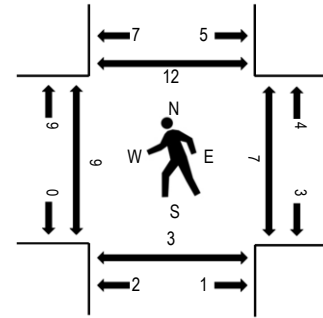
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	MONROE ST Eastbound				MONROE ST Westbound				BOWERS AVE Northbound				BOWERS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	2	138	11	0	13	83	6	0	3	46	3	0	55	121	4	485	2,163	1	0	1	0
4:15 PM	0	6	139	11	0	14	65	7	0	7	44	17	0	71	140	8	529	2,378	3	1	3	3
4:30 PM	0	4	125	8	0	12	65	1	0	11	30	11	0	60	175	12	514	2,572	2	0	0	0
4:45 PM	0	9	162	11	0	16	87	10	0	6	40	8	0	91	186	9	635	2,738	1	2	3	0
5:00 PM	0	6	144	10	0	13	95	11	0	7	47	10	0	84	262	11	700	2,770	0	0	1	1
5:15 PM	0	5	169	11	0	15	122	16	0	11	45	12	0	69	235	13	723		5	0	0	5
5:30 PM	0	9	135	13	0	20	90	4	0	17	54	8	0	52	263	15	680		1	5	1	4
5:45 PM	0	6	99	9	0	18	121	8	0	9	58	9	0	66	251	13	667		3	2	1	2

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	26	538	43	0	66	424	38	0	43	199	39	0	270	1,006	52	2,744
Mediums	0	0	9	0	0	0	4	1	0	1	5	0	0	1	4	0	25
Total	0	26	547	43	0	66	428	39	0	44	204	39	0	271	1,011	52	2,770



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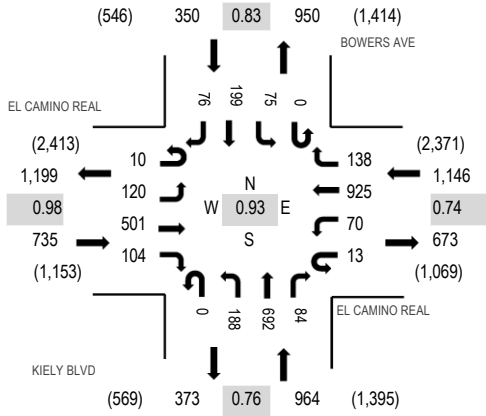
Location: 7 KIELY BLVD & EL CAMINO REAL AM

Date: Wednesday, October 30, 2019

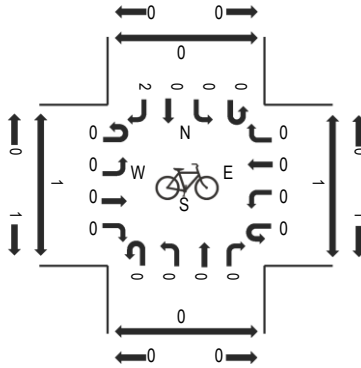
Peak Hour: 08:00 AM - 09:00 AM

Peak 15-Minutes: 08:45 AM - 09:00 AM

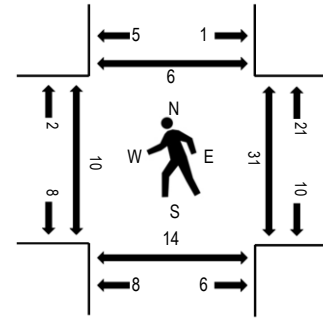
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				KIELY BLVD Northbound				BOWERS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
	7:00 AM	1	6	59	9	2	12	160	12	0	13	36	12	0	5	18			4	349	2,270	2
7:15 AM	1	15	48	10	0	5	238	19	0	6	53	20	0	13	24	11	463	2,627	1	2	1	3
7:30 AM	0	28	79	11	0	9	295	27	0	19	89	18	0	11	22	14	622	2,942	4	4	2	7
7:45 AM	2	35	94	20	0	14	407	25	0	27	119	19	0	16	42	16	836	3,175	2	1	5	1
8:00 AM	0	30	120	26	4	13	221	35	0	40	105	15	0	17	57	23	706	3,195	1	2	5	0
8:15 AM	3	27	120	37	2	26	216	25	0	37	160	20	0	24	66	15	778		4	5	1	3
8:30 AM	3	29	137	19	2	12	216	46	0	59	224	34	0	17	38	19	855		3	14	5	2
8:45 AM	4	34	124	22	5	19	272	32	0	52	203	15	0	17	38	19	856		2	10	3	1

Peak Rolling Hour Flow Rates

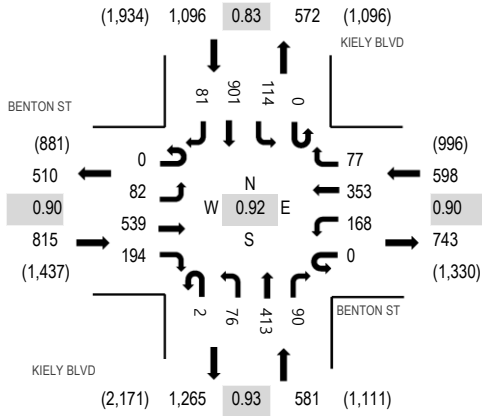
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	4	0	0	1	7	0	0	0	0	1	0	1	0	0	14
Lights	9	119	484	101	13	68	888	137	0	185	686	83	0	74	194	73	3,114
Mediums	1	1	13	3	0	1	30	1	0	3	6	0	0	0	5	3	67
Total	10	120	501	104	13	70	925	138	0	188	692	84	0	75	199	76	3,195



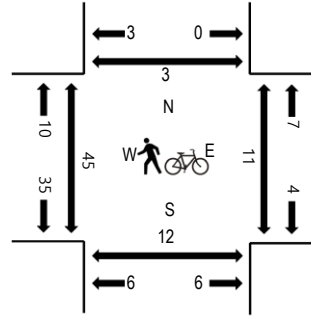
(303) 216-2439
www.alltrafficdata.net

Location: 64 KIELY BLVD & BENTON ST PM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	BENTON ST Eastbound				BENTON ST Westbound				KIELY BLVD Northbound				KIELY BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	20	66	26	0	18	48	18	0	10	88	17	0	16	128	17	472	2,388	2	3	5	0
4:15 PM	0	18	112	32	0	26	47	17	0	18	96	24	1	20	171	21	603	2,628	3	3	6	0
4:30 PM	0	17	137	45	0	23	60	20	0	18	105	27	0	20	165	28	665	2,789	8	3	4	2
4:45 PM	0	22	104	23	0	41	67	13	1	15	89	22	0	22	207	22	648	2,960	7	4	8	1
5:00 PM	0	14	152	33	0	40	78	18	2	16	110	24	0	21	183	21	712	3,090	1	3	3	1
5:15 PM	0	28	147	51	0	41	98	20	0	14	90	30	0	25	205	15	764		16	1	2	0
5:30 PM	0	24	117	58	0	44	102	20	0	18	105	16	0	35	271	26	836		2	1	2	1
5:45 PM	0	16	123	52	0	43	75	19	0	28	108	20	0	33	242	19	778		5	4	2	0

Peak Rolling Hour Flow Rates

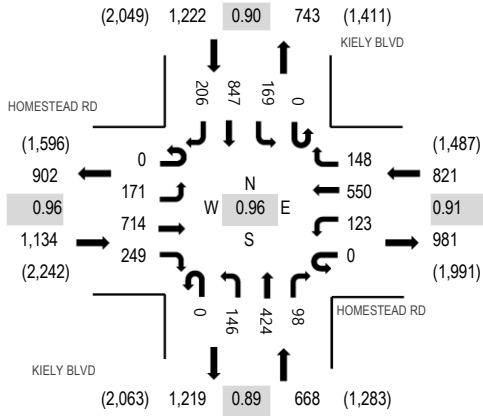
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	0	0	1	1	4
Lights	0	82	537	194	0	165	351	75	2	75	408	88	0	114	893	80	3,064
Mediums	0	0	2	0	0	2	2	1	0	1	5	2	0	0	7	0	22
Total	0	82	539	194	0	168	353	77	2	76	413	90	0	114	901	81	3,090



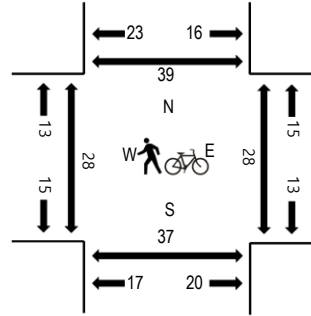
(303) 216-2439
www.alltrafficdata.net

Location: 65 KIELY BLVD & HOMESTEAD RD PM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	HOMESTEAD RD Eastbound				HOMESTEAD RD Westbound				KIELY BLVD Northbound				KIELY BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	0	34	184	44	0	22	95	29	0	31	76	18	0	37	100	22	692	3,216	5	8	5	5
4:15 PM	0	37	195	53	1	27	111	39	0	27	92	24	0	31	119	34	790	3,445	3	3	2	4
4:30 PM	0	37	187	58	0	30	106	29	0	23	116	28	0	45	158	39	856	3,628	2	7	3	8
4:45 PM	0	34	190	55	0	29	113	35	0	44	110	26	0	44	149	49	878	3,771	4	7	5	3
5:00 PM	0	45	198	54	0	32	150	40	0	35	85	24	0	46	165	47	921	3,845	5	7	5	3
5:15 PM	0	39	195	67	0	35	132	33	0	46	104	21	0	39	207	55	973		8	5	6	12
5:30 PM	0	42	146	69	0	37	154	35	0	34	128	31	0	34	242	47	999		5	5	11	5
5:45 PM	0	45	175	59	0	19	114	40	0	31	107	22	0	50	233	57	952		10	9	13	18

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	2
Lights	0	168	709	248	0	122	549	147	0	144	415	98	0	168	840	203	3,811
Mediums	0	3	5	1	0	0	1	1	0	2	9	0	0	1	6	3	32
Total	0	171	714	249	0	123	550	148	0	146	424	98	0	169	847	206	3,845

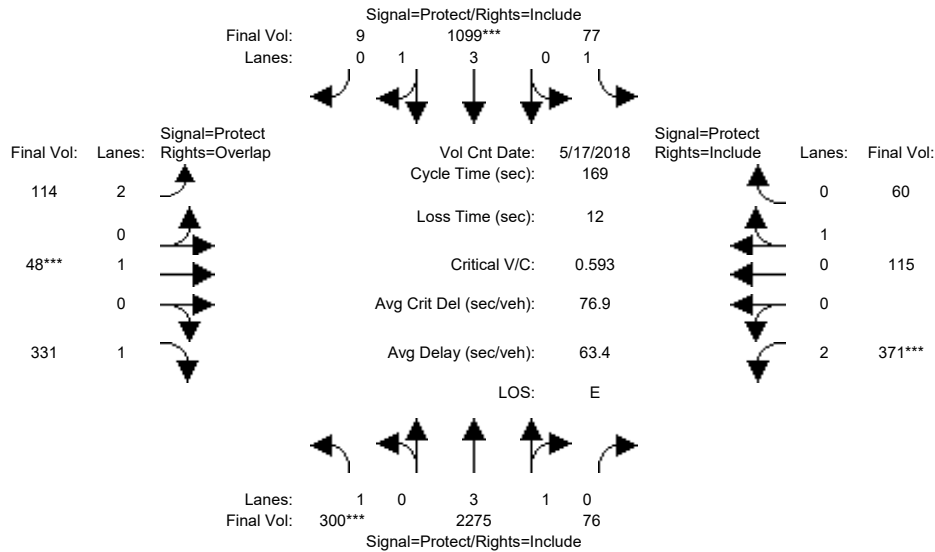
Appendix C

Level of Service Calculations

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #25: (2) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	33	71	71	12	50	50	12	37	37	26	51	51
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1

Volume Module:	>>	Count	Date:	17 May 2018	<<							
Base Vol:	300	2275	76	77	1099	9	114	48	331	371	115	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	2275	76	77	1099	9	114	48	331	371	115	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	2275	76	77	1099	9	114	48	331	371	115	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	2275	76	77	1099	9	114	48	331	371	115	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	2275	76	77	1099	9	114	48	331	371	115	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	300	2275	76	77	1099	9	114	48	331	371	115	60

Saturation Flow Module:	
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.92 0.99 0.95 0.92 0.99 0.95 0.41 0.40 0.64 0.58 0.38 0.38
Lanes:	1.00 3.87 0.13 1.00 3.97 0.03 2.00 1.00 1.00 2.00 0.66 0.34
Final Sat.:	1750 7257 242 1750 7439 61 1575 760 1225 2205 473 247

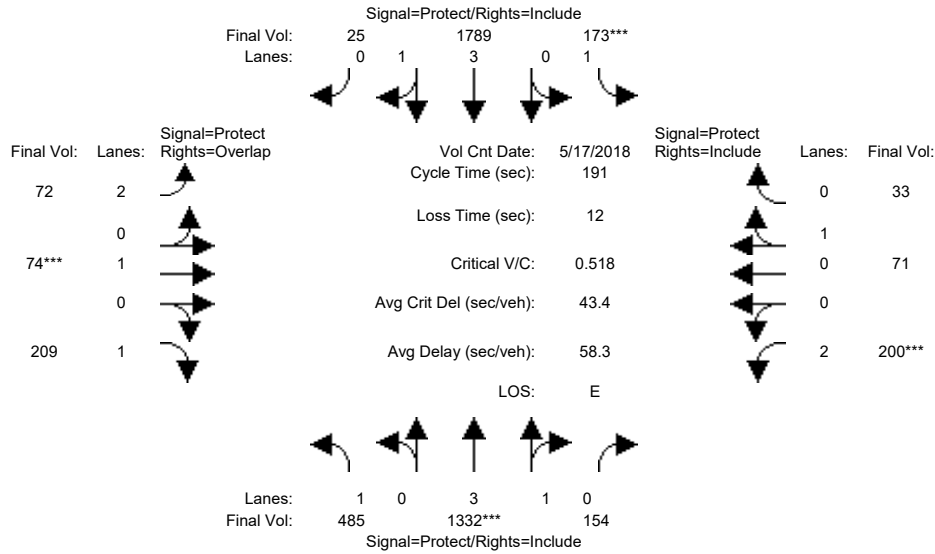
Capacity Analysis Module:	
Vol/Sat:	0.17 0.31 0.31 0.04 0.15 0.15 0.07 0.06 0.27 0.17 0.24 0.24
Crit Moves:	**** **** **** ****
Green Time:	33.1 71.4 71.4 11.7 49.5 49.5 11.5 36.7 69.8 26.3 51.5 51.5
Volume/Cap:	0.88 0.74 0.74 0.64 0.50 0.50 1.06 0.29 0.65 1.08 0.80 0.80
Delay/Veh:	87.6 48.5 48.5 87.2 52.7 52.7 184.1 56.3 43.0 143.4 72.2 72.2
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	87.6 48.5 48.5 87.2 52.7 52.7 184.1 56.3 43.0 143.4 72.2 72.2
LOS by Move:	F D D F D D F E D F E E
HCM2k95thQ:	30 45 45 9 22 22 12 5 27 29 20 20

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #25: (2) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	59	89	89	28	58	58	13	30	30	20	37	37
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1

Volume Module:	>>	Count	Date:	17 May 2018	<<							
Base Vol:	485	1332	154	173	1789	25	72	74	209	200	71	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	1332	154	173	1789	25	72	74	209	200	71	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	1332	154	173	1789	25	72	74	209	200	71	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	1332	154	173	1789	25	72	74	209	200	71	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1332	154	173	1789	25	72	74	209	200	71	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	485	1332	154	173	1789	25	72	74	209	200	71	33

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.57	0.43	1.00	3.94	0.06	2.00	1.00	1.00	2.00	0.68	0.32
Final Sat.:	1750	6721	777	1750	7396	103	1575	760	1225	2205	492	228

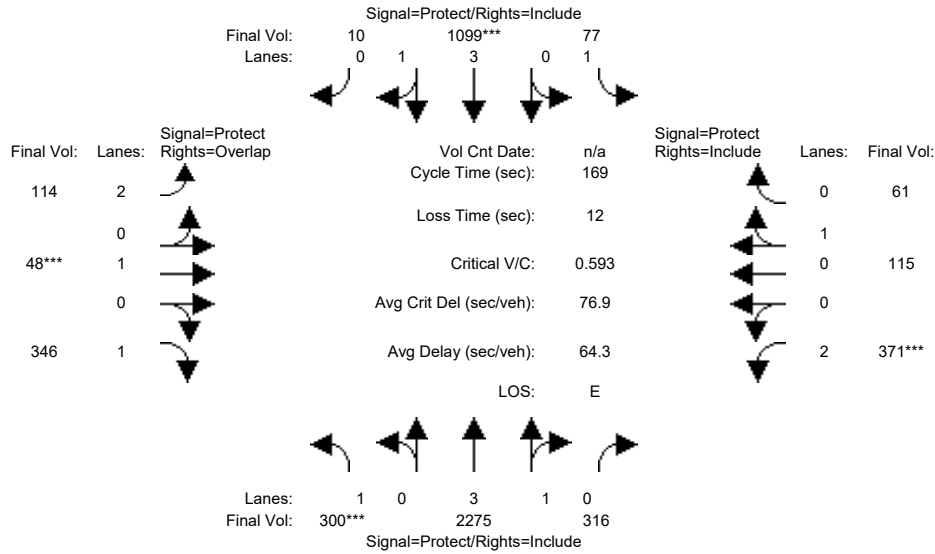
Capacity Analysis Module:												
Vol/Sat:	0.28	0.20	0.20	0.10	0.24	0.24	0.05	0.10	0.17	0.09	0.14	0.14
Crit Moves:	****			****			****			****		
Green Time:	58.6	89.1	89.1	27.7	57.6	57.6	12.9	30.3	88.9	20.2	37.6	37.6
Volume/Cap:	0.90	0.42	0.42	0.68	0.80	0.80	0.68	0.61	0.37	0.86	0.73	0.73
Delay/Veh:	80.8	27.7	27.7	84.9	67.5	67.5	103.1	84.0	33.3	109.6	89.9	89.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	27.7	27.7	84.9	67.5	67.5	103.1	84.0	33.3	109.6	89.9	89.9
LOS by Move:	F	C	C	F	E	E	F	F	C	F	F	F
HCM2k95thQ:	49	20	20	19	42	42	7	10	16	17	14	14

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #25: (2) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	33	71	71	12	50	50	12	37	37	26	51	51
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1

Volume Module:												
Base Vol:	300	2275	316	77	1099	10	114	48	346	371	115	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	2275	316	77	1099	10	114	48	346	371	115	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	2275	316	77	1099	10	114	48	346	371	115	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	2275	316	77	1099	10	114	48	346	371	115	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	2275	316	77	1099	10	114	48	346	371	115	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	300	2275	316	77	1099	10	114	48	346	371	115	61

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.49	0.51	1.00	3.96	0.04	2.00	1.00	1.00	2.00	0.65	0.35
Final Sat.:	1750	6584	914	1750	7432	68	1575	760	1225	2205	470	250

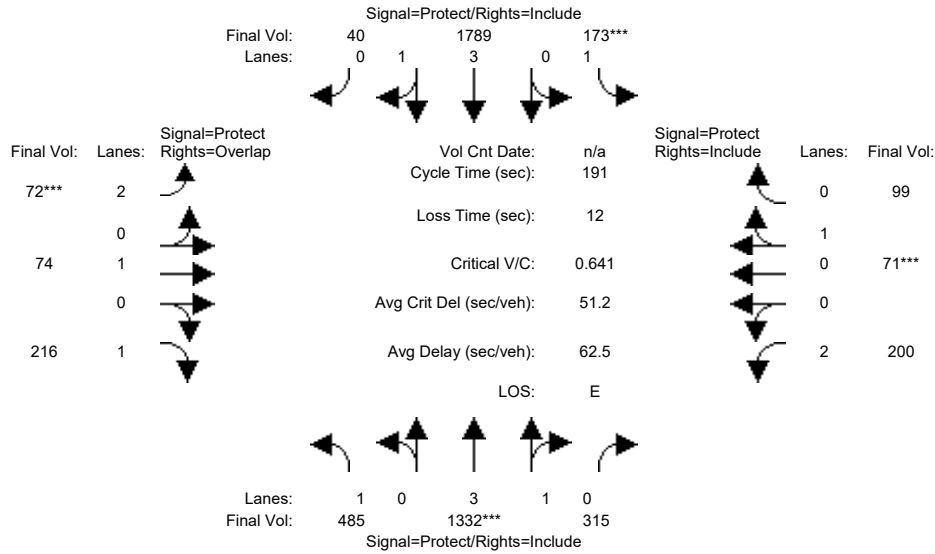
Capacity Analysis Module:												
Vol/Sat:	0.17	0.35	0.35	0.04	0.15	0.15	0.07	0.06	0.28	0.17	0.24	0.24
Crit Moves:	***			****			****			****		
Green Time:	33.1	71.4	71.4	11.7	49.5	49.5	11.5	36.7	69.8	26.3	51.5	51.5
Volume/Cap:	0.88	0.82	0.82	0.64	0.50	0.50	1.06	0.29	0.68	1.08	0.80	0.80
Delay/Veh:	87.6	51.6	51.6	87.2	52.7	52.7	184.1	56.3	44.4	143.4	72.9	72.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	51.6	51.6	87.2	52.7	52.7	184.1	56.3	44.4	143.4	72.9	72.9
LOS by Move:	F	D	D	F	D	D	F	E	D	F	E	E
HCM2k95thQ:	30	51	51	9	22	22	12	5	29	29	20	20

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #25: (2) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	59	89	89	28	58	58	13	30	30	20	37	37
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1

Volume Module:												
Base Vol:	485	1332	315	173	1789	40	72	74	216	200	71	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	1332	315	173	1789	40	72	74	216	200	71	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	1332	315	173	1789	40	72	74	216	200	71	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	1332	315	173	1789	40	72	74	216	200	71	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1332	315	173	1789	40	72	74	216	200	71	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	485	1332	315	173	1789	40	72	74	216	200	71	99

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.99	0.95	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.20	0.80	1.00	3.91	0.09	2.00	1.00	1.00	2.00	0.42	0.58
Final Sat.:	1750	6063	1434	1750	7336	164	1575	760	1225	2205	301	419

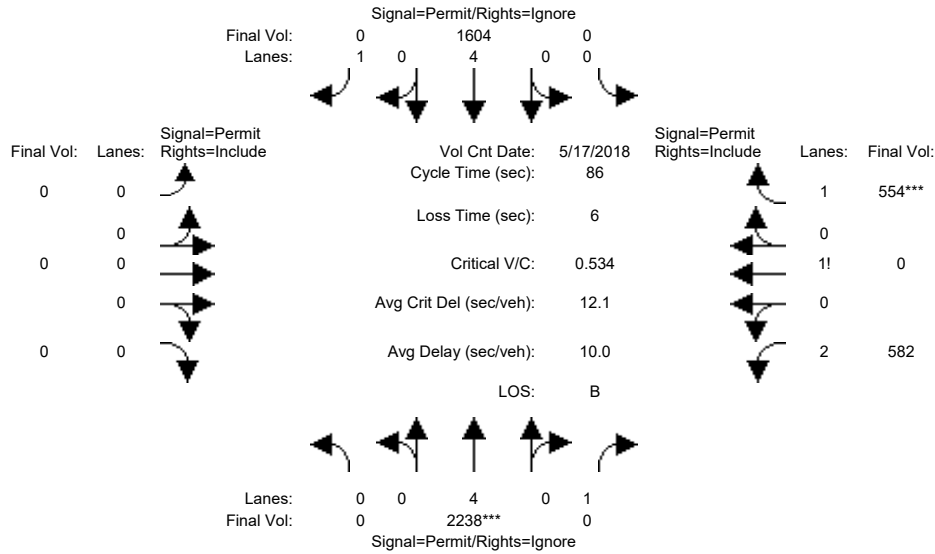
Capacity Analysis Module:												
Vol/Sat:	0.28	0.22	0.22	0.10	0.24	0.24	0.05	0.10	0.18	0.09	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	58.6	89.1	89.1	27.7	57.6	57.6	12.9	30.3	88.9	20.2	37.6	37.6
Volume/Cap:	0.90	0.47	0.47	0.68	0.81	0.81	0.68	0.61	0.38	0.86	1.20	1.20
Delay/Veh:	80.8	28.5	28.5	84.9	67.8	67.8	103.1	84.0	33.6	109.6	216	215.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	28.5	28.5	84.9	67.8	67.8	103.1	84.0	33.6	109.6	216	215.6
LOS by Move:	F	C	C	F	E	E	F	F	C	F	F	F
HCM2k95thQ:	49	23	23	19	42	42	7	10	16	17	29	29

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #26: (3) Lawrence Expwy & US 101 NB Ramps



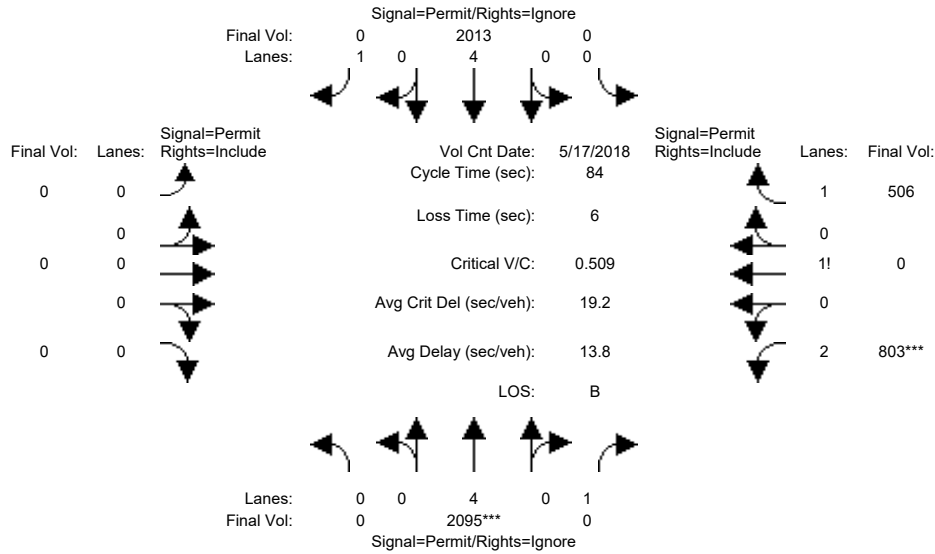
Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	52	0	0	52	0	0	0	0	23	23	23
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0
Volume Module: >> Count Date: 17 May 2018 <<												
Base Vol:	0	2238	0	0	1604	505	0	0	0	582	0	554
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2238	0	0	1604	505	0	0	0	582	0	554
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2238	0	0	1604	505	0	0	0	582	0	554
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2238	0	0	1604	0	0	0	0	582	0	554
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2238	0	0	1604	0	0	0	0	582	0	554
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2238	0	0	1604	0	0	0	0	582	0	554
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.44	0.00	1.56
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3848	0	2735
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.15	0.00	0.20
Crit Moves:	****											
Green Time:	0.0	52.1	0.0	0.0	52.1	0.0	0.0	0.0	0.0	23.0	23.0	27.9
Volume/Cap:	0.00	0.49	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.57	0.00	0.62
Delay/Veh:	0.0	5.4	0.0	0.0	4.8	0.0	0.0	0.0	0.0	27.6	0.0	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.4	0.0	0.0	4.8	0.0	0.0	0.0	0.0	27.6	0.0	25.3
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	9	0	0	6	0	0	0	0	14	0	17

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #26: (3) Lawrence Expwy & US 101 NB Ramps



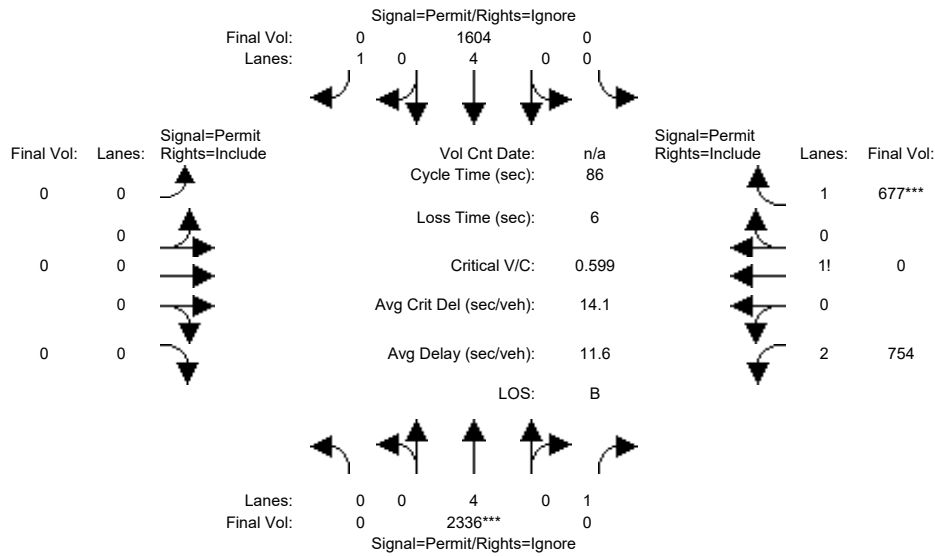
Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	52	0	0	52	0	0	0	0	22	22	22
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0
Volume Module: >> Count Date: 17 May 2018 <<												
Base Vol:	0	2095	0	0	2013	349	0	0	0	803	0	506
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2095	0	0	2013	349	0	0	0	803	0	506
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2095	0	0	2013	349	0	0	0	803	0	506
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2095	0	0	2013	0	0	0	0	803	0	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2095	0	0	2013	0	0	0	0	803	0	506
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2095	0	0	2013	0	0	0	0	803	0	506
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.85	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.54	0.00	1.46
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4075	0	2563
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.20	0.00	0.20
Crit Moves:	****									****		
Green Time:	0.0	51.8	0.0	0.0	51.8	0.0	0.0	0.0	0.0	22.0	22.0	22.0
Volume/Cap:	0.00	0.45	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.75	0.00	0.75
Delay/Veh:	0.0	12.2	0.0	0.0	4.5	0.0	0.0	0.0	0.0	30.4	0.0	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.2	0.0	0.0	4.5	0.0	0.0	0.0	0.0	30.4	0.0	30.4
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	17	0	0	7	0	0	0	0	19	0	20

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #26: (3) Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	52	0	0	52	0	0	0	0	23	23	23
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	2336	0	0	1604	505	0	0	0	754	0	677
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2336	0	0	1604	505	0	0	0	754	0	677
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2336	0	0	1604	505	0	0	0	754	0	677
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2336	0	0	1604	0	0	0	0	754	0	677
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2336	0	0	1604	0	0	0	0	754	0	677
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2336	0	0	1604	0	0	0	0	754	0	677

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.45	0.00	1.55
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3882	0	2711

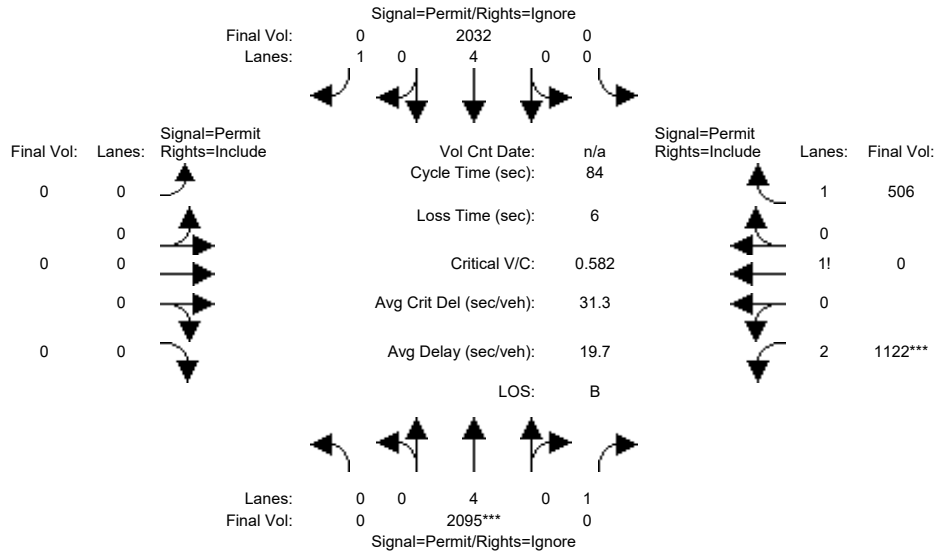
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.31	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.19	0.00	0.25
Crit Moves:	****									****		
Green Time:	0.0	52.1	0.0	0.0	52.1	0.0	0.0	0.0	0.0	23.0	23.0	27.9
Volume/Cap:	0.00	0.51	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.73	0.00	0.77
Delay/Veh:	0.0	5.5	0.0	0.0	4.8	0.0	0.0	0.0	0.0	30.0	0.0	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.5	0.0	0.0	4.8	0.0	0.0	0.0	0.0	30.0	0.0	28.2
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	10	0	0	6	0	0	0	0	19	0	23

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #26: (3) Lawrence Expwy & US 101 NB Ramps



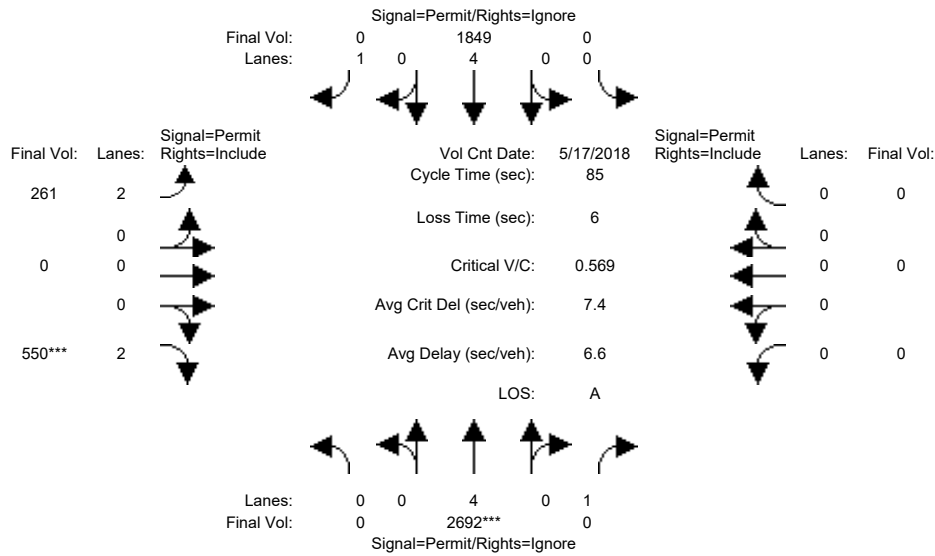
Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	52	0	0	52	0	0	0	0	22	22	22
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0
Volume Module:												
Base Vol:	0	2095	0	0	2032	349	0	0	0	1122	0	506
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2095	0	0	2032	349	0	0	0	1122	0	506
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2095	0	0	2032	349	0	0	0	1122	0	506
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2095	0	0	2032	0	0	0	0	1122	0	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2095	0	0	2032	0	0	0	0	1122	0	506
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2095	0	0	2032	0	0	0	0	1122	0	506
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.85	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.61	0.00	1.39
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4243	0	2425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.26	0.00	0.21
Crit Moves:	****									****		
Green Time:	0.0	51.8	0.0	0.0	51.8	0.0	0.0	0.0	0.0	22.0	22.0	22.0
Volume/Cap:	0.00	0.45	0.00	0.00	0.43	0.00	0.00	0.00	0.00	1.01	0.00	0.80
Delay/Veh:	0.0	12.2	0.0	0.0	4.6	0.0	0.0	0.0	0.0	55.8	0.0	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.2	0.0	0.0	4.6	0.0	0.0	0.0	0.0	55.8	0.0	31.2
LOS by Move:	A	B	A	A	A	A	A	A	A	E	A	C
HCM2k95thQ:	0	17	0	0	7	0	0	0	0	34	0	21

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #27: (4) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0

Volume Module:	>>	Count	Date:	17 May 2018	<<							
Base Vol:	0	2692	709	0	1849	0	261	0	550	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2692	709	0	1849	0	261	0	550	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2692	709	0	1849	0	261	0	550	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2692	0	0	1849	0	261	0	550	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2692	0	0	1849	0	261	0	550	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2692	0	0	1849	0	261	0	550	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0

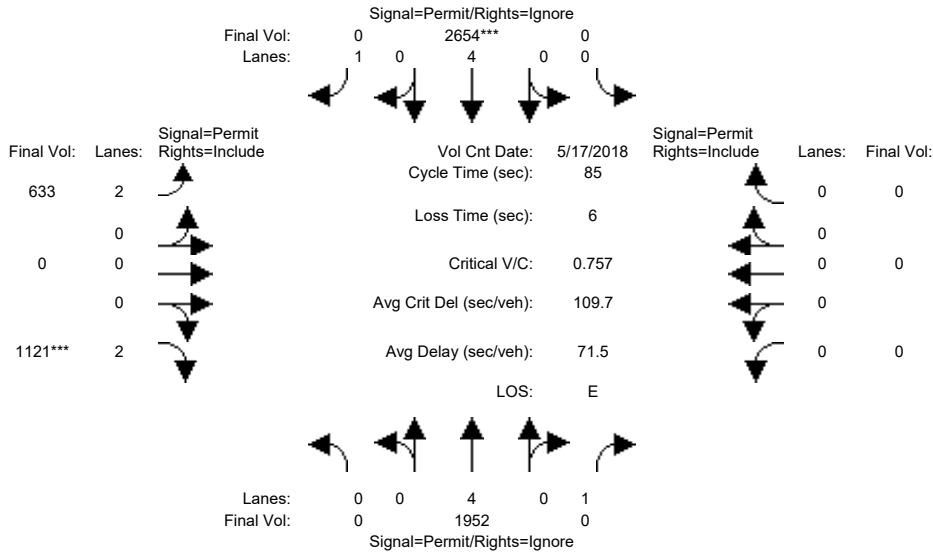
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.24	0.00	0.08	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	60.2	0.0	0.0	59.8	0.0	13.5	13.5	18.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.00	0.00	0.35	0.00	0.52	0.00	0.79	0.00	0.00	0.00
Delay/Veh:	0.0	1.3	0.0	0.0	1.2	0.0	33.8	0.0	37.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.3	0.0	0.0	1.2	0.0	33.8	0.0	37.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	D	A	A	A
HCM2k95thQ:	0	4	0	0	3	0	9	0	19	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #27: (4) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0

Volume Module:	>>	Count	Date:	17 May 2018	<<							
Base Vol:	0	1952	262	0	2654	0	633	0	1121	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1952	262	0	2654	0	633	0	1121	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1952	262	0	2654	0	633	0	1121	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1952	0	0	2654	0	633	0	1121	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1952	0	0	2654	0	633	0	1121	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1952	0	0	2654	0	633	0	1121	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0

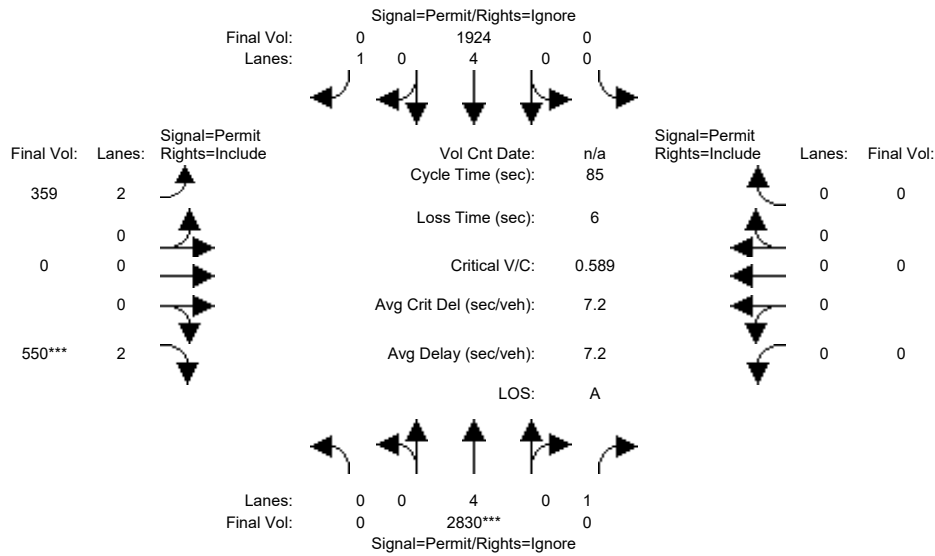
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.35	0.00	0.20	0.00	0.36	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	63.4	0.0	0.0	63.8	0.0	17.5	17.5	17.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.34	0.00	0.00	0.47	0.00	0.98	0.00	1.73	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	64.0	0.0	369.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	64.0	0.0	369.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	E	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	1	0	27	0	83	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #27: (4) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0

Volume Module:												
Base Vol:	0	2830	851	0	1924	0	359	0	550	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2830	851	0	1924	0	359	0	550	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2830	851	0	1924	0	359	0	550	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2830	0	0	1924	0	359	0	550	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2830	0	0	1924	0	359	0	550	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2830	0	0	1924	0	359	0	550	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0

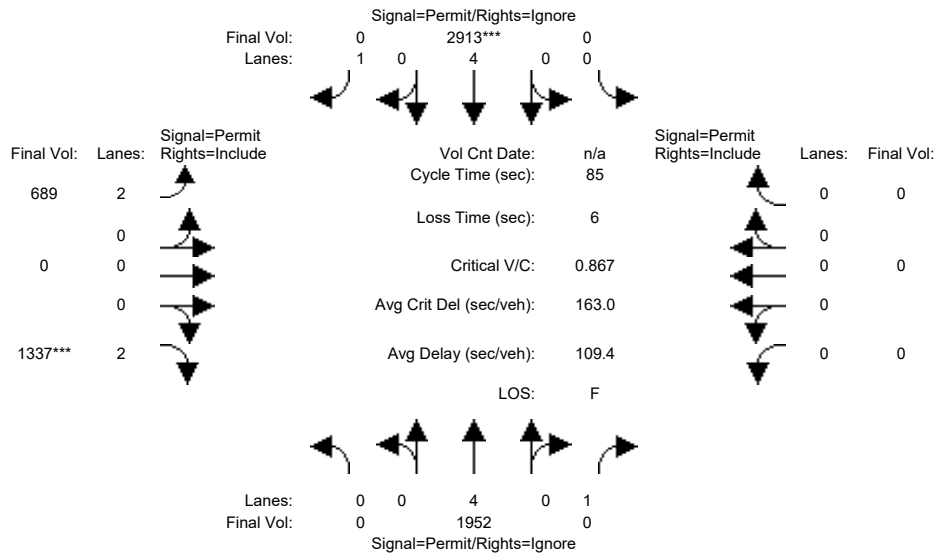
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.25	0.00	0.11	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	60.2	0.0	0.0	59.8	0.0	13.5	13.5	18.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.00	0.00	0.36	0.00	0.72	0.00	0.79	0.00	0.00	0.00
Delay/Veh:	0.0	1.4	0.0	0.0	1.2	0.0	38.9	0.0	37.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.4	0.0	0.0	1.2	0.0	38.9	0.0	37.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2k95thQ:	0	6	0	0	3	0	13	0	19	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #27: (4) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0

Volume Module:												
Base Vol:	0	1952	494	0	2913	0	689	0	1337	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1952	494	0	2913	0	689	0	1337	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1952	494	0	2913	0	689	0	1337	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1952	0	0	2913	0	689	0	1337	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1952	0	0	2913	0	689	0	1337	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1952	0	0	2913	0	689	0	1337	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0

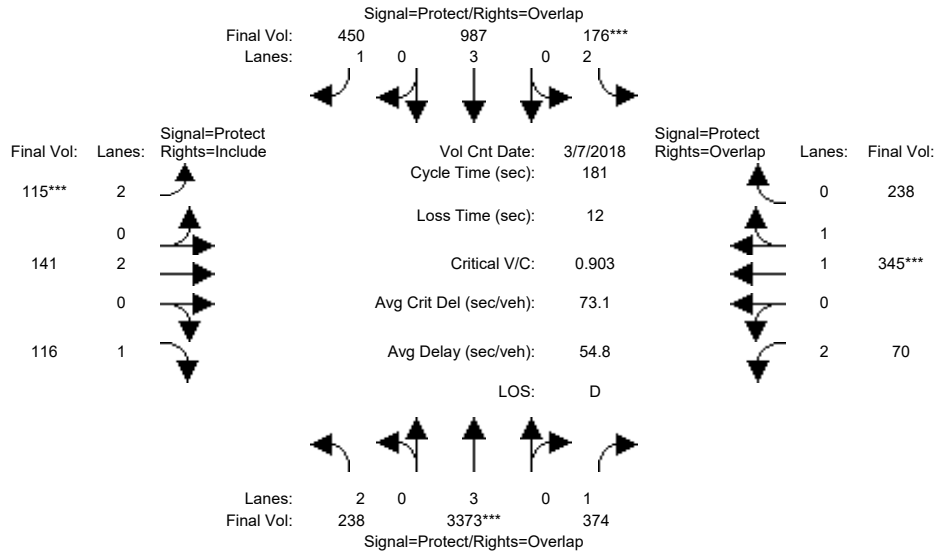
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.38	0.00	0.22	0.00	0.42	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	63.4	0.0	0.0	63.8	0.0	17.5	17.5	17.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.34	0.00	0.00	0.51	0.00	1.06	0.00	2.06	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	88.0	0.0	517.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	88.0	0.0	517.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	2	0	33	0	111	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #30: (51) Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module:	>> Count	Date:	7 Mar 2018	<< 8:00 AM - 9:00 AM
Base Vol:	238 3877 374	176 1134 450	115 141 116	70 345 238
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	238 3877 374	176 1134 450	115 141 116	70 345 238
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
ATI:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	238 3877 374	176 1134 450	115 141 116	70 345 238
User Adj:	1.00 0.87 1.00	1.00 0.87 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	238 3373 374	176 987 450	115 141 116	70 345 238
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	238 3373 374	176 987 450	115 141 116	70 345 238
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	238 3373 374	176 987 450	115 141 116	70 345 238

Saturation Flow Module:												
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900							
Adjustment:	0.83 1.00 0.92	0.83 1.00 0.92	0.83 1.00 0.92	0.83 1.00 0.92	0.83 0.98 0.94							
Lanes:	2.00 3.00 1.00	2.00 3.00 1.00	2.00 2.00 1.00	2.00 1.16 0.84								
Final Sat.:	3150 5700 1750	3150 5700 1750	3150 3800 1750	3150 2173 1499								

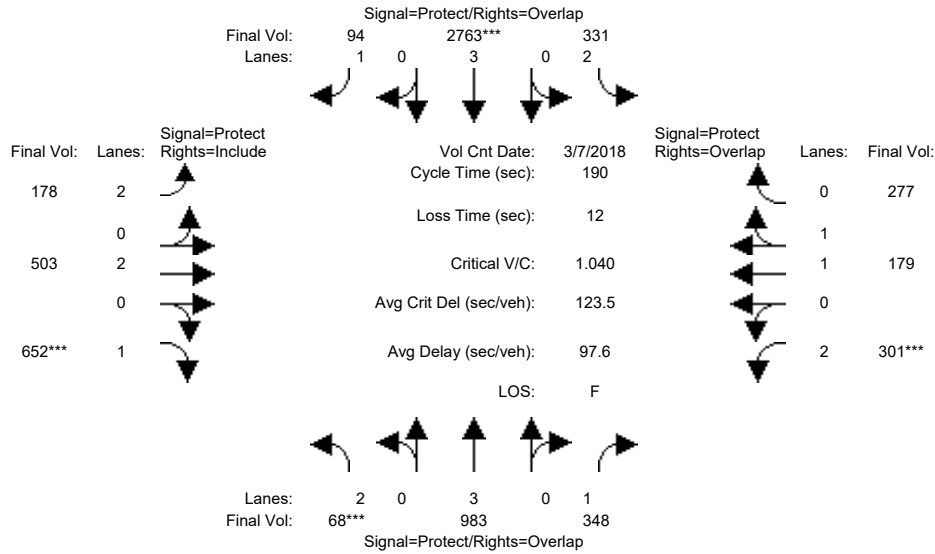
Capacity Analysis Module:												
Vol/Sat:	0.08 0.59 0.21	0.06 0.17 0.26	0.04 0.04 0.07	0.02 0.16 0.16								
Crit Moves:	****	****	****	****								
Green Time:	25.2 101 111.8	17.1 93.1 105.9	12.8 28.8 28.8	10.8 26.9 44.0								
Volume/Cap:	0.54 1.06 0.35	0.59 0.34 0.44	0.52 0.23 0.42	0.37 1.07 0.65								
Delay/Veh:	73.9 61.6 9.1	81.7 19.3 13.1	83.2 66.7 69.5	83.1 135 63.4								
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00								
AdjDel/Veh:	73.9 61.6 9.1	81.7 19.3 13.1	83.2 66.7 69.5	83.1 135 63.4								
LOS by Move:	E E A	F B B	F E E	F F E								
HCM2k95thQ:	13 100 10	12 14 17	7 7 12	4 34 25								

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #30: (51) Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	80	85	32	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module:	>>	Count	Date:	7 Mar 2018	<<	4:15 PM - 5:15 PM						
Base Vol:	68	1229	348	331	3497	94	178	503	652	301	179	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	1229	348	331	3497	94	178	503	652	301	179	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	1229	348	331	3497	94	178	503	652	301	179	277
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	983	348	331	2763	94	178	503	652	301	179	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	983	348	331	2763	94	178	503	652	301	179	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	983	348	331	2763	94	178	503	652	301	179	277

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1900	1750

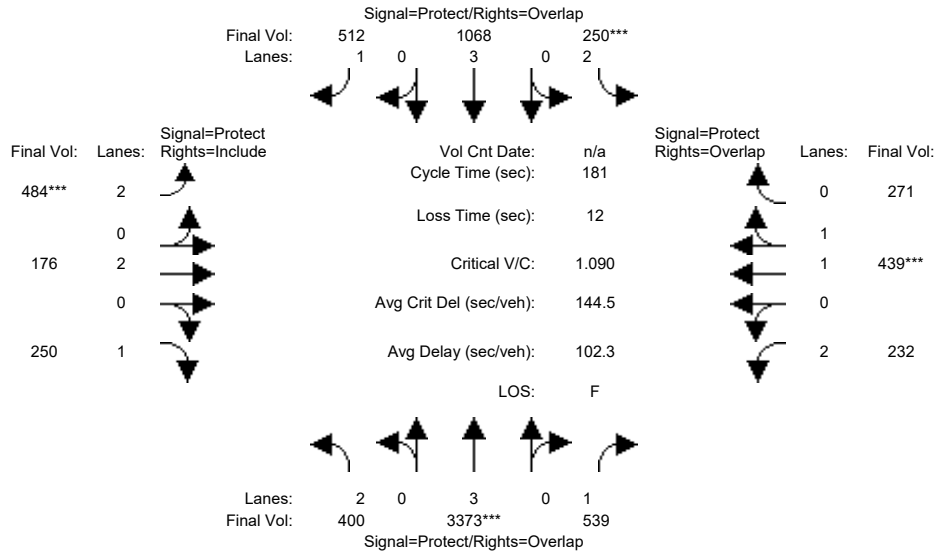
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.20	0.11	0.48	0.05	0.06	0.13	0.37	0.10	0.09	0.16
Crit Moves:	***			****					****	****		
Green Time:	8.9	79.9	101.6	31.9	103	118.9	15.8	33.0	44.3	21.7	38.9	70.8
Volume/Cap:	0.46	0.41	0.37	0.63	0.89	0.09	0.68	0.76	1.60	0.84	0.46	0.42
Delay/Veh:	93.4	57.3	45.6	85.8	72.8	29.8	91.7	80.0	353.0	98.0	66.7	44.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.4	57.3	45.6	85.8	72.8	29.8	91.7	80.0	353.0	98.0	66.7	44.7
LOS by Move:	F	E	D	F	E	C	F	E	F	F	E	D
HCM2k95thQ:	5	29	31	21	82	9	12	25	109	20	16	22

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #30: (51) Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module: 8:00 AM - 9:00 AM												
Base Vol:	400	3877	539	250	1228	512	484	176	250	232	439	271
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	3877	539	250	1228	512	484	176	250	232	439	271
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	3877	539	250	1228	512	484	176	250	232	439	271
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	3373	539	250	1068	512	484	176	250	232	439	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	3373	539	250	1068	512	484	176	250	232	439	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	400	3373	539	250	1068	512	484	176	250	232	439	271

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.94
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.22	0.78
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2271	1402

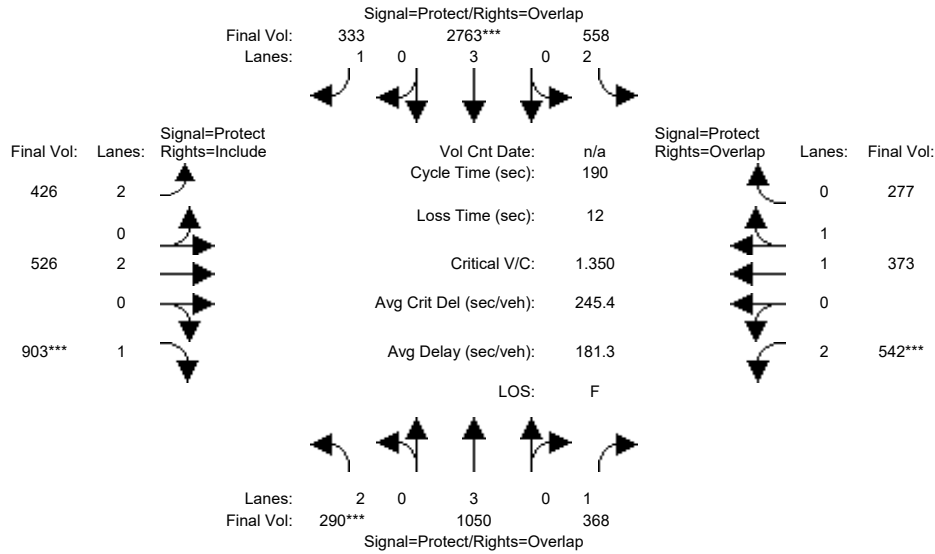
Capacity Analysis Module:												
Vol/Sat:	0.13	0.59	0.31	0.08	0.19	0.29	0.15	0.05	0.14	0.07	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	25.2	101	111.8	17.1	93.1	105.9	12.8	28.8	28.8	10.8	26.9	44.0
Volume/Cap:	0.91	1.06	0.50	0.84	0.36	0.50	2.17	0.29	0.90	1.23	1.30	0.80
Delay/Veh:	99.9	61.6	10.5	99.3	19.6	13.8	626.6	67.4	103.8	227.6	226	69.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.9	61.6	10.5	99.3	19.6	13.8	626.6	67.4	103.8	227.6	226	69.3
LOS by Move:	F	E	B	F	B	B	F	E	F	F	F	E
HCM2k95thQ:	22	100	17	19	15	20	55	8	28	20	48	31

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #30: (51) Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	80	85	32	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module: 4:15 PM - 5:15 PM												
Base Vol:	290	1313	368	558	3497	333	426	526	903	542	373	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1313	368	558	3497	333	426	526	903	542	373	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	1313	368	558	3497	333	426	526	903	542	373	277
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	1050	368	558	2763	333	426	526	903	542	373	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1050	368	558	2763	333	426	526	903	542	373	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	290	1050	368	558	2763	333	426	526	903	542	373	277

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.12	0.88
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2122	1576

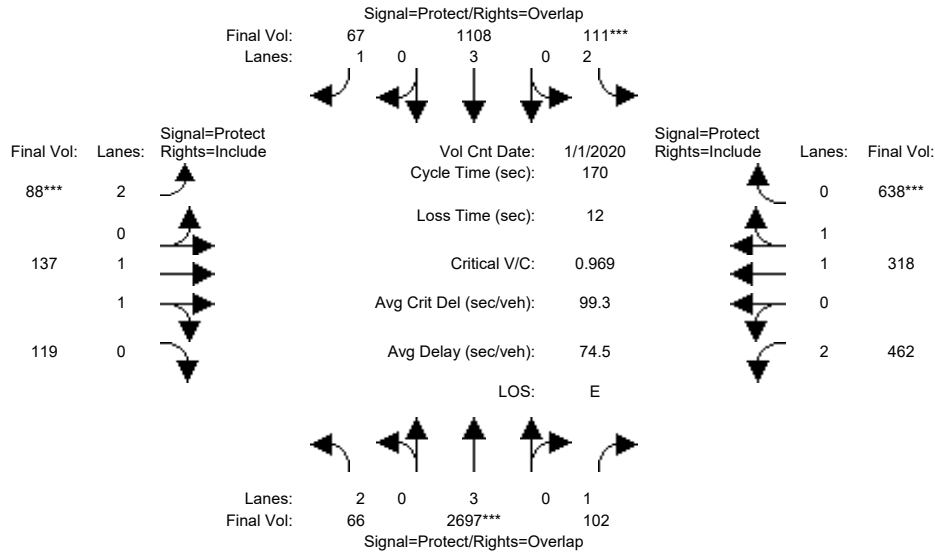
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.21	0.18	0.48	0.19	0.14	0.14	0.52	0.17	0.18	0.18
Crit Moves:	***			****					****	****		
Green Time:	8.9	79.9	101.6	31.9	103	118.9	15.8	33.0	44.3	21.7	38.9	70.8
Volume/Cap:	1.97	0.44	0.39	1.06	0.89	0.30	1.63	0.80	2.21	1.51	0.86	0.47
Delay/Veh:	552.3	58.2	46.3	144.1	72.8	34.9	385.4	82.0	626.3	326.2	82.6	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	552.3	58.2	46.3	144.1	72.8	34.9	385.4	82.0	626.3	326.2	82.6	45.6
LOS by Move:	F	E	D	F	E	C	F	F	F	F	F	D
HCM2k95thQ:	35	30	33	42	82	29	44	27	180	51	33	25

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #35: (54) Lawrence Expwy & Pruneridge Ave



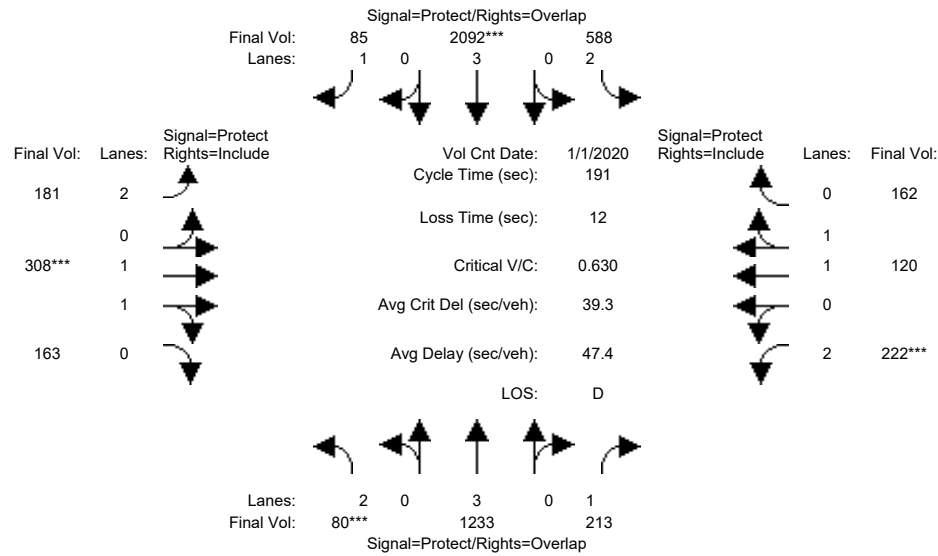
Street Name:	Lawrence Expwy						Pruneridge Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	81	81	16	83	83	13	24	24	26	37	37
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9
Volume Module: >> Count	Date: 1 Jan 2020 << 7:30 AM - 8:30 AM											
Base Vol:	66	3100	102	111	1274	67	88	137	119	462	318	638
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	3100	102	111	1274	67	88	137	119	462	318	638
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	3100	102	111	1274	67	88	137	119	462	318	638
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	66	2697	102	111	1108	67	88	137	119	462	318	638
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	2697	102	111	1108	67	88	137	119	462	318	638
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	66	2697	102	111	1108	67	88	137	119	462	318	638
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.05	0.95	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	1979	1719	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.47	0.06	0.04	0.19	0.04	0.03	0.07	0.07	0.15	0.17	0.36
Crit Moves:	****			****			****			****		
Green Time:	13.9	81.4	106.9	15.5	83.0	95.4	12.4	23.6	23.6	25.5	36.8	48.7
Volume/Cap:	0.26	0.99	0.09	0.39	0.40	0.07	0.38	0.50	0.50	0.98	0.77	1.27
Delay/Veh:	73.7	67.8	18.1	73.6	21.8	11.3	76.2	68.5	68.5	107.5	65.8	193.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.7	67.8	18.1	73.6	21.8	11.3	76.2	68.5	68.5	107.5	65.8	193.6
LOS by Move:	E	E	B	E	C	B	E	E	E	F	E	F
HCM2k95thQ:	4	77	6	6	16	2	6	13	13	32	29	84

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #35: (54) Lawrence Expwy & Pruneridge Ave



Street Name:	Lawrence Expwy						Pruneridge Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	82	82	37	106	106	15	30	30	18	33	33
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9

Volume Module:	>>	Count	Date:	1 Jan 2020	<<	4:30 PM	-	5:30 PM				
Base Vol:	80	1541	213	588	2648	85	181	308	163	222	120	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	80	1541	213	588	2648	85	181	308	163	222	120	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	80	1541	213	588	2648	85	181	308	163	222	120	162
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	80	1233	213	588	2092	85	181	308	163	222	120	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	80	1233	213	588	2092	85	181	308	163	222	120	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	80	1233	213	588	2092	85	181	308	163	222	120	162

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.29	0.71	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2419	1280	3150	1900	1750

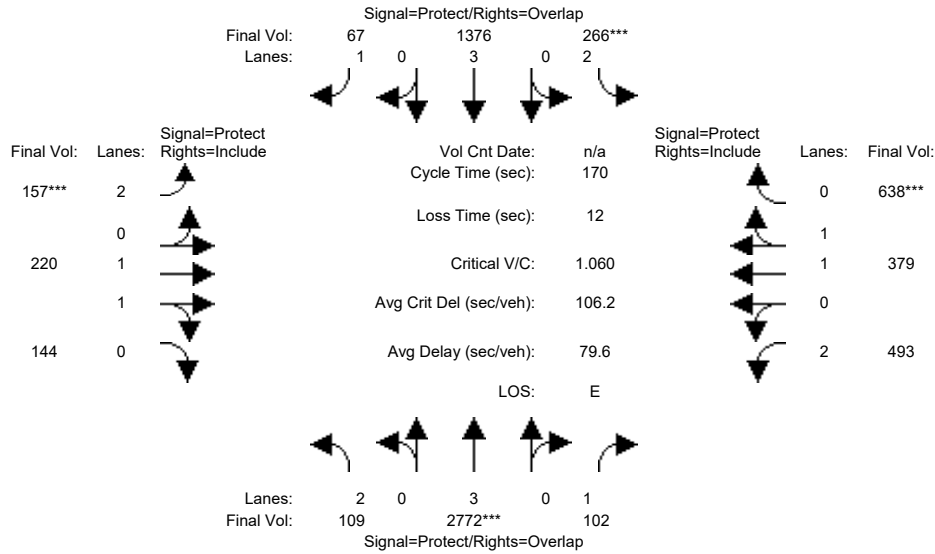
Capacity Analysis Module:												
Vol/Sat:	0.03	0.22	0.12	0.19	0.37	0.05	0.06	0.13	0.13	0.07	0.06	0.09
Crit Moves:	***			****			****			****		
Green Time:	13.0	81.5	99.8	37.1	106	120.8	15.2	29.6	29.6	18.3	32.8	32.8
Volume/Cap:	0.37	0.51	0.23	0.96	0.66	0.08	0.72	0.82	0.82	0.74	0.37	0.54
Delay/Veh:	86.2	34.8	18.2	103.1	20.9	6.7	95.7	87.4	87.4	93.1	70.2	73.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.2	34.8	18.2	103.1	20.9	6.7	95.7	87.4	87.4	93.1	70.2	73.3
LOS by Move:	F	C	B	F	C	A	F	F	F	F	E	E
HCM2k95thQ:	5	25	9	36	34	2	14	27	27	17	12	18

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #35: (54) Lawrence Expwy & Pruneridge Ave



Street Name:	Lawrence Expwy						Pruneridge Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	81	81	16	83	83	13	24	24	26	37	37
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9

Volume Module: 7:30 AM - 8:30 AM												
Base Vol:	109	3186	102	266	1582	67	157	220	144	493	379	638
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	3186	102	266	1582	67	157	220	144	493	379	638
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	3186	102	266	1582	67	157	220	144	493	379	638
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	2772	102	266	1376	67	157	220	144	493	379	638
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	2772	102	266	1376	67	157	220	144	493	379	638
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	109	2772	102	266	1376	67	157	220	144	493	379	638

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.19	0.81	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2235	1463	3150	1900	1750

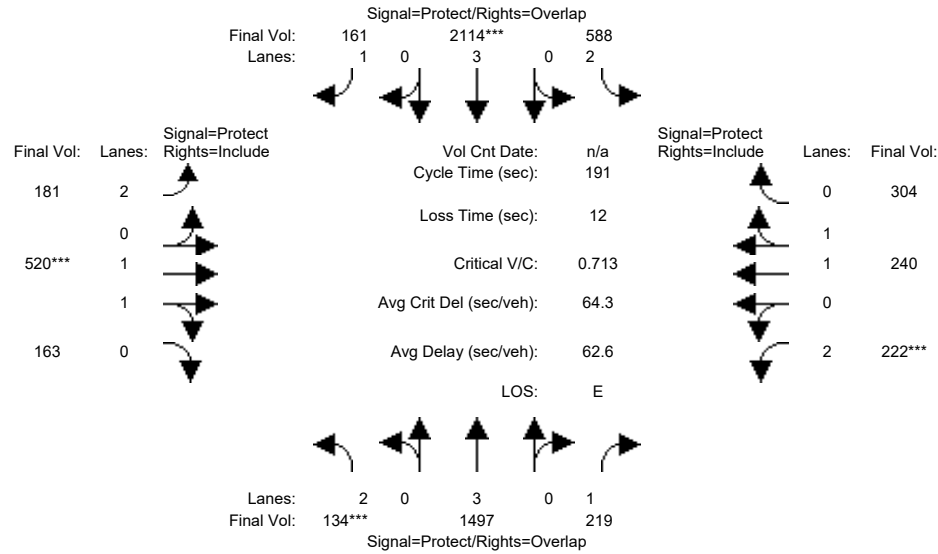
Capacity Analysis Module:												
Vol/Sat:	0.03	0.49	0.06	0.08	0.24	0.04	0.05	0.10	0.10	0.16	0.20	0.36
Crit Moves:	****			****			****			****		
Green Time:	13.9	81.4	106.9	15.5	83.0	95.4	12.4	23.6	23.6	25.5	36.8	48.7
Volume/Cap:	0.42	1.02	0.09	0.93	0.49	0.07	0.68	0.71	0.71	1.04	0.92	1.27
Delay/Veh:	75.4	75.0	18.1	110.8	23.2	11.3	85.1	74.5	74.5	125.4	77.6	193.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.4	75.0	18.1	110.8	23.2	11.3	85.1	74.5	74.5	125.4	77.6	193.0
LOS by Move:	E	E	B	F	C	B	F	E	E	F	E	F
HCM2k95thQ:	6	84	7	17	22	2	12	19	19	35	38	84

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #35: (54) Lawrence Expwy & Pruneridge Ave



Street Name:	Lawrence Expwy						Pruneridge Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	82	82	37	106	106	15	30	30	18	33	33
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9

Volume Module: 4:30 PM - 5:30 PM												
Base Vol:	134	1871	219	588	2676	161	181	520	163	222	240	304
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	1871	219	588	2676	161	181	520	163	222	240	304
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	1871	219	588	2676	161	181	520	163	222	240	304
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	1497	219	588	2114	161	181	520	163	222	240	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1497	219	588	2114	161	181	520	163	222	240	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	1497	219	588	2114	161	181	520	163	222	240	304

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.51	0.49	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2816	883	3150	1900	1750

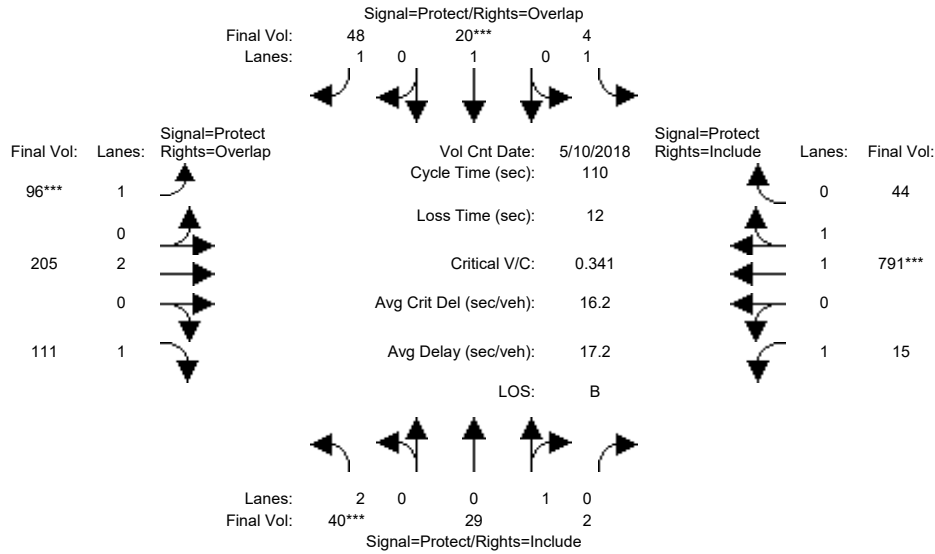
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.13	0.19	0.37	0.09	0.06	0.18	0.18	0.07	0.13	0.17
Crit Moves:	***			****			****			****		
Green Time:	13.0	81.5	99.8	37.1	106	120.8	15.2	29.6	29.6	18.3	32.8	32.8
Volume/Cap:	0.62	0.62	0.24	0.96	0.67	0.15	0.72	1.19	1.19	0.74	0.74	1.01
Delay/Veh:	92.3	37.3	18.3	103.1	21.1	7.0	95.7	183	183.2	93.1	78.9	120.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.3	37.3	18.3	103.1	21.1	7.0	95.7	183	183.2	93.1	78.9	120.9
LOS by Move:	F	D	B	F	C	A	F	F	F	F	E	F
HCM2k95thQ:	9	33	10	36	34	4	14	48	48	17	25	40

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #40: (6) Patrick Henry/Tasman



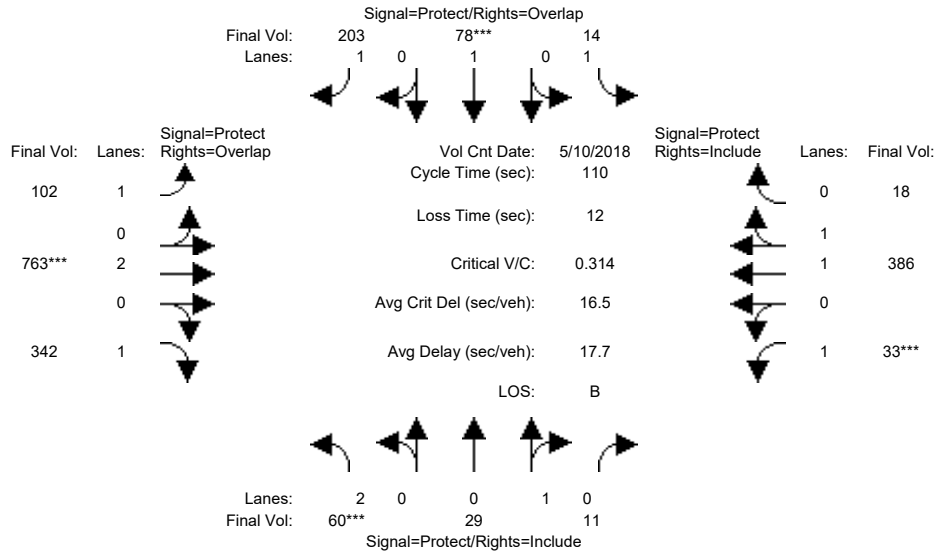
Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	38	28	2	4	19	46	91	195	105	14	751	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	28	2	4	19	46	91	195	105	14	751	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	28	2	4	19	46	91	195	105	14	751	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	40	29	2	4	20	48	96	205	111	15	791	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	29	2	4	20	48	96	205	111	15	791	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	29	2	4	20	48	96	205	111	15	791	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	0.93	0.07	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	3150	1680	120	1750	1900	1750	1750	3800	1750	1750	3504	196
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.00	0.01	0.03	0.05	0.05	0.06	0.01	0.23	0.23
Crit Moves:	***			****			****			****		
Green Time:	6.0	8.0	8.0	6.0	8.0	24.4	16.4	54.8	60.8	29.2	67.6	67.6
Volume/Cap:	0.23	0.24	0.24	0.04	0.14	0.12	0.37	0.11	0.11	0.03	0.37	0.37
Delay/Veh:	50.5	49.1	49.1	49.5	48.3	34.4	43.0	14.7	11.8	29.9	10.7	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	49.1	49.1	49.5	48.3	34.4	43.0	14.7	11.8	29.9	10.7	10.7
LOS by Move:	D	D	D	D	D	C	D	B	B	C	B	B
HCM2k95thQ:	2	3	3	0	2	3	6	4	4	1	13	13

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #40: (6) Patrick Henry/Tasman



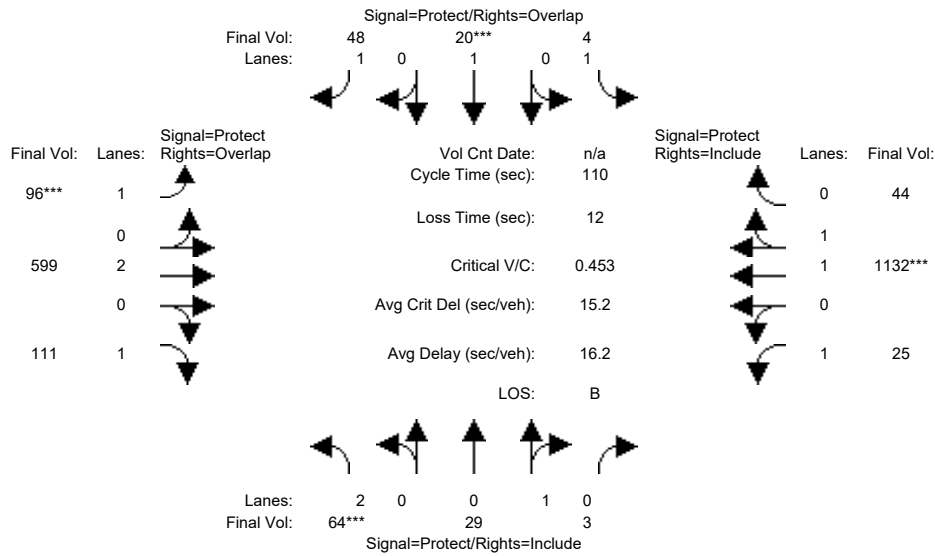
Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	58	28	11	14	76	197	99	740	332	32	374	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	28	11	14	76	197	99	740	332	32	374	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	28	11	14	76	197	99	740	332	32	374	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	60	29	11	14	78	203	102	763	342	33	386	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	29	11	14	78	203	102	763	342	33	386	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	29	11	14	78	203	102	763	342	33	386	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.72	0.28	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	3150	1292	508	1750	1900	1750	1750	3800	1750	1750	3539	161
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.01	0.04	0.12	0.06	0.20	0.20	0.02	0.11	0.11
Crit Moves:	***			****			****			****		
Green Time:	6.5	11.9	11.9	8.9	14.2	45.1	30.9	69.2	75.8	8.0	46.3	46.3
Volume/Cap:	0.32	0.21	0.21	0.10	0.32	0.28	0.21	0.32	0.28	0.26	0.26	0.26
Delay/Veh:	50.6	45.3	45.3	47.2	44.2	21.9	30.4	9.5	6.7	49.3	20.8	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	45.3	45.3	47.2	44.2	21.9	30.4	9.5	6.7	49.3	20.8	20.8
LOS by Move:	D	D	D	D	D	C	C	A	A	D	C	C
HCM2k95thQ:	3	3	3	1	5	10	5	11	9	2	9	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #40: (6) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1

Volume Module:												
Base Vol:	61	28	3	4	19	46	91	569	105	24	1075	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	28	3	4	19	46	91	569	105	24	1075	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	28	3	4	19	46	91	569	105	24	1075	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	64	29	3	4	20	48	96	599	111	25	1132	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	29	3	4	20	48	96	599	111	25	1132	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	29	3	4	20	48	96	599	111	25	1132	44

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.90	0.10	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	3150	1626	174	1750	1900	1750	1750	3800	1750	1750	3561	139

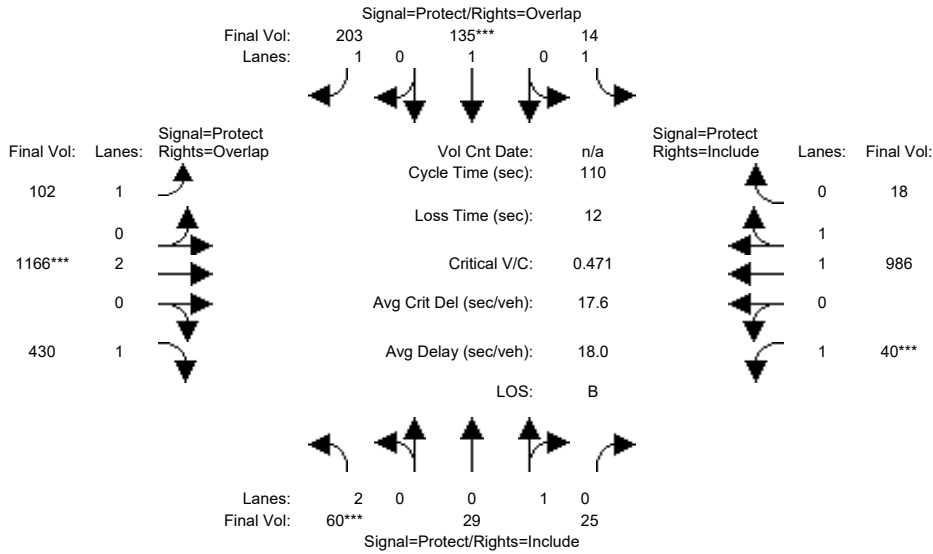
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.00	0.01	0.03	0.05	0.16	0.06	0.01	0.32	0.32
Crit Moves:	***			****			****			****		
Green Time:	6.0	8.0	8.0	6.0	8.0	20.3	12.3	57.5	63.5	26.5	71.7	71.7
Volume/Cap:	0.37	0.25	0.25	0.04	0.14	0.15	0.49	0.30	0.11	0.06	0.49	0.49
Delay/Veh:	51.6	49.2	49.2	49.5	48.3	37.8	47.8	15.0	10.5	32.2	10.0	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	49.2	49.2	49.5	48.3	37.8	47.8	15.0	10.5	32.2	10.0	10.0
LOS by Move:	D	D	D	D	D	D	D	B	B	C	A	A
HCM2k95thQ:	3	3	3	0	2	3	7	11	4	1	19	19

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #40: (6) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1

Volume Module:												
Base Vol:	58	28	24	14	131	197	99	1131	417	39	956	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	28	24	14	131	197	99	1131	417	39	956	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	28	24	14	131	197	99	1131	417	39	956	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	60	29	25	14	135	203	102	1166	430	40	986	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	29	25	14	135	203	102	1166	430	40	986	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	29	25	14	135	203	102	1166	430	40	986	18

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.54	0.46	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	969	831	1750	1900	1750	1750	3800	1750	1750	3635	65

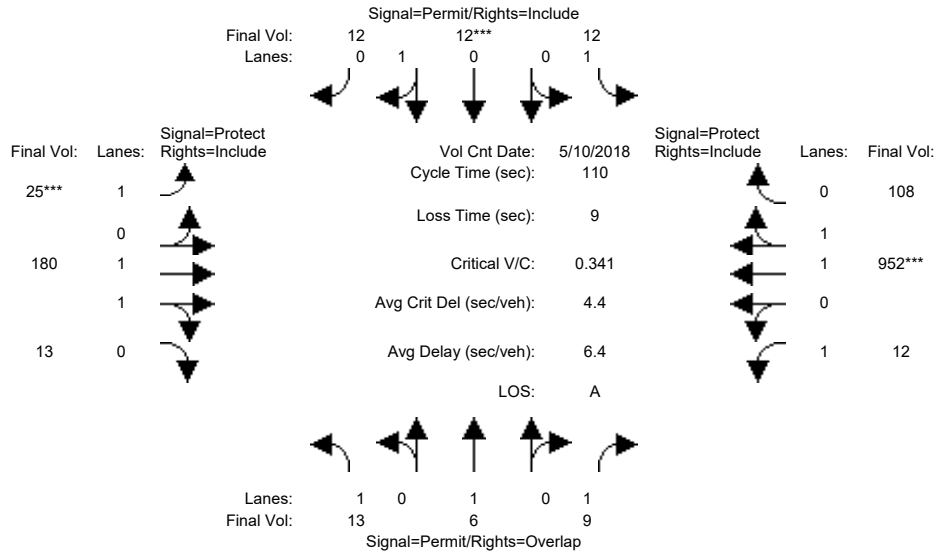
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.01	0.07	0.12	0.06	0.31	0.25	0.02	0.27	0.27
Crit Moves:	***			****			****			****		
Green Time:	6.0	12.5	12.5	9.3	15.8	31.9	16.1	68.2	74.2	8.0	60.1	60.1
Volume/Cap:	0.35	0.26	0.26	0.10	0.49	0.40	0.40	0.49	0.36	0.32	0.50	0.50
Delay/Veh:	51.3	45.3	45.3	46.7	44.8	31.9	43.6	11.6	7.9	49.8	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	45.3	45.3	46.7	44.8	31.9	43.6	11.6	7.9	49.8	15.7	15.7
LOS by Move:	D	D	D	D	D	C	D	B	A	D	B	B
HCM2k95thQ:	3	4	4	1	9	12	7	19	13	3	19	19

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #41: (7) Old Ironsides/Tasman



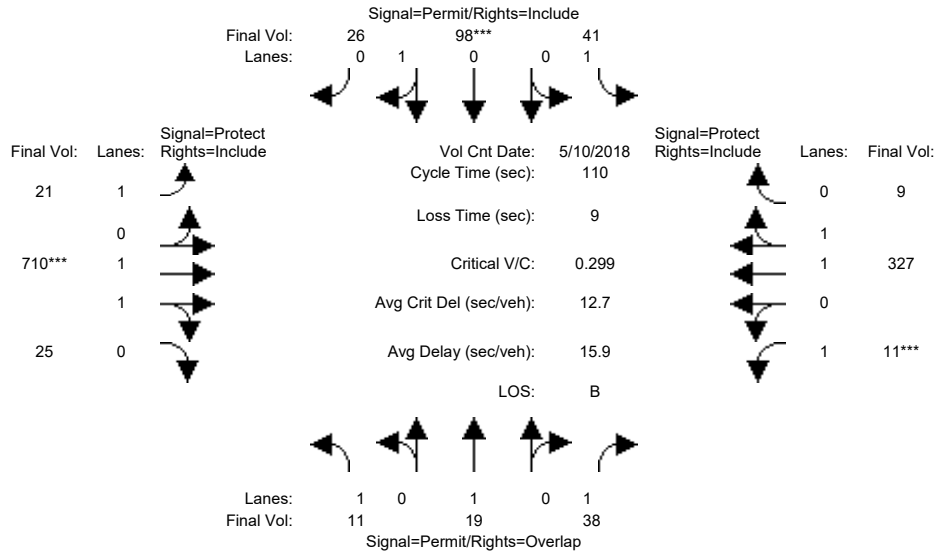
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	12	6	8	11	11	11	23	167	12	11	885	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	6	8	11	11	11	23	167	12	11	885	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	6	8	11	11	11	23	167	12	11	885	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	13	6	9	12	12	12	25	180	13	12	952	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	6	9	12	12	12	25	180	13	12	952	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	6	9	12	12	12	25	180	13	12	952	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.50	0.50	1.00	1.86	0.14	1.00	1.79	0.21
Final Sat.:	1750	1900	1750	1750	900	900	1750	3452	248	1750	3324	376
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.01	0.01	0.01	0.01	0.05	0.05	0.01	0.29	0.29
Crit Moves:				****				****				****
Green Time:	4.2	4.2	31.9	4.2	4.2	4.2	5.0	69.1	69.1	27.7	91.8	91.8
Volume/Cap:	0.19	0.09	0.02	0.18	0.34	0.34	0.31	0.08	0.08	0.03	0.34	0.34
Delay/Veh:	52.6	51.6	27.9	52.5	54.5	54.5	53.1	8.0	8.0	31.1	2.2	2.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	51.6	27.9	52.5	54.5	54.5	53.1	8.0	8.0	31.1	2.2	2.2
LOS by Move:	D	D	C	D	D	D	D	A	A	C	A	A
HCM2k95thQ:	1	1	0	1	3	3	2	3	3	1	9	9

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #41: (7) Old Ironsides/Tasman



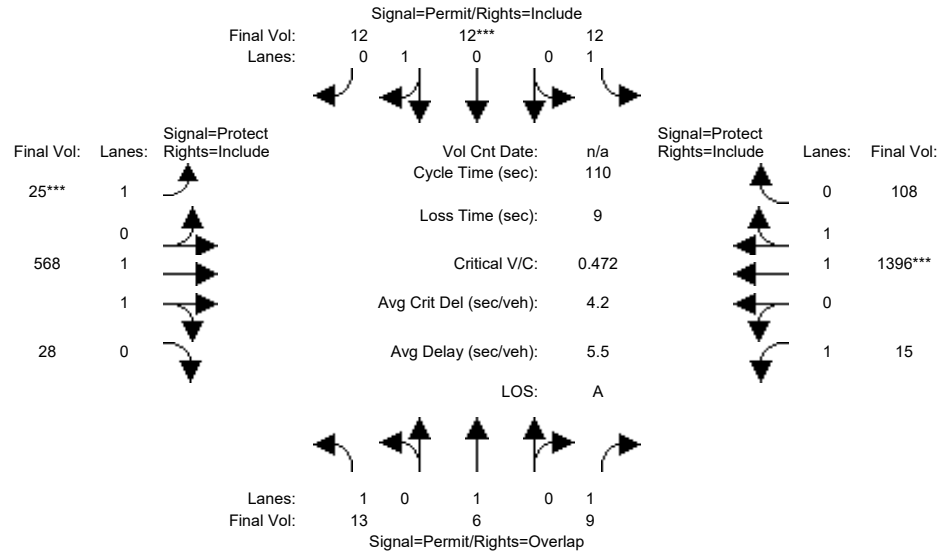
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	11	18	36	39	94	25	20	682	24	11	314	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	18	36	39	94	25	20	682	24	11	314	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	18	36	39	94	25	20	682	24	11	314	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	11	19	38	41	98	26	21	710	25	11	327	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	19	38	41	98	26	21	710	25	11	327	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	19	38	41	98	26	21	710	25	11	327	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	0.79	0.21	1.00	1.93	0.07	1.00	1.94	0.06
Final Sat.:	1750	1900	1750	1750	1422	378	1750	3574	126	1750	3597	103
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.02	0.07	0.07	0.01	0.20	0.20	0.01	0.09	0.09
Crit Moves:				****				****				****
Green Time:	25.0	25.0	29.0	25.0	25.0	25.0	25.3	72.0	72.0	4.0	50.7	50.7
Volume/Cap:	0.03	0.04	0.08	0.10	0.30	0.30	0.05	0.30	0.30	0.18	0.20	0.20
Delay/Veh:	33.1	33.2	30.6	33.8	35.7	35.7	33.0	8.2	8.2	52.8	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	33.2	30.6	33.8	35.7	35.7	33.0	8.2	8.2	52.8	17.6	17.6
LOS by Move:	C	C	C	C	D	D	C	A	A	D	B	B
HCM2k95thQ:	1	1	2	2	7	7	1	10	10	1	7	7

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #41: (7) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:												
Base Vol:	12	6	8	11	11	11	23	528	26	14	1298	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	6	8	11	11	11	23	528	26	14	1298	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	6	8	11	11	11	23	528	26	14	1298	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	13	6	9	12	12	12	25	568	28	15	1396	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	6	9	12	12	12	25	568	28	15	1396	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	6	9	12	12	12	25	568	28	15	1396	108

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.50	0.50	1.00	1.90	0.10	1.00	1.85	0.15
Final Sat.:	1750	1900	1750	1750	900	900	1750	3526	174	1750	3435	265

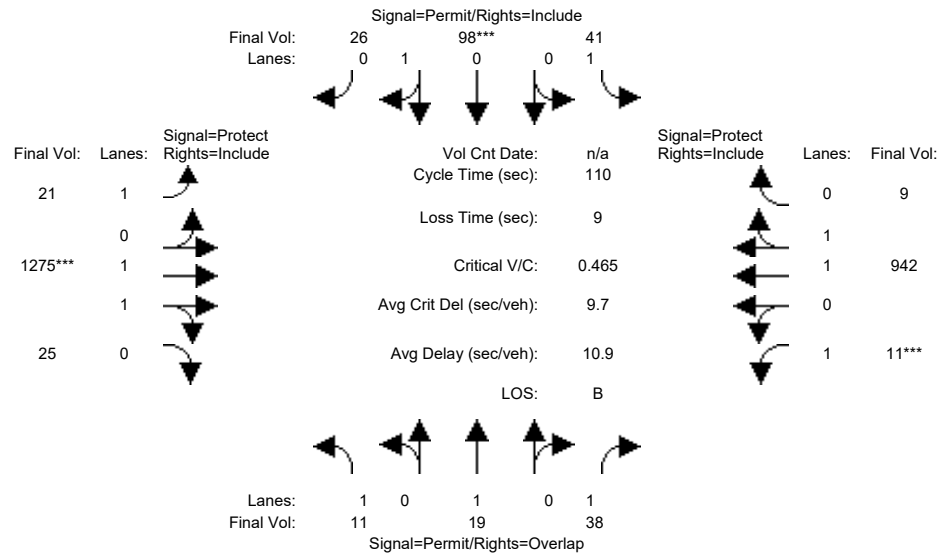
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.01	0.01	0.01	0.01	0.16	0.16	0.01	0.41	0.41
Crit Moves:				****	****	****	****				****	****
Green Time:	4.0	4.0	21.9	4.0	4.0	4.0	5.0	79.1	79.1	17.9	92.0	92.0
Volume/Cap:	0.20	0.09	0.02	0.18	0.36	0.36	0.31	0.22	0.22	0.05	0.49	0.49
Delay/Veh:	52.9	51.8	35.5	52.7	55.1	55.1	53.1	5.2	5.2	39.0	2.6	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	51.8	35.5	52.7	55.1	55.1	53.1	5.2	5.2	39.0	2.6	2.6
LOS by Move:	D	D	D	D	E	E	D	A	A	D	A	A
HCM2k95thQ:	1	1	1	1	3	3	2	7	7	1	14	14

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #41: (7) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:

Base Vol:	11	18	36	39	94	25	20	1224	24	11	904	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	18	36	39	94	25	20	1224	24	11	904	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	18	36	39	94	25	20	1224	24	11	904	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	11	19	38	41	98	26	21	1275	25	11	942	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	19	38	41	98	26	21	1275	25	11	942	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	19	38	41	98	26	21	1275	25	11	942	9

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	0.79	0.21	1.00	1.96	0.04	1.00	1.98	0.02
Final Sat.:	1750	1900	1750	1750	1422	378	1750	3629	71	1750	3663	36

Capacity Analysis Module:

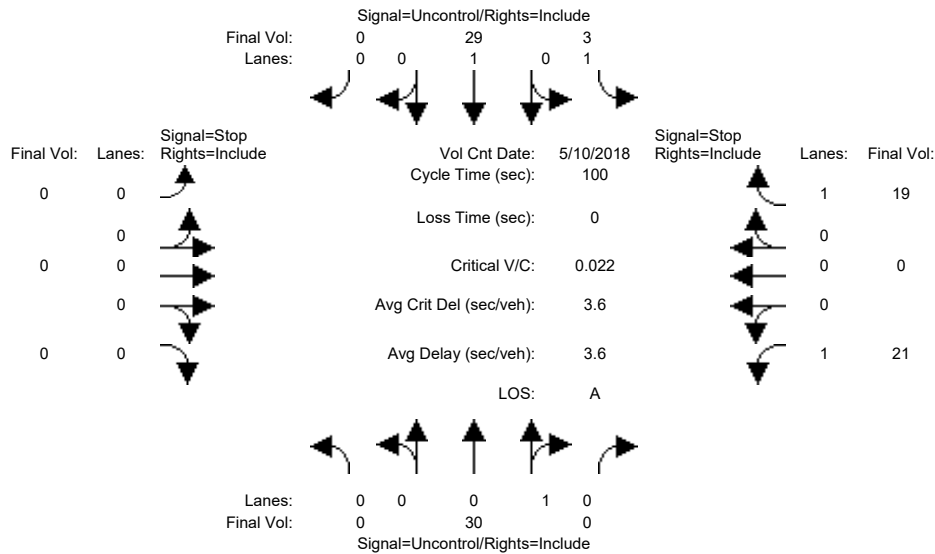
Vol/Sat:	0.01	0.01	0.02	0.02	0.07	0.07	0.01	0.35	0.35	0.01	0.26	0.26
Crit Moves:					****			****		****		
Green Time:	15.9	15.9	19.9	15.9	15.9	15.9	12.8	81.1	81.1	4.0	72.3	72.3
Volume/Cap:	0.05	0.07	0.12	0.16	0.48	0.48	0.10	0.48	0.48	0.18	0.39	0.39
Delay/Veh:	40.6	40.8	37.9	41.5	44.6	44.6	43.7	6.0	6.0	52.8	8.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	40.8	37.9	41.5	44.6	44.6	43.7	6.0	6.0	52.8	8.8	8.8
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2k95thQ:	1	1	2	3	9	9	1	17	17	1	14	14

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #42: (8) Old Ironsides Dr & Old Glory Ln



Street Name: Old Ironsides Dr Old Glory Ln
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>> Count Date: 10 May 2018 <<											
Base Vol:	0	27	0	3	26	0	0	0	0	19	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	27	0	3	26	0	0	0	0	19	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	27	0	3	26	0	0	0	0	19	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	30	0	3	29	0	0	0	0	21	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	30	0	3	29	0	0	0	0	21	0	19

Critical Gap Module:

Critical Gp:	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxxx	30	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	66	xxxx	30
Potent Cap.:	xxxx	xxxx	xxxxxx	1596	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	945	xxxx	1050
Move Cap.:	xxxx	xxxx	xxxxxx	1596	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	943	xxxx	1050
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.02

Level Of Service Module:

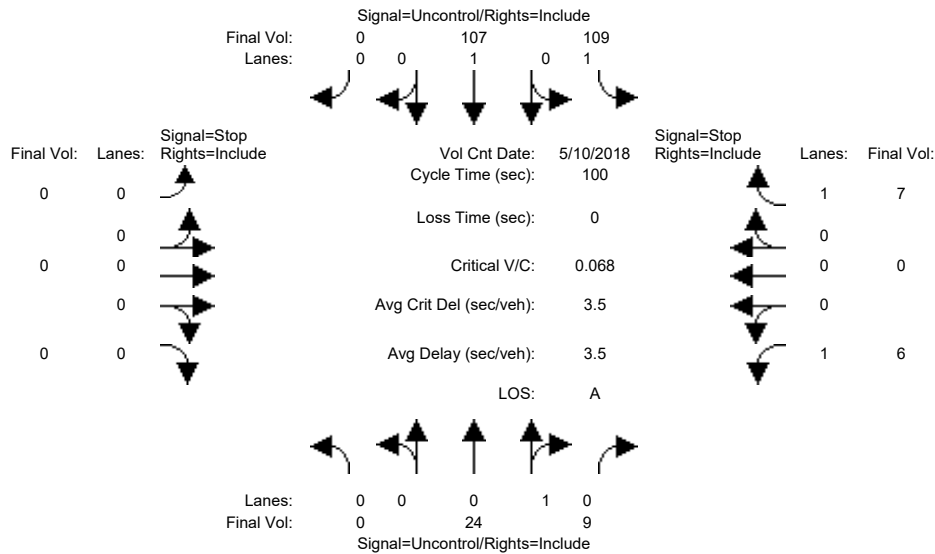
2Way95thQ:	xxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.1	xxxx	0.1
Control Del:	xxxxxx	xxxx	xxxxxx	7.3	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.9	xxxx	8.5
LOS by Move:	*	*	*	A	*	*	*	*	*	A	*	A
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	8.7		
ApproachLOS:	*	*	*	*	*	*	*	*	*	A		

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #42: (8) Old Ironsides Dr & Old Glory Ln



Street Name: Old Ironsides Dr Old Glory Ln
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>> Count Date: 10 May 2018 <<											
Base Vol:	0	22	8	98	96	0	0	0	0	5	0	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	22	8	98	96	0	0	0	0	5	0	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	22	8	98	96	0	0	0	0	5	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	24	9	109	107	0	0	0	0	6	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	24	9	109	107	0	0	0	0	6	0	7

Critical Gap Module:

Critical Gp:	xxxxxx	xxxx	xxxxxx	4.1	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxxx	xxxx	xxxxxx	2.2	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3

Capacity Module:

Cnflict Vol:	xxxx	xxxx	xxxxxx	33	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	353	xxxx	29
Potent Cap.:	xxxx	xxxx	xxxxxx	1592	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	648	xxxx	1052
Move Cap.:	xxxx	xxxx	xxxxxx	1592	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	615	xxxx	1052
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	0.01

Level Of Service Module:

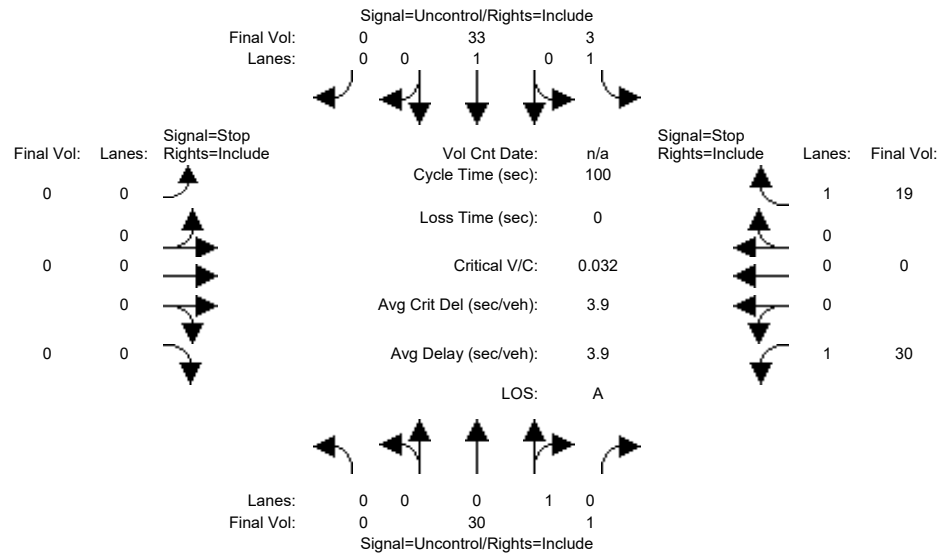
2Way95thQ:	xxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0.0	xxxx	0.0
Control Del:	xxxxxx	xxxx	xxxxxx	7.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	10.9	xxxx	8.4
LOS by Move:	*	*	*	A	*	*	*	*	*	B	*	A
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	9.6	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	*	*	*	A	*	

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 NoProj AM

Intersection #42: (8) Old Ironsides Dr & Old Glory Ln



Street Name: Old Ironsides Dr Old Glory Ln
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	27	1	3	30	0	0	0	0	27	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	27	1	3	30	0	0	0	0	27	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	27	1	3	30	0	0	0	0	27	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	30	1	3	33	0	0	0	0	30	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	30	1	3	33	0	0	0	0	30	0	19

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	31	xxxx	xxxxx	xxxx	xxxx	xxxxx	71	xxxx	31
Potent Cap.:	xxxx	xxxx	xxxxx	1594	xxxx	xxxxx	xxxx	xxxx	xxxxx	939	xxxx	1050
Move Cap.:	xxxx	xxxx	xxxxx	1594	xxxx	xxxxx	xxxx	xxxx	xxxxx	937	xxxx	1050
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.02

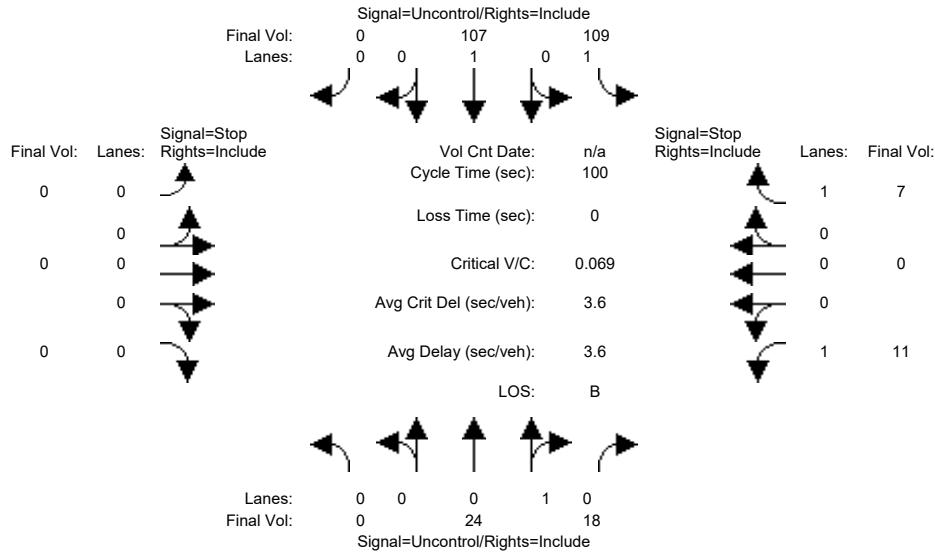
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	8.5
LOS by Move:	*	*	*	A	*	*	*	*	*	A	*	A
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	8.8		
ApproachLOS:	*	*	*	*	*	*	*	*	*	A		

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 NoProj PM

Intersection #42: (8) Old Ironsides Dr & Old Glory Ln



Street Name: Old Ironsides Dr Old Glory Ln
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	Old Ironsides Dr North Bound			Old Ironsides Dr South Bound			Old Glory Ln East Bound			Old Glory Ln West Bound		
Base Vol:	0	22	16	98	96	0	0	0	0	10	0	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	22	16	98	96	0	0	0	0	10	0	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	22	16	98	96	0	0	0	0	10	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	24	18	109	107	0	0	0	0	11	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	24	18	109	107	0	0	0	0	11	0	7

Critical Gap Module:	Old Ironsides Dr North Bound			Old Ironsides Dr South Bound			Old Glory Ln East Bound			Old Glory Ln West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:	Old Ironsides Dr North Bound			Old Ironsides Dr South Bound			Old Glory Ln East Bound			Old Glory Ln West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	42	xxxx	xxxxx	xxxx	xxxx	xxxxx	358	xxxx	33
Potent Cap.:	xxxx	xxxx	xxxxx	1580	xxxx	xxxxx	xxxx	xxxx	xxxxx	645	xxxx	1046
Move Cap.:	xxxx	xxxx	xxxxx	1580	xxxx	xxxxx	xxxx	xxxx	xxxxx	611	xxxx	1046
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.01

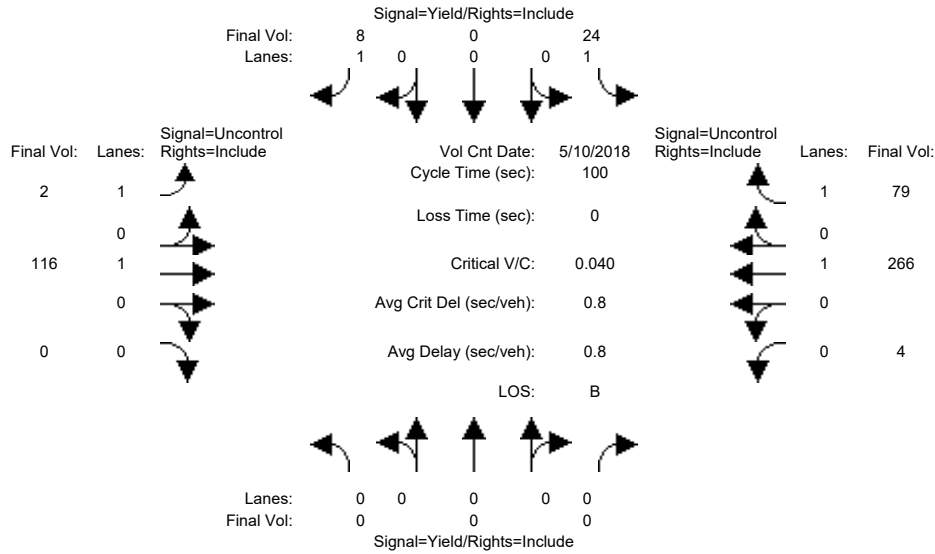
Level Of Service Module:	Old Ironsides Dr North Bound			Old Ironsides Dr South Bound			Old Glory Ln East Bound			Old Glory Ln West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.0	xxxx	8.5
LOS by Move:	*	*	*	A	*	*	*	*	*	B	*	A
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	10.1	B	
ApproachLOS:	*	*	*	*	*	*	*	*	*	*	B	

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #43: (9) Old Ironsides Dr & Patrick Henry Dr



Street Name: Old Ironsides Dr Patrick Henry Dr
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	10 May 2018	<<							
Base Vol:	0	0	0	22	0	7	2	104	0	4	239	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	22	0	7	2	104	0	4	239	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	22	0	7	2	104	0	4	239	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	24	0	8	2	116	0	4	266	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	24	0	8	2	116	0	4	266	79

Critical Gap Module:

Critical Gp:	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	394	xxxx	266	344	xxxx	xxxxxx	116	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	614	xxxx	778	1226	xxxx	xxxxxx	1486	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	612	xxxx	778	1226	xxxx	xxxxxx	1486	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

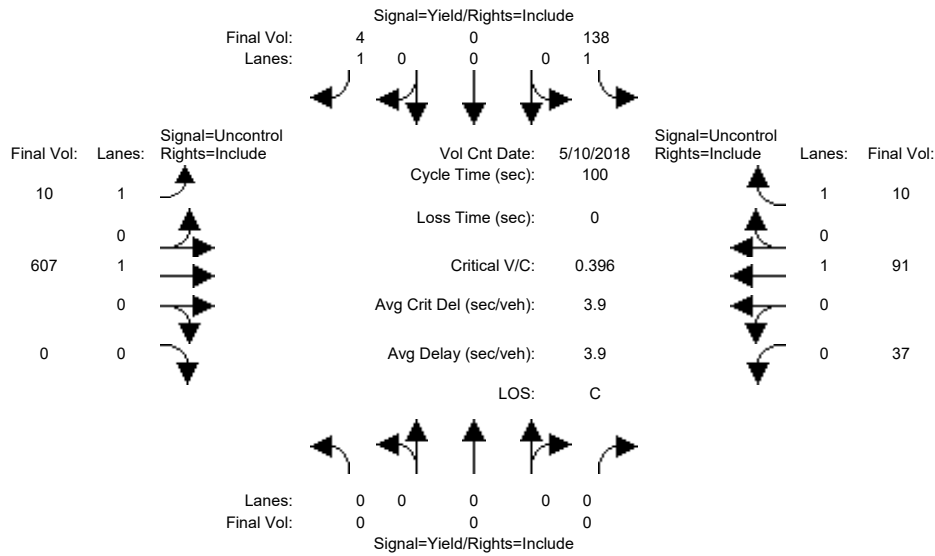
2Way95thQ:	xxxx	xxxx	xxxxxx	0.1	xxxx	0.0	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	11.1	xxxx	9.7	7.9	xxxx	xxxxxx	7.4	xxxx	xxxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.4	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxxx			10.8			xxxxxxx			xxxxxxx		
ApproachLOS:	*			B			*			*		*

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #43: (9) Old Ironsides Dr & Patrick Henry Dr



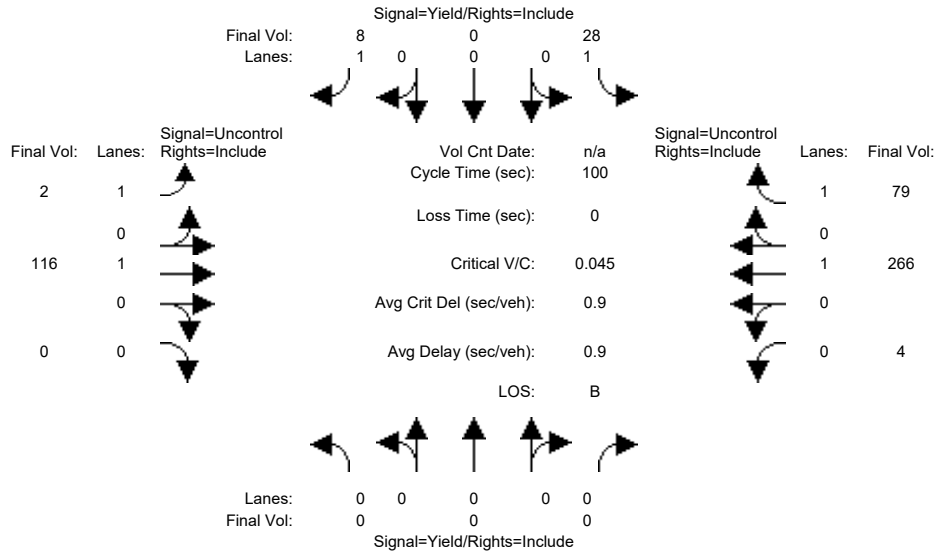
Street Name:	Old Ironsides Dr						Patrick Henry Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	0	0	0	127	0	4	9	558	0	34	84	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	127	0	4	9	558	0	34	84	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	127	0	4	9	558	0	34	84	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	138	0	4	10	607	0	37	91	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	138	0	4	10	607	0	37	91	10
Critical Gap Module:												
Critical Gp:xxxxxx xxxx xxxxxx				6.4	xxxx	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:xxxxxx xxxx xxxxxx				3.5	xxxx	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol: xxxxx xxxxx xxxxxx				791	xxxx	91	101	xxxx	xxxxxx	607	xxxx	xxxxxx
Potent Cap.: xxxxx xxxxx xxxxxx				361	xxxx	972	1504	xxxx	xxxxxx	981	xxxx	xxxxxx
Move Cap.: xxxxx xxxxx xxxxxx				349	xxxx	972	1504	xxxx	xxxxxx	981	xxxx	xxxxxx
Volume/Cap: xxxxx xxxxx xxxxx				0.40	xxxx	0.00	0.01	xxxx	xxxx	0.04	xxxx	xxxx
Level Of Service Module:												
2Way95thQ: xxxxx xxxxx xxxxxx				1.8	xxxx	0.0	0.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:xxxxxx xxxxx xxxxxx				21.9	xxxx	8.7	7.4	xxxx	xxxxxx	8.8	xxxx	xxxxxx
LOS by Move: * * * C * A * * * * *												
Movement: LT - LTR - RT LT - LTR - RT LT - LTR - RT LT - LTR - RT												
Shared Cap.: xxxxx xxxxx xxxxxx				xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:xxxxxx xxxxx xxxxxx				xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Shrd ConDel:xxxxxx xxxxx xxxxxx				xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	8.8	xxxx	xxxxxx
Shared LOS: * * * * * * * * * * A * *												
ApproachDel: xxxxxxxx				21.5			xxxxxxx			xxxxxxx		
ApproachLOS: * * * C * * *												

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 NoProj AM

Intersection #43: (9) Old Ironsides Dr & Patrick Henry Dr



Street Name: Old Ironsides Dr Patrick Henry Dr
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	0	0	0	25	0	7	2	104	0	4	239	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	25	0	7	2	104	0	4	239	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	25	0	7	2	104	0	4	239	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	28	0	8	2	116	0	4	266	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	28	0	8	2	116	0	4	266	79

Critical Gap Module:

Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	xxxx	xxxx	xxxxxx	394	xxxx	266	344	xxxx	xxxxxx	116	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	614	xxxx	778	1226	xxxx	xxxxxx	1486	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	612	xxxx	778	1226	xxxx	xxxxxx	1486	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.05	xxxx	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx

Level Of Service Module:

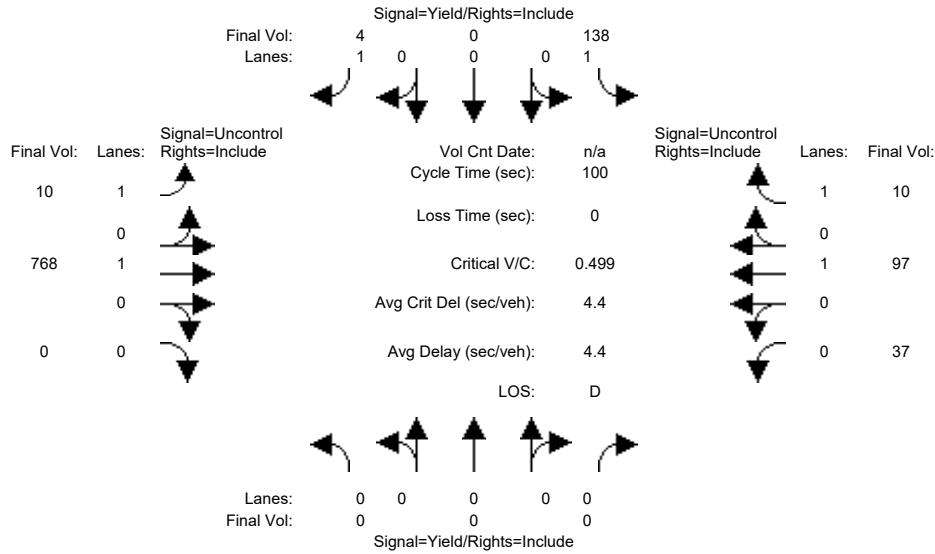
2Way95thQ:	xxxx	xxxx	xxxxxx	0.1	xxxx	0.0	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	11.2	xxxx	9.7	7.9	xxxx	xxxxxx	7.4	xxxx	xxxxxx
LOS by Move:	*	*	*	B	*	A	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.4	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxxx			10.8			xxxxxxx			xxxxxxx		
ApproachLOS:	*			B			*			*		*

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 NoProj PM

Intersection #43: (9) Old Ironsides Dr & Patrick Henry Dr



Street Name: Old Ironsides Dr Patrick Henry Dr
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	127	0	4	9	707	0	34	89	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	127	0	4	9	707	0	34	89	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	127	0	4	9	707	0	34	89	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	138	0	4	10	768	0	37	97	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	138	0	4	10	768	0	37	97	10

Critical Gap Module:

	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	959	xxxx	97	107	xxxx	xxxxx	768	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	288	xxxx	965	1497	xxxx	xxxxx	855	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	277	xxxx	965	1497	xxxx	xxxxx	855	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.50	xxxx	0.00	0.01	xxxx	xxxx	0.04	xxxx	xxxx

Level Of Service Module:

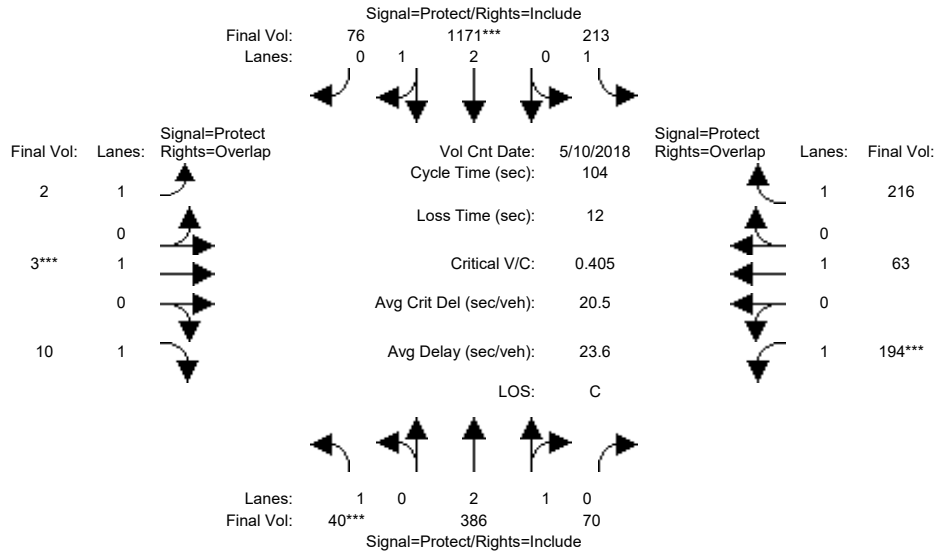
	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	2.6	xxxx	0.0	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	30.3	xxxx	8.7	7.4	xxxx	xxxxx	9.4	xxxx	xxxxx
LOS by Move:	*	*	*	D	*	A	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.4	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxxx			29.7			xxxxxxx			xxxxxxx		
ApproachLOS:	*			D			*			*		

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #47: (12) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:	>>	Count	Date:	10 May 2018	<<							
Base Vol:	36	347	63	192	1054	68	2	3	9	175	57	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	347	63	192	1054	68	2	3	9	175	57	194
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	347	63	192	1054	68	2	3	9	175	57	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	40	386	70	213	1171	76	2	3	10	194	63	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	386	70	213	1171	76	2	3	10	194	63	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	386	70	213	1171	76	2	3	10	194	63	216

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.52	0.48	1.00	2.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4738	860	1750	5260	339	1750	1900	1750	1750	1900	1750

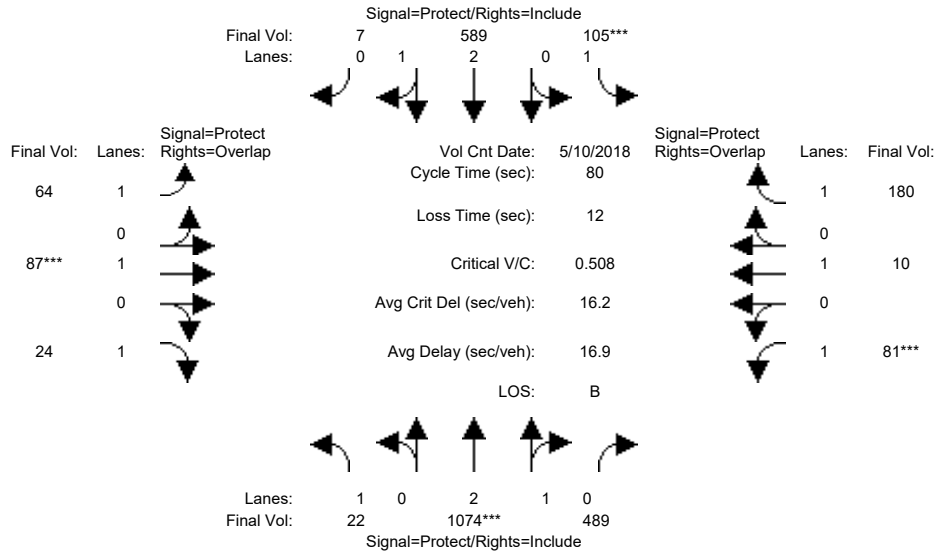
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.12	0.22	0.22	0.00	0.00	0.01	0.11	0.03	0.12
Crit Moves:	***			****			****			****		
Green Time:	5.3	24.9	24.9	31.6	51.2	51.2	15.8	10.0	15.3	25.5	19.7	51.3
Volume/Cap:	0.45	0.34	0.34	0.40	0.45	0.45	0.01	0.02	0.04	0.45	0.18	0.25
Delay/Veh:	51.6	32.9	32.9	29.2	17.4	17.4	37.5	42.6	38.1	34.0	35.5	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	32.9	32.9	29.2	17.4	17.4	37.5	42.6	38.1	34.0	35.5	15.4
LOS by Move:	D	C	C	C	B	B	D	D	D	C	D	B
HCM2k95thQ:	3	8	8	11	16	16	0	0	1	12	4	8

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #47: (12) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:	>>	Count	Date:	10 May 2018	<<							
Base Vol:	21	1010	460	99	554	7	60	82	23	76	9	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1010	460	99	554	7	60	82	23	76	9	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1010	460	99	554	7	60	82	23	76	9	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	22	1074	489	105	589	7	64	87	24	81	10	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1074	489	105	589	7	64	87	24	81	10	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	1074	489	105	589	7	64	87	24	81	10	180

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.03	0.97	1.00	2.96	0.04	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3845	1751	1750	5530	70	1750	1900	1750	1750	1900	1750

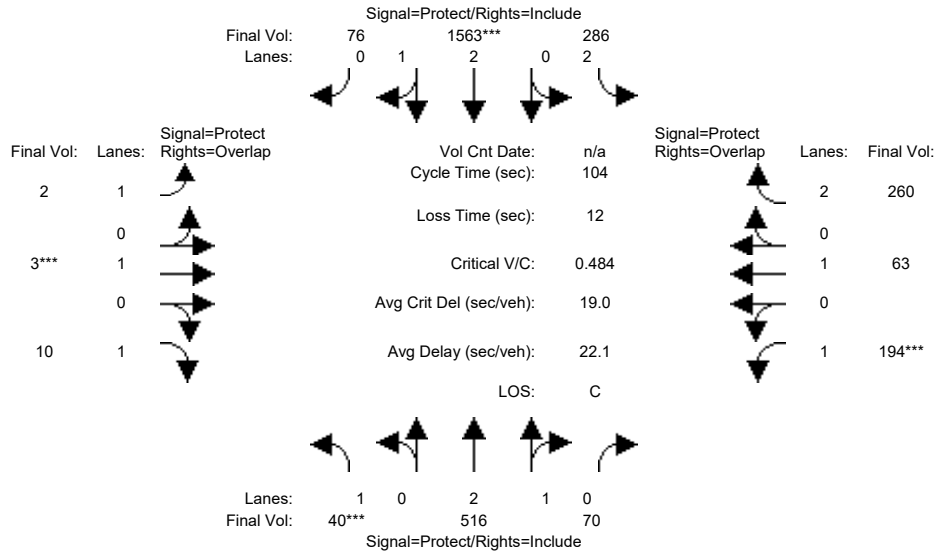
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.06	0.11	0.11	0.04	0.05	0.01	0.05	0.01	0.10
Crit Moves:	****			****			****			****		
Green Time:	14.6	42.0	42.0	9.0	36.5	36.5	7.5	10.0	24.6	6.9	9.4	18.5
Volume/Cap:	0.07	0.53	0.53	0.53	0.23	0.23	0.39	0.37	0.05	0.53	0.04	0.45
Delay/Veh:	27.2	12.7	12.7	36.3	13.3	13.3	35.6	33.1	19.5	38.6	31.4	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	12.7	12.7	36.3	13.3	13.3	35.6	33.1	19.5	38.6	31.4	27.2
LOS by Move:	C	B	B	D	B	B	D	C	B	D	C	C
HCM2k95thQ:	1	16	16	5	6	6	4	5	1	6	0	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #47: (12) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:												
Base Vol:	36	464	63	257	1407	68	2	3	9	175	57	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	464	63	257	1407	68	2	3	9	175	57	234
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	464	63	257	1407	68	2	3	9	175	57	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	40	516	70	286	1563	76	2	3	10	194	63	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	516	70	286	1563	76	2	3	10	194	63	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	516	70	286	1563	76	2	3	10	194	63	260

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.63	0.37	2.00	2.86	0.14	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4930	669	3150	5341	258	1750	1900	1750	1750	1900	3150

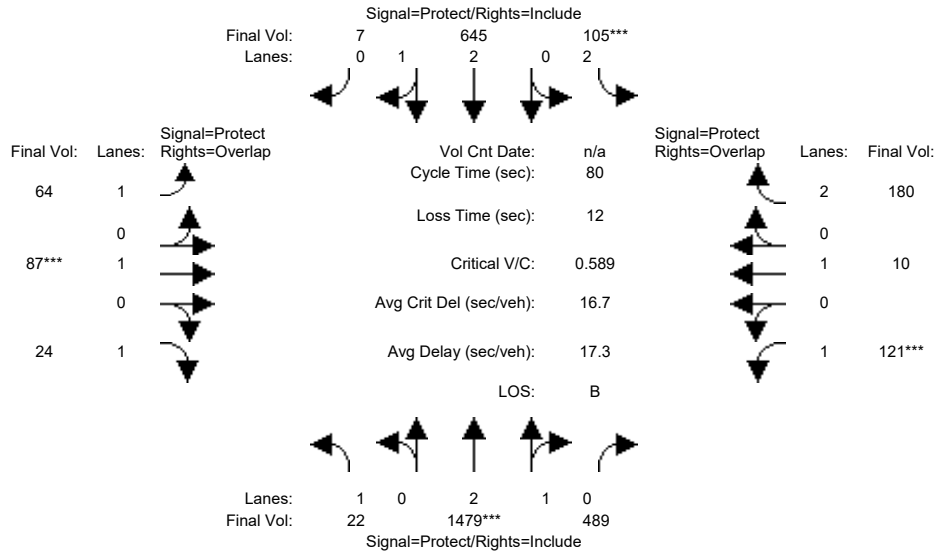
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.09	0.29	0.29	0.00	0.00	0.01	0.11	0.03	0.08
Crit Moves:	***			****			****			****		
Green Time:	4.4	32.5	32.5	28.2	56.3	56.3	13.9	10.0	14.4	21.4	17.4	45.6
Volume/Cap:	0.54	0.33	0.33	0.33	0.54	0.54	0.01	0.02	0.04	0.54	0.20	0.19
Delay/Veh:	56.7	27.6	27.6	30.6	15.7	15.7	39.1	42.6	38.9	38.6	37.6	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	27.6	27.6	30.6	15.7	15.7	39.1	42.6	38.9	38.6	37.6	18.0
LOS by Move:	E	C	C	C	B	B	D	D	D	D	D	B
HCM2k95thQ:	3	9	9	8	21	21	0	0	1	13	4	6

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #47: (12) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:												
Base Vol:	21	1390	460	99	606	7	60	82	23	114	9	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1390	460	99	606	7	60	82	23	114	9	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1390	460	99	606	7	60	82	23	114	9	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	22	1479	489	105	645	7	64	87	24	121	10	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1479	489	105	645	7	64	87	24	121	10	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	1479	489	105	645	7	64	87	24	121	10	180

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.23	0.77	2.00	2.96	0.04	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4206	1392	3150	5536	64	1750	1900	1750	1750	1900	3150

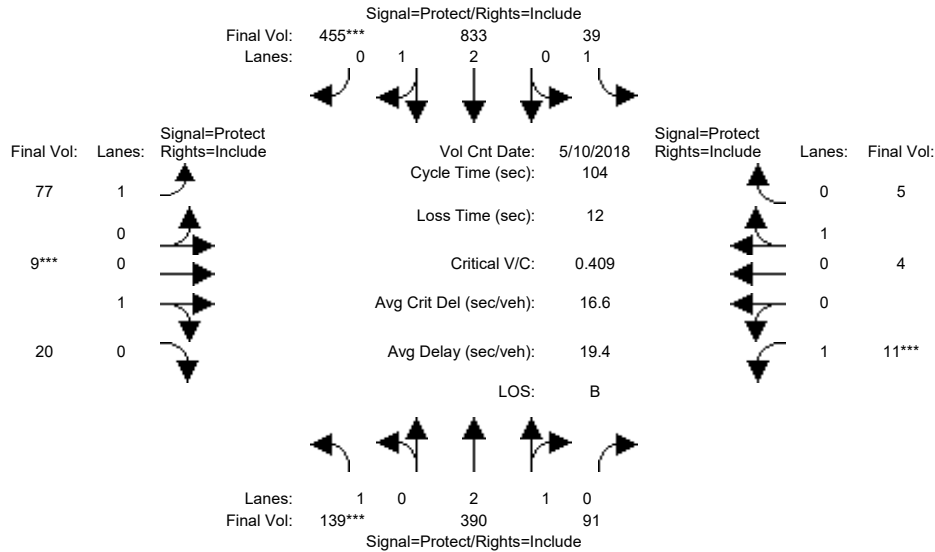
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.03	0.12	0.12	0.04	0.05	0.01	0.07	0.01	0.06
Crit Moves:	****			****			****			****		
Green Time:	14.1	43.4	43.4	6.0	35.3	35.3	8.2	10.0	24.1	8.6	10.3	16.3
Volume/Cap:	0.07	0.65	0.65	0.45	0.26	0.26	0.35	0.37	0.05	0.65	0.04	0.28
Delay/Veh:	27.6	13.4	13.4	36.7	14.2	14.2	34.6	33.1	19.8	42.0	30.6	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	13.4	13.4	36.7	14.2	14.2	34.6	33.1	19.8	42.0	30.6	27.1
LOS by Move:	C	B	B	D	B	B	C	C	B	D	C	C
HCM2k95thQ:	1	21	21	3	7	7	4	5	1	9	0	5

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

Patrick Henry Specific Plan
City of Santa Clara

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2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #48: (13) GREAT AMERICA / ALVISO



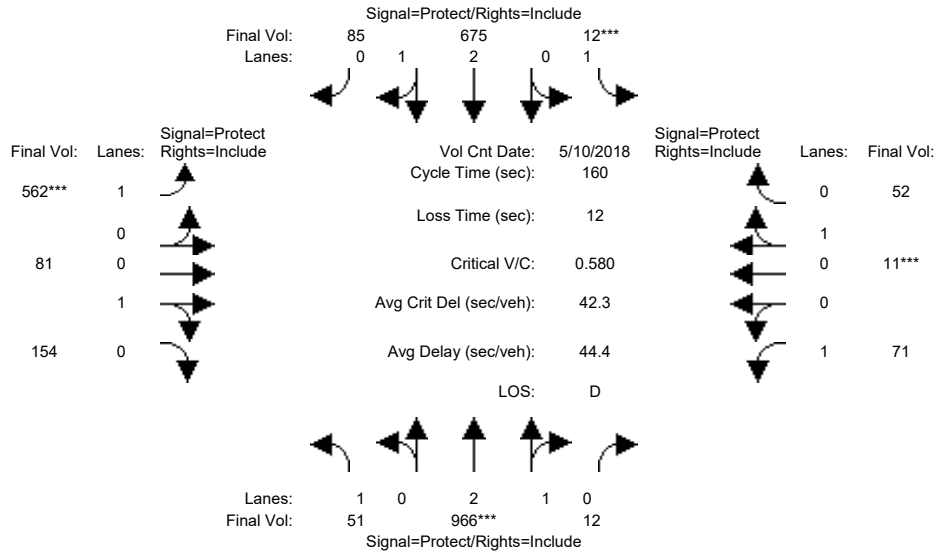
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	129	363	85	36	775	423	72	8	19	10	4	5
Growth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

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #48: (13) GREAT AMERICA / ALVISO



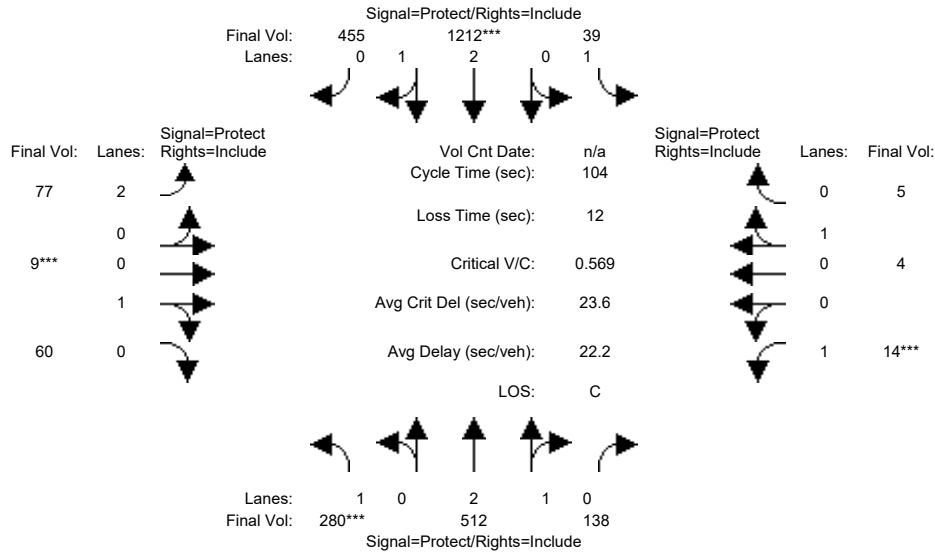
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	48	918	11	11	641	81	534	77	146	67	10	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	918	11	11	641	81	534	77	146	67	10	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	918	11	11	641	81	534	77	146	67	10	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	51	966	12	12	675	85	562	81	154	71	11	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	966	12	12	675	85	562	81	154	71	11	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	51	966	12	12	675	85	562	81	154	71	11	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.65	0.35	1.00	0.35	0.65	1.00	0.17	0.83
Final Sat.:	1750	5534	66	1750	4971	628	1750	622	1178	1750	305	1495
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.01	0.14	0.14	0.32	0.13	0.13	0.04	0.03	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	9.7	47.1	47.1	5.0	42.3	42.3	86.6	73.3	73.3	22.6	9.3	9.3
Volume/Cap:	0.47	0.59	0.59	0.21	0.51	0.51	0.59	0.28	0.28	0.28	0.59	0.59
Delay/Veh:	75.9	48.9	48.9	77.5	50.4	50.4	25.8	27.2	27.2	62.1	82.3	82.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.9	48.9	48.9	77.5	50.4	50.4	25.8	27.2	27.2	62.1	82.3	82.3
LOS by Move:	E	D	D	E	D	D	C	C	C	E	F	F
HCM2k95thQ:	5	24	24	1	19	19	34	14	14	7	8	8

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #48: (13) GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:

Base Vol:	260	476	128	36	1127	423	72	8	56	13	4	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	476	128	36	1127	423	72	8	56	13	4	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	476	128	36	1127	423	72	8	56	13	4	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	280	512	138	39	1212	455	77	9	60	14	4	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	512	138	39	1212	455	77	9	60	14	4	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	280	512	138	39	1212	455	77	9	60	14	4	5

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.34	0.66	1.00	2.15	0.85	2.00	0.13	0.87	1.00	0.44	0.56
Final Sat.:	1750	4412	1186	1750	4070	1528	3150	225	1575	1750	800	1000

Capacity Analysis Module:

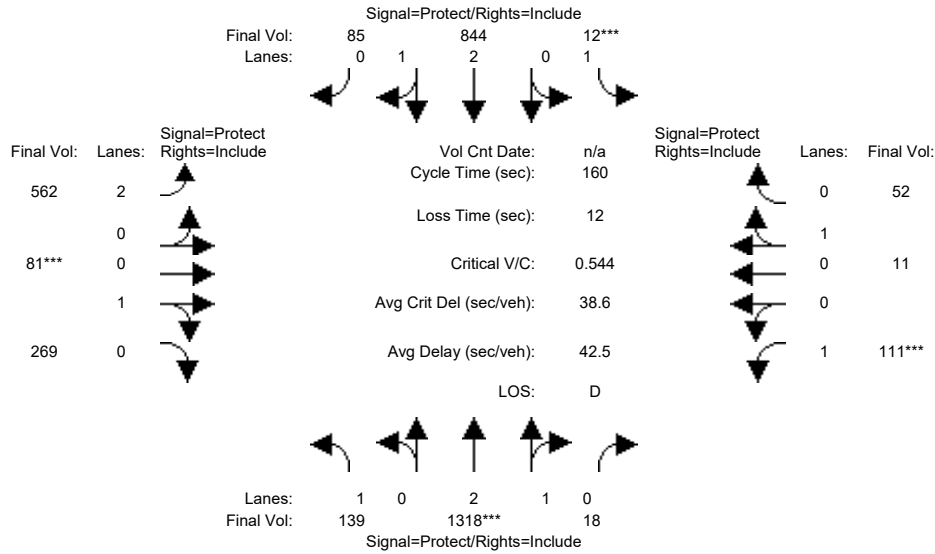
Vol/Sat:	0.16	0.12	0.12	0.02	0.30	0.30	0.02	0.04	0.04	0.01	0.01	0.01
Crit Moves:	****				****			****		****		
Green Time:	26.9	54.4	54.4	22.6	50.1	50.1	5.4	10.0	10.0	5.0	9.6	9.6
Volume/Cap:	0.62	0.22	0.22	0.10	0.62	0.62	0.48	0.40	0.40	0.17	0.06	0.06
Delay/Veh:	36.6	13.4	13.4	32.7	20.3	20.3	50.2	45.7	45.7	48.4	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	13.4	13.4	32.7	20.3	20.3	50.2	45.7	45.7	48.4	43.2	43.2
LOS by Move:	D	B	B	C	C	C	D	D	D	D	D	D
HCM2k95thQ:	16	7	7	2	23	23	4	5	5	1	1	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #48: (13) GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:

Base Vol:	132	1252	17	11	802	81	534	77	256	105	10	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1252	17	11	802	81	534	77	256	105	10	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	1252	17	11	802	81	534	77	256	105	10	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	139	1318	18	12	844	85	562	81	269	111	11	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1318	18	12	844	85	562	81	269	111	11	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	139	1318	18	12	844	85	562	81	269	111	11	52

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.71	0.29	2.00	0.23	0.77	1.00	0.17	0.83
Final Sat.:	1750	5525	75	1750	5086	514	3150	416	1384	1750	305	1495

Capacity Analysis Module:

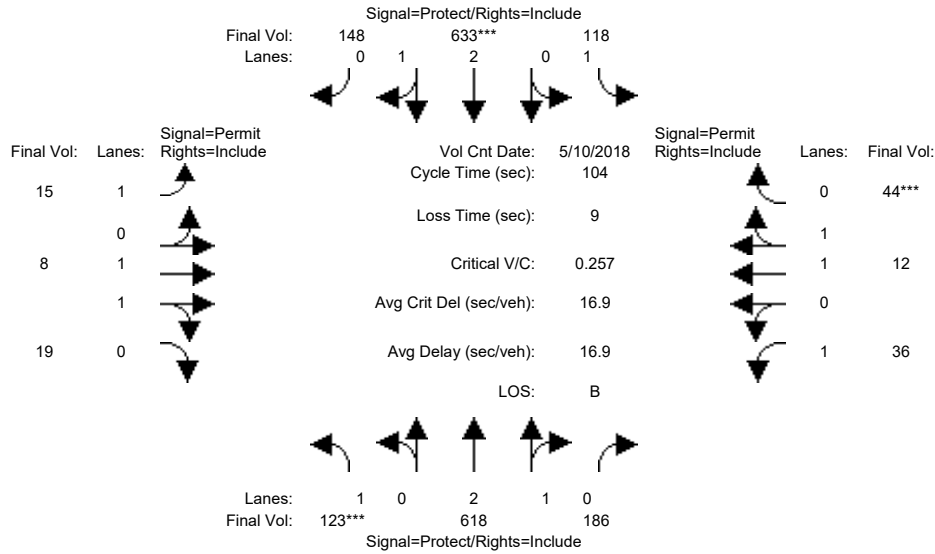
Vol/Sat:	0.08	0.24	0.24	0.01	0.17	0.17	0.18	0.19	0.19	0.06	0.03	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.8	68.7	68.7	5.0	49.9	49.9	56.5	56.1	56.1	18.2	17.8	17.8
Volume/Cap:	0.53	0.56	0.56	0.21	0.53	0.53	0.51	0.56	0.56	0.56	0.31	0.31
Delay/Veh:	65.0	34.5	34.5	77.5	45.8	45.8	41.1	43.0	43.0	70.5	66.3	66.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.0	34.5	34.5	77.5	45.8	45.8	41.1	43.0	43.0	70.5	66.3	66.3
LOS by Move:	E	C	C	E	D	D	D	D	D	E	E	E
HCM2k95thQ:	13	28	28	1	22	22	23	26	26	12	6	6

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #51: (14) GREAT AMERICA / BUNKER HILL



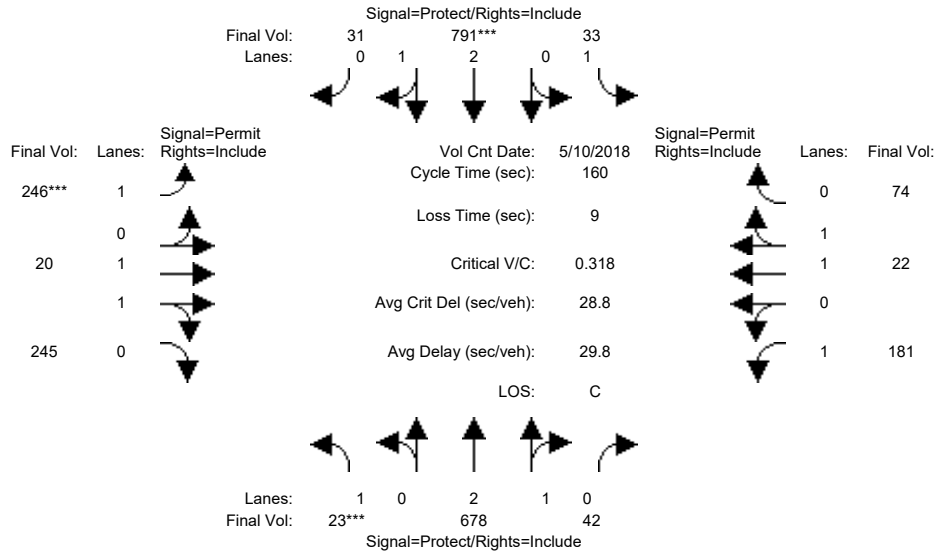
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	112	562	169	107	576	135	14	7	17	33	11	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	562	169	107	576	135	14	7	17	33	11	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	562	169	107	576	135	14	7	17	33	11	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	123	618	186	118	633	148	15	8	19	36	12	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	618	186	118	633	148	15	8	19	36	12	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	618	186	118	633	148	15	8	19	36	12	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.28	0.72	1.00	2.41	0.59	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4304	1294	1750	4535	1063	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.07	0.14	0.14	0.01	0.00	0.01	0.02	0.01	0.03
Crit Moves:	****			****								****
Green Time:	28.1	57.2	57.2	26.8	55.9	55.9	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.26	0.26	0.26	0.26	0.26	0.26	0.08	0.04	0.10	0.20	0.06	0.24
Delay/Veh:	30.0	12.3	12.3	31.0	13.0	13.0	42.1	41.8	42.2	43.0	41.9	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	12.3	12.3	31.0	13.0	13.0	42.1	41.8	42.2	43.0	41.9	43.2
LOS by Move:	C	B	B	C	B	B	D	D	D	D	D	D
HCM2k95thQ:	6	9	9	6	9	9	1	1	1	3	1	3

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #51: (14) GREAT AMERICA / BUNKER HILL



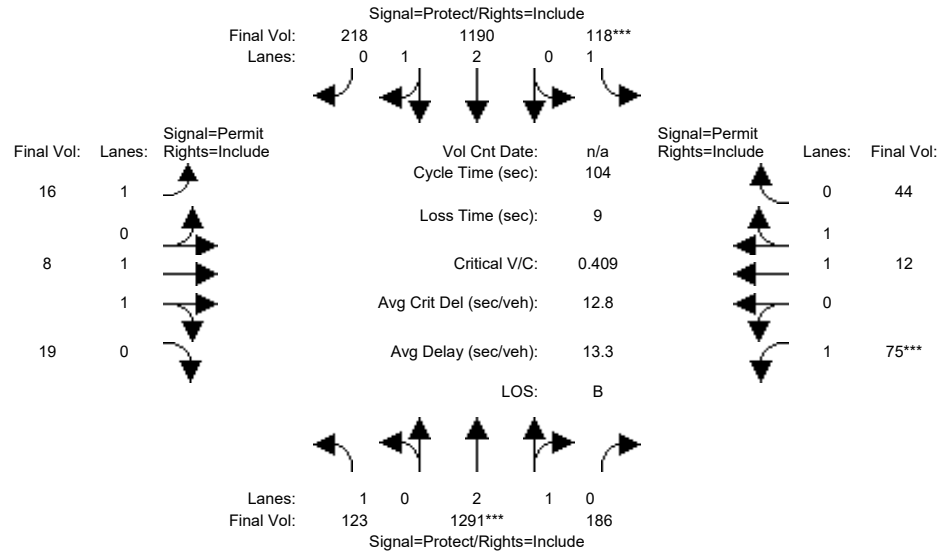
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	22	651	40	32	759	30	236	19	235	174	21	71
Growth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

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #51: (14) GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1

Volume Module:												
Base Vol:	112	1175	169	107	1083	198	15	7	17	68	11	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	1175	169	107	1083	198	15	7	17	68	11	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	1175	169	107	1083	198	15	7	17	68	11	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	123	1291	186	118	1190	218	16	8	19	75	12	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1291	186	118	1190	218	16	8	19	75	12	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	1291	186	118	1190	218	16	8	19	75	12	44

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.61	0.39	1.00	2.52	0.48	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4895	704	1750	4733	865	1750	1900	1750	1750	1900	1750

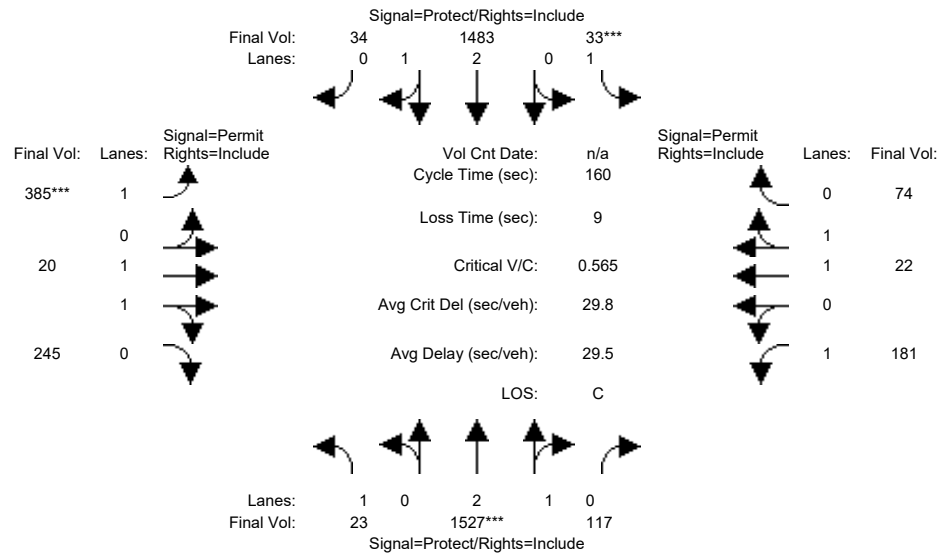
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.07	0.25	0.25	0.01	0.00	0.01	0.04	0.01	0.03
Crit Moves:	****			****			****			****		
Green Time:	18.4	66.9	66.9	17.1	65.6	65.6	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.40	0.41	0.41	0.41	0.40	0.40	0.09	0.04	0.10	0.40	0.06	0.24
Delay/Veh:	38.8	9.0	9.0	39.9	9.5	9.5	42.2	41.8	42.2	44.9	41.9	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	9.0	9.0	39.9	9.5	9.5	42.2	41.8	42.2	44.9	41.9	43.2
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2k95thQ:	7	14	14	7	14	14	1	1	1	6	1	3

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #51: (14) GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1

Volume Module:

Base Vol:	22	1466	112	32	1424	33	370	19	235	174	21	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1466	112	32	1424	33	370	19	235	174	21	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1466	112	32	1424	33	370	19	235	174	21	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	23	1527	117	33	1483	34	385	20	245	181	22	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1527	117	33	1483	34	385	20	245	181	22	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	1527	117	33	1483	34	385	20	245	181	22	74

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.78	0.22	1.00	2.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5202	397	1750	5473	127	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

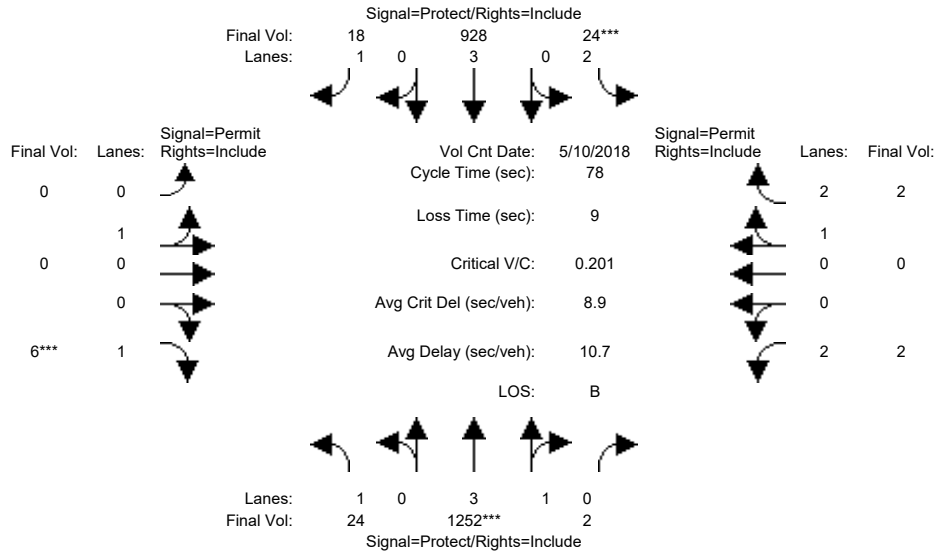
Vol/Sat:	0.01	0.29	0.29	0.02	0.27	0.27	0.22	0.01	0.14	0.10	0.01	0.04
Crit Moves:	****			****			****					
Green Time:	7.5	83.2	83.2	5.4	81.1	81.1	62.4	62.4	62.4	62.4	62.4	62.4
Volume/Cap:	0.28	0.56	0.56	0.56	0.53	0.53	0.56	0.03	0.36	0.27	0.03	0.11
Delay/Veh:	75.5	26.4	26.4	88.2	26.9	26.9	39.3	30.1	34.9	33.4	30.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.5	26.4	26.4	88.2	26.9	26.9	39.3	30.1	34.9	33.4	30.1	31.1
LOS by Move:	E	C	C	F	C	C	D	C	C	C	C	C
HCM2k95thQ:	2	31	31	4	29	29	28	1	17	12	1	5

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #53: (16) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6

Volume Module:	>> Count Date: 10 May 2018 <<											
Base Vol:	22	1127	2	22	835	16	0	0	5	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1127	2	22	835	16	0	0	5	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1127	2	22	835	16	0	0	5	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	24	1252	2	24	928	18	0	0	6	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1252	2	24	928	18	0	0	6	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	24	1252	2	24	928	18	0	0	6	2	0	2

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	3.99	0.01	2.00	3.00	1.00	0.00	1.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7487	13	3150	5700	1750	0	1800	1750	3150	0	5400

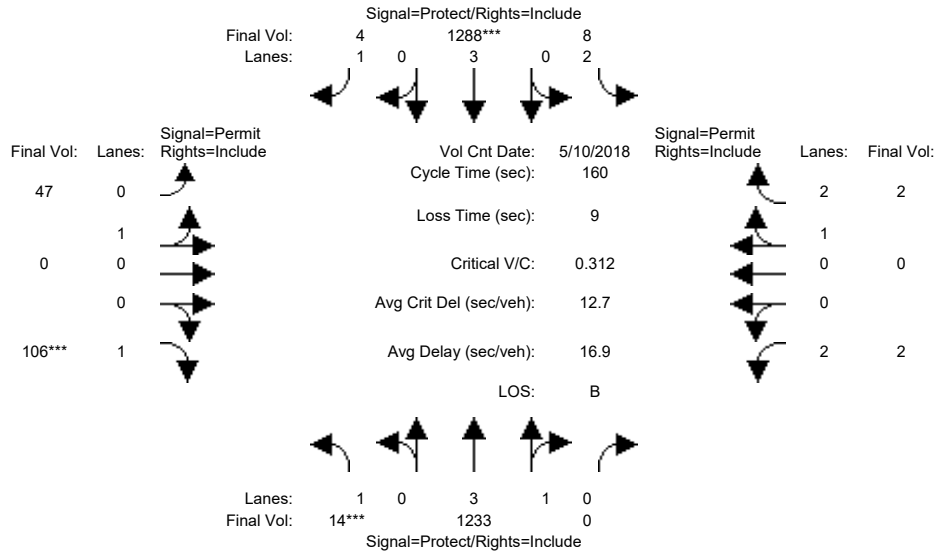
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.01	0.16	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****						****		
Green Time:	17.7	45.0	45.0	10.0	37.3	37.3	0.0	0.0	14.0	0.0	14.0	
Volume/Cap:	0.06	0.29	0.29	0.06	0.34	0.02	0.00	0.00	0.02	0.00	0.00	0.00
Delay/Veh:	23.7	8.4	8.4	29.9	12.7	10.7	0.0	0.0	26.4	26.3	0.0	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	8.4	8.4	29.9	12.7	10.7	0.0	0.0	26.4	26.3	0.0	26.3
LOS by Move:	C	A	A	C	B	B	A	A	C	C	A	C
HCM2k95thQ:	1	7	7	1	9	0	0	0	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #53: (16) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6

Volume Module: >> Count Date: 10 May 2018 <<

Base Vol:	13	1171	0	8	1224	4	45	0	101	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1171	0	8	1224	4	45	0	101	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1171	0	8	1224	4	45	0	101	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	1233	0	8	1288	4	47	0	106	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1233	0	8	1288	4	47	0	106	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	1233	0	8	1288	4	47	0	106	2	0	2

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.92	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	4.00	0.00	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7500	0	3150	5700	1750	1800	0	1750	3150	0	5400

Capacity Analysis Module:

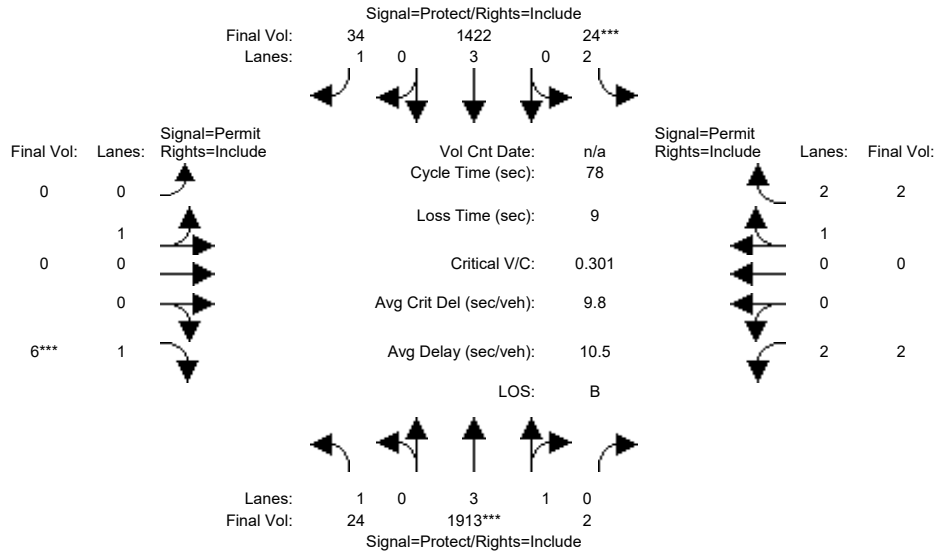
Vol/Sat:	0.01	0.16	0.00	0.00	0.23	0.00	0.03	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	6.0	87.1	0.0	33.1	114	114.3	30.7	0.0	30.7	0.0	0.0	30.7
Volume/Cap:	0.21	0.30	0.00	0.01	0.32	0.00	0.14	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	76.3	19.9	0.0	50.4	8.5	6.5	53.8	0.0	56.2	52.3	0.0	52.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.3	19.9	0.0	50.4	8.5	6.5	53.8	0.0	56.2	52.3	0.0	52.3
LOS by Move:	E	B	A	D	A	A	D	A	E	D	A	D
HCM2k95thQ:	1	15	0	0	14	0	4	0	10	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #53: (16) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6

Volume Module:

Base Vol:	22	1722	2	22	1280	31	0	0	5	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1722	2	22	1280	31	0	0	5	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1722	2	22	1280	31	0	0	5	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	24	1913	2	24	1422	34	0	0	6	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1913	2	24	1422	34	0	0	6	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1913	2	24	1422	34	0	0	6	2	0	2

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	3.99	0.01	2.00	3.00	1.00	0.00	1.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7491	9	3150	5700	1750	0	1800	1750	3150	0	5400

Capacity Analysis Module:

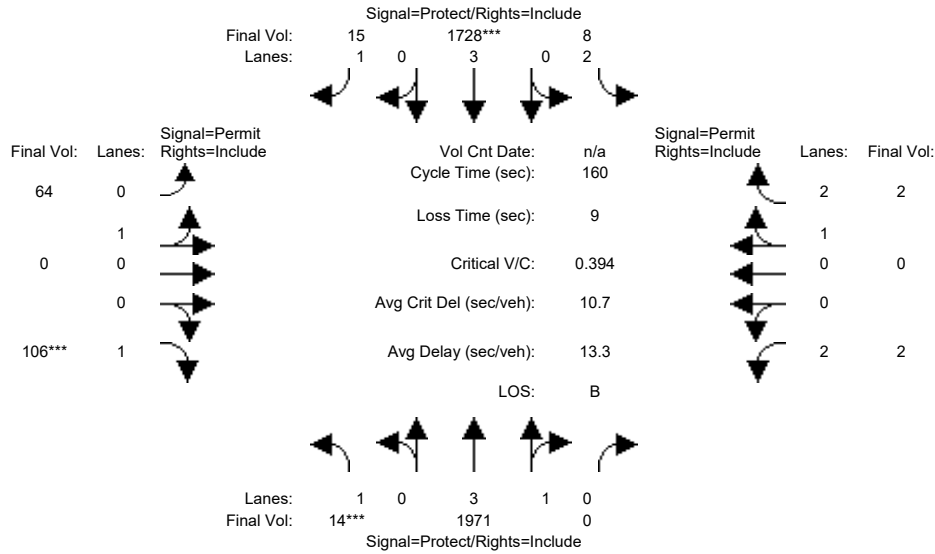
Vol/Sat:	0.01	0.26	0.26	0.01	0.25	0.02	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	13.0	45.0	45.0	10.0	42.0	42.0	0.0	0.0	14.0	0.0	14.0	0.0
Volume/Cap:	0.08	0.44	0.44	0.06	0.46	0.04	0.00	0.00	0.02	0.00	0.00	0.00
Delay/Veh:	27.6	9.4	9.4	29.9	11.2	8.5	0.0	0.0	26.4	26.3	0.0	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	9.4	9.4	29.9	11.2	8.5	0.0	0.0	26.4	26.3	0.0	26.3
LOS by Move:	C	A	A	C	B	A	A	A	C	C	A	C
HCM2k95thQ:	1	12	12	1	13	1	0	0	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #53: (16) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6

Volume Module:

Base Vol:	13	1872	0	8	1642	14	61	0	101	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1872	0	8	1642	14	61	0	101	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1872	0	8	1642	14	61	0	101	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	1971	0	8	1728	15	64	0	106	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1971	0	8	1728	15	64	0	106	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	1971	0	8	1728	15	64	0	106	2	0	2

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.92	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	4.00	0.00	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7500	0	3150	5700	1750	1800	0	1750	3150	0	5400

Capacity Analysis Module:

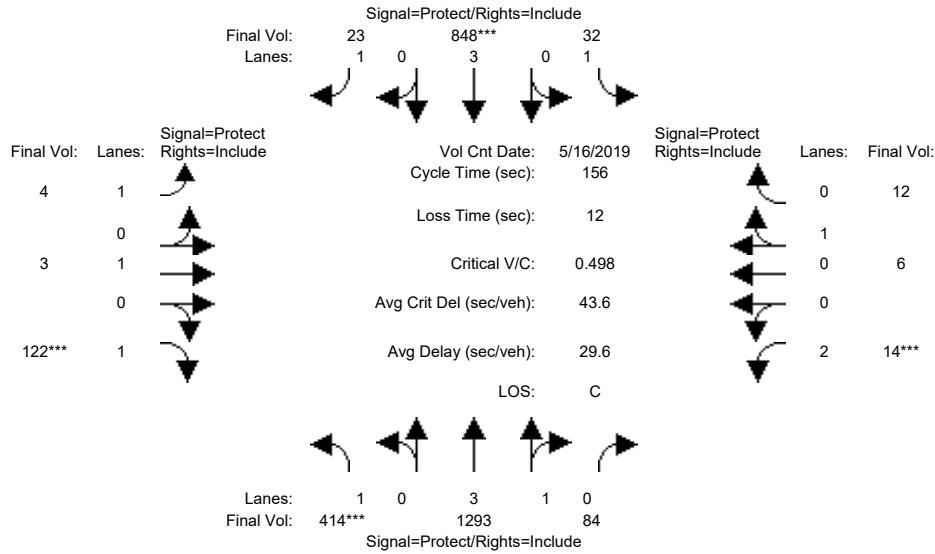
Vol/Sat:	0.01	0.26	0.00	0.00	0.30	0.01	0.04	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	6.0	102	0.0	24.4	121	120.8	24.2	0.0	24.2	0.0	24.2	24.2
Volume/Cap:	0.21	0.41	0.00	0.02	0.40	0.01	0.24	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	76.3	14.1	0.0	57.7	7.0	4.8	60.2	0.0	62.4	57.7	0.0	57.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.3	14.1	0.0	57.7	7.0	4.8	60.2	0.0	62.4	57.7	0.0	57.7
LOS by Move:	E	B	A	E	A	A	E	A	E	E	A	E
HCM2k95thQ:	1	21	0	0	18	0	6	0	10	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #54: (17) GREAT AMERICA / PATRICK HENRY



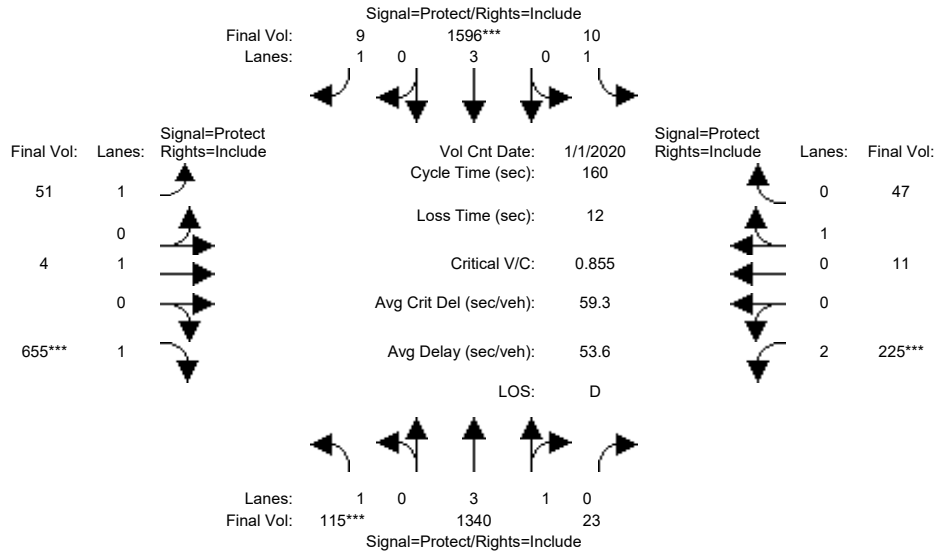
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	373	1164	76	29	763	21	4	3	110	13	5	11
Growth Adj: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

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #54: (17) GREAT AMERICA / PATRICK HENRY



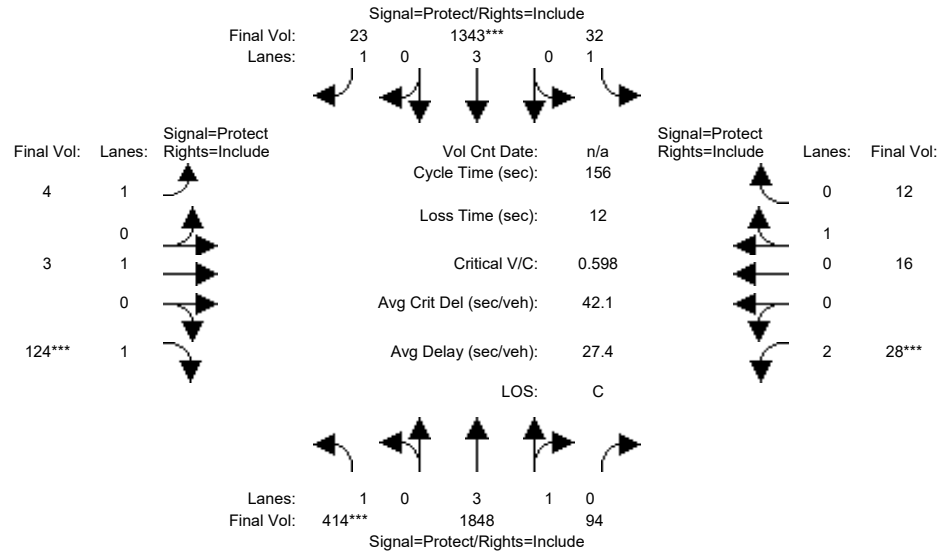
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1
Volume Module: >> Count Date: 1 Jan 2020 <<												
Base Vol:	107	1246	21	9	1484	8	47	4	609	209	10	44
Growth Adj: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

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #54: (17) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1

Volume Module:

Base Vol:	373	1663	85	29	1209	21	4	3	112	25	14	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	373	1663	85	29	1209	21	4	3	112	25	14	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	1663	85	29	1209	21	4	3	112	25	14	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	414	1848	94	32	1343	23	4	3	124	28	16	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	1848	94	32	1343	23	4	3	124	28	16	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	414	1848	94	32	1343	23	4	3	124	28	16	12

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	3.80	0.20	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.56	0.44
Final Sat.:	1750	7135	365	1750	5700	1750	1750	1900	1750	3150	1008	792

Capacity Analysis Module:

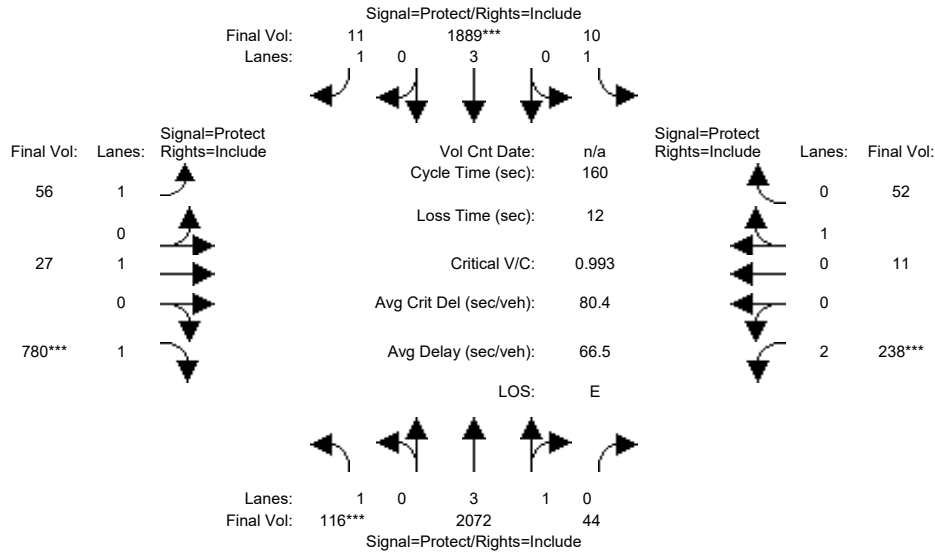
Vol/Sat:	0.24	0.26	0.26	0.02	0.24	0.01	0.00	0.00	0.07	0.01	0.02	0.02
Crit Moves:	****				****				****	****		
Green Time:	60.1	104	104.4	15.5	59.8	59.8	8.0	18.1	18.1	6.0	16.0	16.0
Volume/Cap:	0.61	0.39	0.39	0.19	0.61	0.03	0.05	0.02	0.61	0.23	0.15	0.15
Delay/Veh:	40.3	11.5	11.5	65.0	39.3	30.1	70.6	61.1	71.2	73.7	64.2	64.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	11.5	11.5	65.0	39.3	30.1	70.6	61.1	71.2	73.7	64.2	64.2
LOS by Move:	D	B	B	E	D	C	E	E	E	E	E	E
HCM2k95thQ:	29	19	19	3	29	1	1	0	13	2	3	3

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #54: (17) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1

Volume Module:

Base Vol:	108	1927	41	9	1757	10	52	25	725	221	10	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1927	41	9	1757	10	52	25	725	221	10	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	1927	41	9	1757	10	52	25	725	221	10	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	116	2072	44	10	1889	11	56	27	780	238	11	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	2072	44	10	1889	11	56	27	780	238	11	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	116	2072	44	10	1889	11	56	27	780	238	11	52

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	3.91	0.09	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.17	0.83
Final Sat.:	1750	7343	156	1750	5700	1750	1750	1900	1750	3150	310	1490

Capacity Analysis Module:

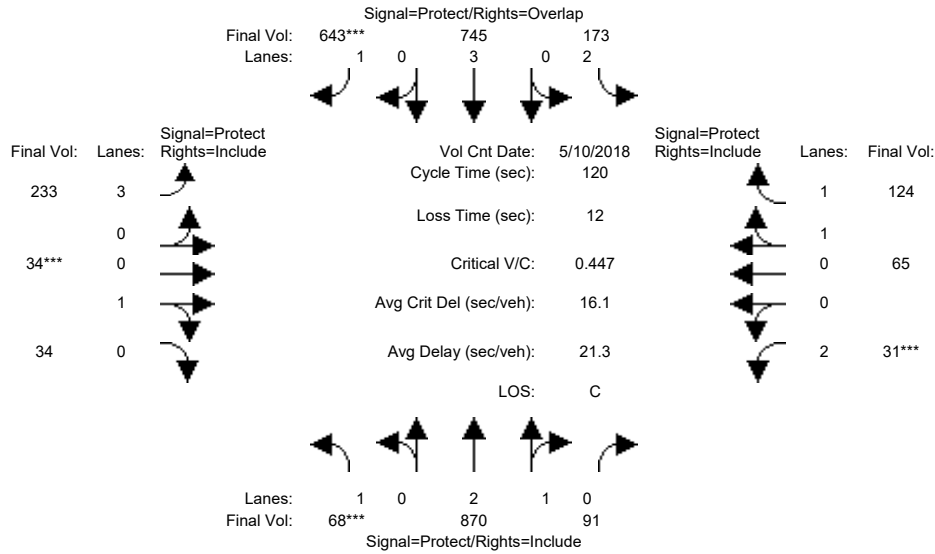
Vol/Sat:	0.07	0.28	0.28	0.01	0.33	0.01	0.03	0.01	0.45	0.08	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	10.7	56.6	56.6	7.5	53.4	53.4	28.0	71.8	71.8	12.2	55.9	55.9
Volume/Cap:	0.99	0.80	0.80	0.12	0.99	0.02	0.18	0.03	0.99	0.99	0.10	0.10
Delay/Veh:	155.6	48.4	48.4	73.7	72.1	35.7	56.6	24.7	74.2	130.0	35.1	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	155.6	48.4	48.4	73.7	72.1	35.7	56.6	24.7	74.2	130.0	35.1	35.1
LOS by Move:	F	D	D	E	E	D	E	C	E	F	D	D
HCM2k95thQ:	14	39	39	1	56	1	5	1	73	19	4	4

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #58: (21) BOWERS AV / AUGUSTINE DR



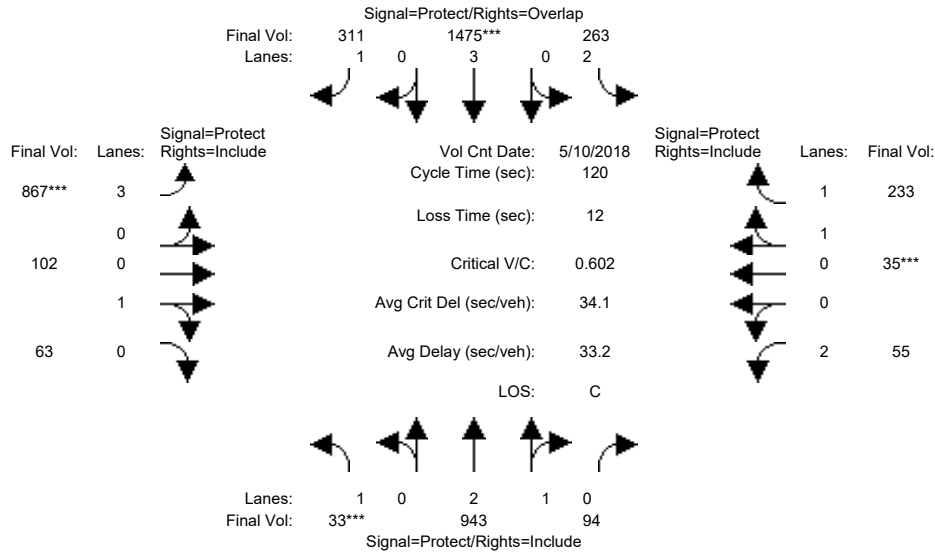
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	62	792	83	157	678	585	212	31	31	28	59	113
Growth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

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #58: (21) BOWERS AV / AUGUSTINE DR



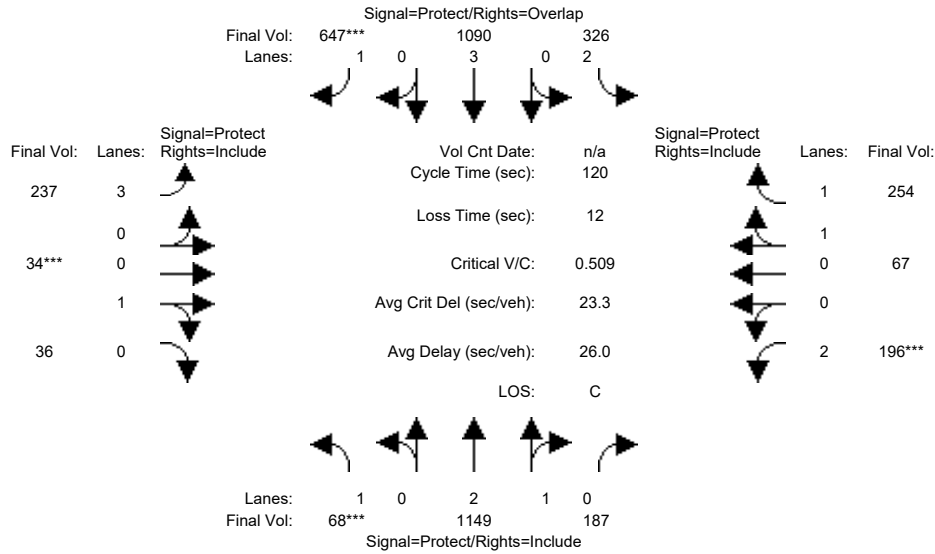
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	31	896	89	250	1401	295	824	97	60	52	33	221
Growth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

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #58: (21) BOWERS AV / AUGUSTINE DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:

Base Vol:	62	1046	170	297	992	589	216	31	33	178	61	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1046	170	297	992	589	216	31	33	178	61	231
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1046	170	297	992	589	216	31	33	178	61	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	68	1149	187	326	1090	647	237	34	36	196	67	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1149	187	326	1090	647	237	34	36	196	67	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	1149	187	326	1090	647	237	34	36	196	67	254

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.80	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.57	0.43	2.00	3.00	1.00	3.00	0.48	0.52	2.00	0.42	1.58
Final Sat.:	1750	4816	783	3150	5700	1750	4551	872	928	3150	752	2848

Capacity Analysis Module:

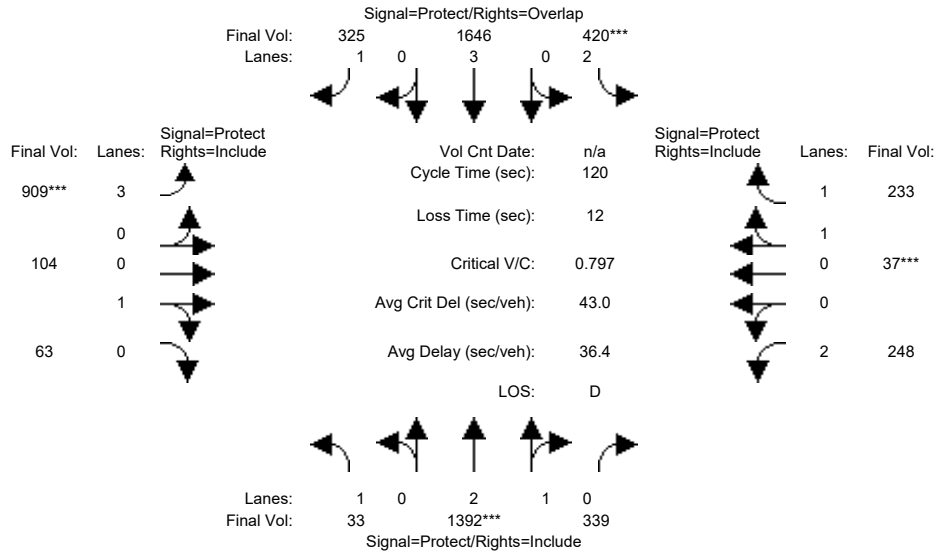
Vol/Sat:	0.04	0.24	0.24	0.10	0.19	0.37	0.05	0.04	0.04	0.06	0.09	0.09
Crit Moves:	****					****		****		****		
Green Time:	9.6	56.2	56.2	24.4	71.0	84.2	13.2	12.0	12.0	15.4	14.2	14.2
Volume/Cap:	0.48	0.51	0.51	0.51	0.32	0.53	0.47	0.39	0.39	0.48	0.76	0.76
Delay/Veh:	55.4	22.4	22.4	43.2	12.4	8.9	50.8	52.0	52.0	49.5	58.8	58.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.4	22.4	22.4	43.2	12.4	8.9	50.8	52.0	52.0	49.5	58.8	58.8
LOS by Move:	E	C	C	D	B	A	D	D	D	D	E	E
HCM2k95thQ:	5	20	20	12	12	22	8	6	6	9	15	15

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #58: (21) BOWERS AV / AUGUSTINE DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	31	1322	322	399	1564	309	864	99	60	236	35	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	1322	322	399	1564	309	864	99	60	236	35	221
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	1322	322	399	1564	309	864	99	60	236	35	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	33	1392	339	420	1646	325	909	104	63	248	37	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1392	339	420	1646	325	909	104	63	248	37	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	1392	339	420	1646	325	909	104	63	248	37	233

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.80	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.39	0.61	2.00	3.00	1.00	3.00	0.62	0.38	2.00	0.27	1.73
Final Sat.:	1750	4502	1096	3150	5700	1750	4551	1121	679	3150	492	3108

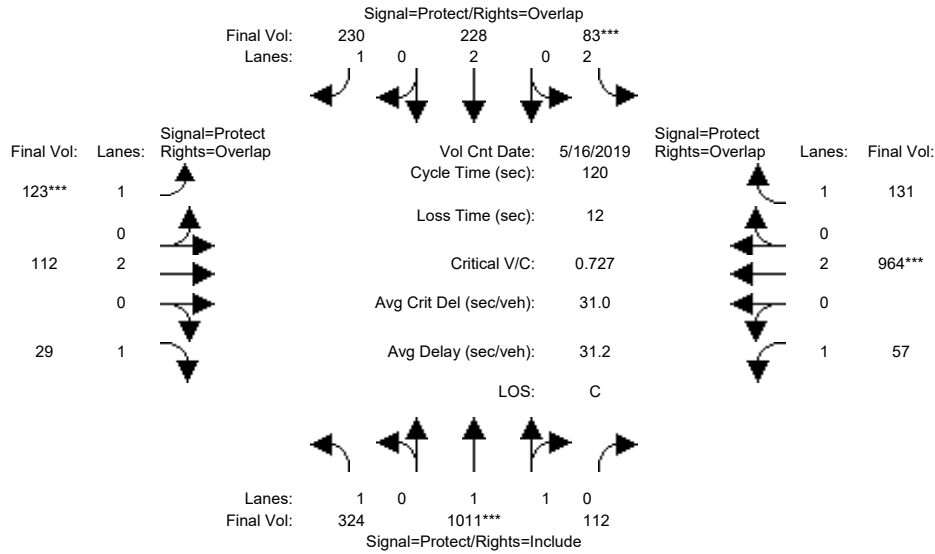
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.31	0.13	0.29	0.19	0.20	0.09	0.09	0.08	0.07	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.5	46.6	46.6	20.1	54.1	84.2	30.1	22.6	22.6	18.8	11.3	11.3
Volume/Cap:	0.18	0.80	0.80	0.80	0.64	0.26	0.80	0.49	0.49	0.50	0.80	0.80
Delay/Veh:	49.5	34.7	34.7	56.3	26.0	6.7	46.1	44.8	44.8	47.2	65.7	65.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	34.7	34.7	56.3	26.0	6.7	46.1	44.8	44.8	47.2	65.7	65.7
LOS by Move:	D	C	C	E	C	A	D	D	D	D	E	E
HCM2k95thQ:	2	32	32	17	27	9	26	12	12	11	14	14

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #61: (24) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0

Volume Module:	>> Count Date: 16 May 2019 <<											
Base Vol:	292	910	101	75	205	207	111	101	26	51	868	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	910	101	75	205	207	111	101	26	51	868	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	910	101	75	205	207	111	101	26	51	868	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	324	1011	112	83	228	230	123	112	29	57	964	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1011	112	83	228	230	123	112	29	57	964	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	324	1011	112	83	228	230	123	112	29	57	964	131

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.79	0.21	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3330	370	3150	3800	1750	1750	3800	1750	1750	3800	1750

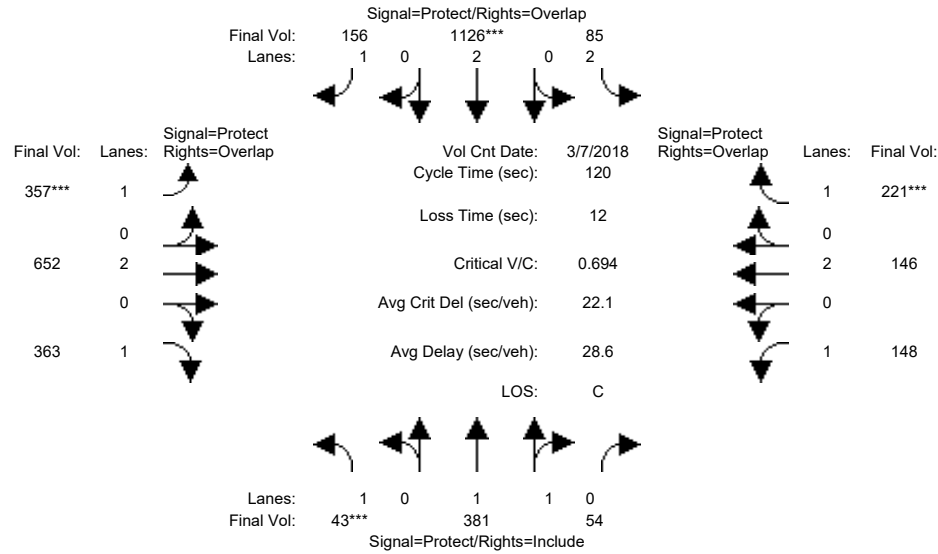
Capacity Analysis Module:												
Vol/Sat:	0.19	0.30	0.30	0.03	0.06	0.13	0.07	0.03	0.02	0.03	0.25	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	38.9	48.4	48.4	8.0	17.5	28.7	11.2	25.8	64.7	25.8	40.4	48.4
Volume/Cap:	0.57	0.75	0.75	0.40	0.41	0.55	0.75	0.14	0.03	0.15	0.75	0.19
Delay/Veh:	24.3	19.1	19.1	52.4	41.8	33.2	70.8	38.2	13.0	38.4	37.9	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	19.1	19.1	52.4	41.8	33.2	70.8	38.2	13.0	38.4	37.9	23.2
LOS by Move:	C	B	B	D	D	C	E	D	B	D	D	C
HCM2k95thQ:	16	25	25	3	7	13	10	3	1	4	29	7

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #61: (24) BOWERS AV / KIFER RD-WALSH AV



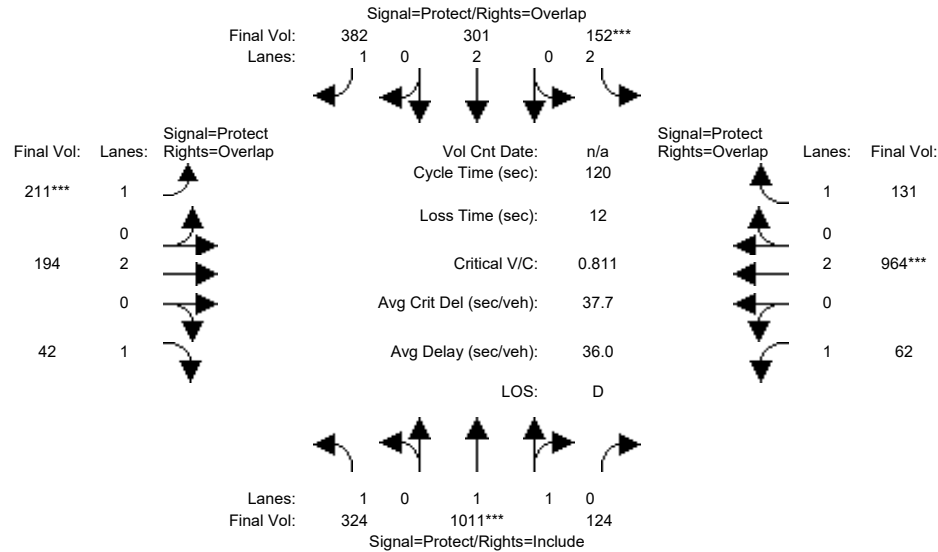
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module: >> Count Date: 7 Mar 2018 <<												
Base Vol:	43	377	53	84	1115	154	353	645	359	147	145	219
Growth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

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #61: (24) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0

Volume Module:												
Base Vol:	292	910	112	137	271	344	190	175	38	56	868	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	910	112	137	271	344	190	175	38	56	868	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	910	112	137	271	344	190	175	38	56	868	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	324	1011	124	152	301	382	211	194	42	62	964	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1011	124	152	301	382	211	194	42	62	964	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	324	1011	124	152	301	382	211	194	42	62	964	131

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.77	0.23	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3294	405	3150	3800	1750	1750	3800	1750	1750	3800	1750

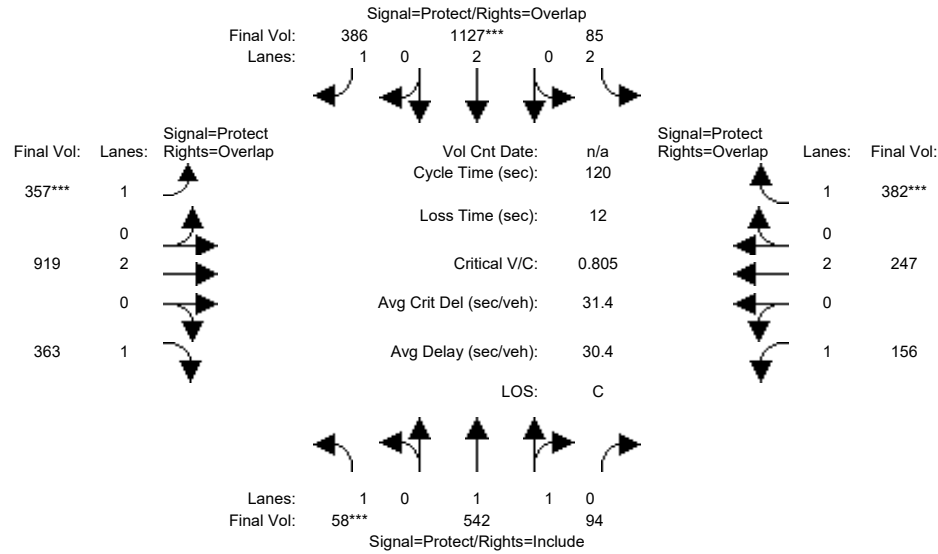
Capacity Analysis Module:												
Vol/Sat:	0.19	0.31	0.31	0.05	0.08	0.22	0.12	0.05	0.02	0.04	0.25	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	34.7	45.0	45.0	8.0	18.3	36.0	17.7	30.3	65.0	24.7	37.2	45.2
Volume/Cap:	0.64	0.82	0.82	0.72	0.52	0.73	0.82	0.20	0.04	0.17	0.82	0.20
Delay/Veh:	29.9	24.2	24.2	64.2	42.0	31.9	67.7	35.4	12.9	39.5	42.8	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.9	24.2	24.2	64.2	42.0	31.9	67.7	35.4	12.9	39.5	42.8	25.3
LOS by Move:	C	C	C	E	D	C	E	D	B	D	D	C
HCM2k95thQ:	17	29	29	7	9	22	16	5	2	4	32	7

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #61: (24) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0

Volume Module:												
Base Vol:	57	537	93	84	1116	382	353	910	359	154	245	378
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	537	93	84	1116	382	353	910	359	154	245	378
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	537	93	84	1116	382	353	910	359	154	245	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	58	542	94	85	1127	386	357	919	363	156	247	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	542	94	85	1127	386	357	919	363	156	247	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	58	542	94	85	1127	386	357	919	363	156	247	382

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.70	0.30	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3153	546	3150	3800	1750	1750	3800	1750	1750	3800	1750

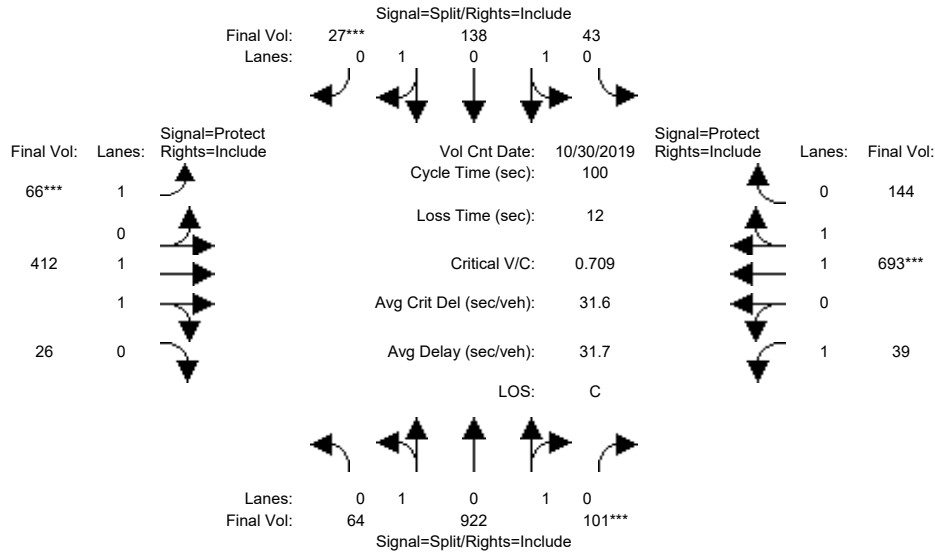
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.03	0.30	0.22	0.20	0.24	0.21	0.09	0.07	0.22
Crit Moves:	****			****			****					****
Green Time:	5.0	37.4	37.4	14.5	46.9	79.1	32.2	41.0	46.0	15.1	23.9	38.4
Volume/Cap:	0.79	0.55	0.55	0.22	0.76	0.33	0.76	0.71	0.54	0.71	0.33	0.68
Delay/Veh:	97.9	24.6	24.6	43.6	20.5	0.2	47.4	36.1	29.6	60.4	41.4	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.9	24.6	24.6	43.6	20.5	0.2	47.4	36.1	29.6	60.4	41.4	38.9
LOS by Move:	F	C	C	D	C	A	D	D	C	E	D	D
HCM2k95thQ:	5	14	14	3	25	1	23	25	19	14	8	25

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #62: (55) Bowers Ave & Monroe St



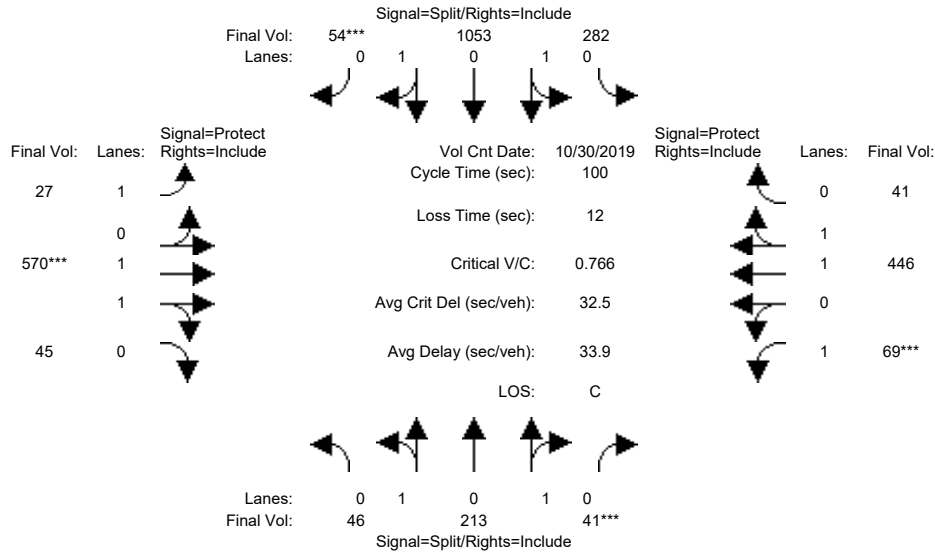
Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module: >> Count Date: 30 Oct 2019 <<												
Base Vol:	58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

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #62: (55) Bowers Ave & Monroe St



Street Name:	Bowers Ave						Monroe St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:	>>	Count	Date:	30 Oct 2019	<<							
Base Vol:	44	204	39	271	1011	52	26	547	43	66	428	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	204	39	271	1011	52	26	547	43	66	428	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	204	39	271	1011	52	26	547	43	66	428	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	46	213	41	282	1053	54	27	570	45	69	446	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	213	41	282	1053	54	27	570	45	69	446	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	213	41	282	1053	54	27	570	45	69	446	41

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.31	1.42	0.27	0.41	1.51	0.08	1.00	1.85	0.15	1.00	1.83	0.17
Final Sat.:	552	2559	489	731	2728	140	1750	3430	270	1750	3391	309

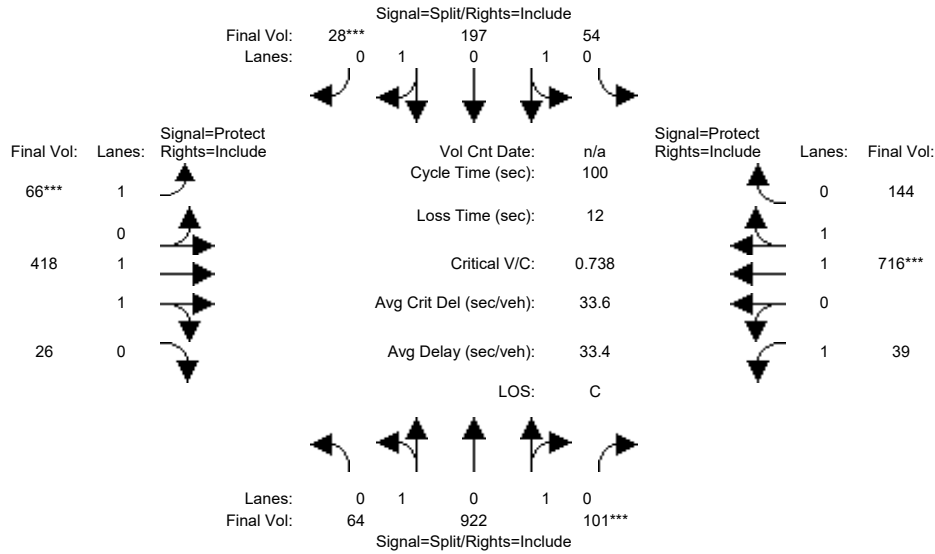
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.39	0.39	0.39	0.02	0.17	0.17	0.04	0.13	0.13
Crit Moves:			****			****		****		****		
Green Time:	10.8	10.8	10.8	50.4	50.4	50.4	7.4	21.7	21.7	5.1	19.4	19.4
Volume/Cap:	0.77	0.77	0.77	0.77	0.77	0.77	0.21	0.77	0.77	0.77	0.68	0.68
Delay/Veh:	52.2	52.2	52.2	22.1	22.1	22.1	44.4	41.3	41.3	78.8	40.0	40.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.2	52.2	52.2	22.1	22.1	22.1	44.4	41.3	41.3	78.8	40.0	40.0
LOS by Move:	D	D	D	C	C	C	D	D	D	E	D	D
HCM2k95thQ:	10	10	10	31	31	31	2	20	20	8	16	16

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #62: (55) Bowers Ave & Monroe St



Street Name:	Bowers Ave						Monroe St					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:												
Base Vol:	58	830	91	49	177	25	59	376	23	35	644	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	830	91	49	177	25	59	376	23	35	644	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	830	91	49	177	25	59	376	23	35	644	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	64	922	101	54	197	28	66	418	26	39	716	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	922	101	54	197	28	66	418	26	39	716	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	922	101	54	197	28	66	418	26	39	716	144

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.12	1.69	0.19	0.39	1.41	0.20	1.00	1.88	0.12	1.00	1.65	0.35
Final Sat.:	213	3052	335	703	2539	359	1750	3487	213	1750	3078	621

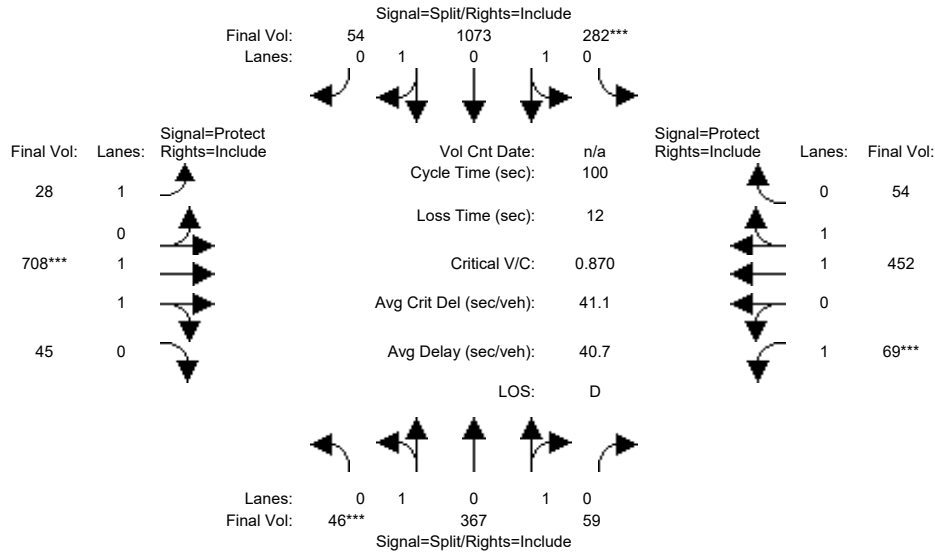
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.08	0.08	0.08	0.04	0.12	0.12	0.02	0.23	0.23
Crit Moves:			***			***	***			***		
Green Time:	40.9	40.9	40.9	10.5	10.5	10.5	5.1	25.8	25.8	10.8	31.5	31.5
Volume/Cap:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.46	0.46	0.21	0.74	0.74
Delay/Veh:	27.0	27.0	27.0	50.9	50.9	50.9	74.3	31.6	31.6	41.3	33.1	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	27.0	27.0	50.9	50.9	50.9	74.3	31.6	31.6	41.3	33.1	33.1
LOS by Move:	C	C	C	D	D	D	E	C	C	D	C	C
HCM2k95thQ:	26	26	26	9	9	9	7	12	12	3	24	24

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #62: (55) Bowers Ave & Monroe St



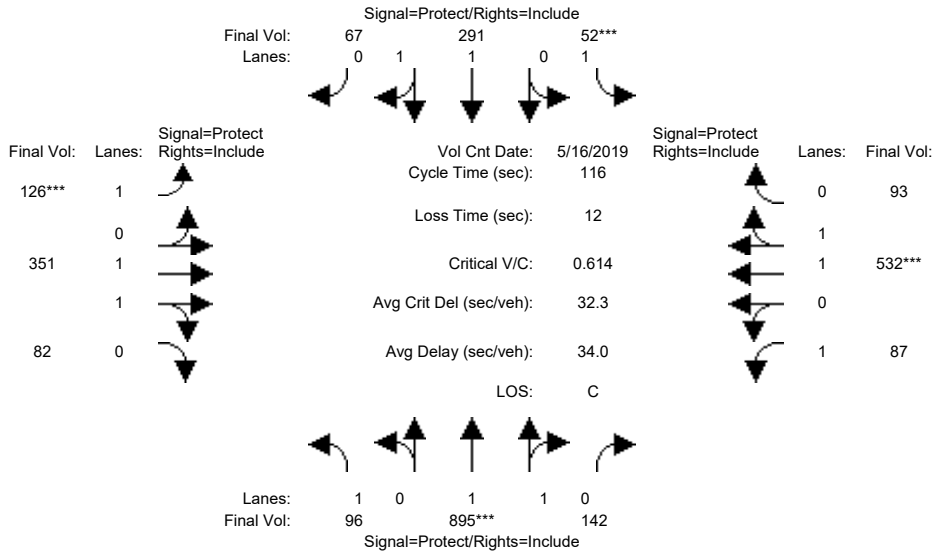
Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	44	352	57	271	1030	52	27	680	43	66	434	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	352	57	271	1030	52	27	680	43	66	434	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	352	57	271	1030	52	27	680	43	66	434	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	46	367	59	282	1073	54	28	708	45	69	452	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	367	59	282	1073	54	28	708	45	69	452	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	367	59	282	1073	54	28	708	45	69	452	54
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.19	1.56	0.25	0.40	1.52	0.08	1.00	1.88	0.12	1.00	1.78	0.22
Final Sat.:	350	2797	453	721	2741	138	1750	3480	220	1750	3304	396
Capacity Analysis Module:												
Vol/Sat:	0.13	0.13	0.13	0.39	0.39	0.39	0.02	0.20	0.20	0.04	0.14	0.14
Crit Moves:	***			***			***			***		
Green Time:	15.0	15.0	15.0	44.7	44.7	44.7	7.6	23.3	23.3	5.0	20.7	20.7
Volume/Cap:	0.87	0.87	0.87	0.87	0.87	0.87	0.21	0.87	0.87	0.79	0.66	0.66
Delay/Veh:	56.4	56.4	56.4	30.8	30.8	30.8	44.2	46.9	46.9	83.2	38.6	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.4	56.4	56.4	30.8	30.8	30.8	44.2	46.9	46.9	83.2	38.6	38.6
LOS by Move:	E	E	E	C	C	C	D	D	D	F	D	D
HCM2k95thQ:	16	16	16	35	35	35	2	26	26	8	16	16

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #64: (57) Kiely Blvd & Benton St



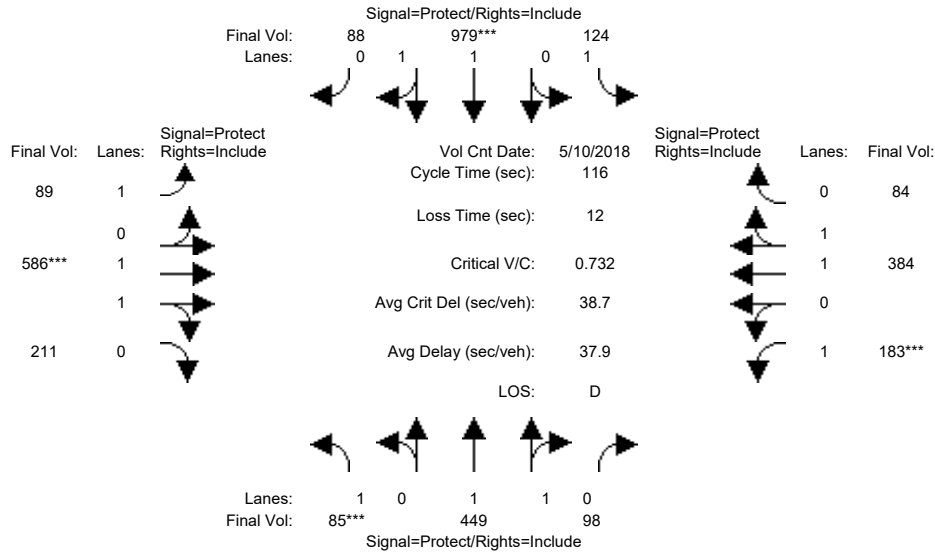
Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	91	850	135	49	276	64	120	333	78	83	505	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	850	135	49	276	64	120	333	78	83	505	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	850	135	49	276	64	120	333	78	83	505	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	96	895	142	52	291	67	126	351	82	87	532	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	96	895	142	52	291	67	126	351	82	87	532	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	96	895	142	52	291	67	126	351	82	87	532	93
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.72	0.28	1.00	1.61	0.39	1.00	1.61	0.39	1.00	1.69	0.31
Final Sat.:	1750	3193	507	1750	3003	696	1750	2997	702	1750	3151	549
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.28	0.03	0.10	0.10	0.07	0.12	0.12	0.05	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	21.1	52.9	52.9	5.6	37.4	37.4	13.6	24.1	24.1	21.4	31.9	31.9
Volume/Cap:	0.30	0.61	0.61	0.61	0.30	0.30	0.61	0.56	0.56	0.27	0.61	0.61
Delay/Veh:	41.6	24.5	24.5	67.0	29.7	29.7	54.1	42.1	42.1	41.1	37.8	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	24.5	24.5	67.0	29.7	29.7	54.1	42.1	42.1	41.1	37.8	37.8
LOS by Move:	D	C	C	E	C	C	D	D	D	D	D	D
HCM2k95thQ:	6	24	24	4	9	9	11	14	14	6	19	19

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #64: (57) Kiely Blvd & Benton St



Street Name:	Kiely Blvd						Benton St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:	>>	Count	Date:	10 May 2018	<<							
Base Vol:	78	413	90	114	901	81	82	539	194	168	353	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	413	90	114	901	81	82	539	194	168	353	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	413	90	114	901	81	82	539	194	168	353	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	85	449	98	124	979	88	89	586	211	183	384	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	449	98	124	979	88	89	586	211	183	384	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	85	449	98	124	979	88	89	586	211	183	384	84

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.63	0.37	1.00	1.83	0.17	1.00	1.46	0.54	1.00	1.63	0.37
Final Sat.:	1750	3037	662	1750	3395	305	1750	2720	979	1750	3037	662

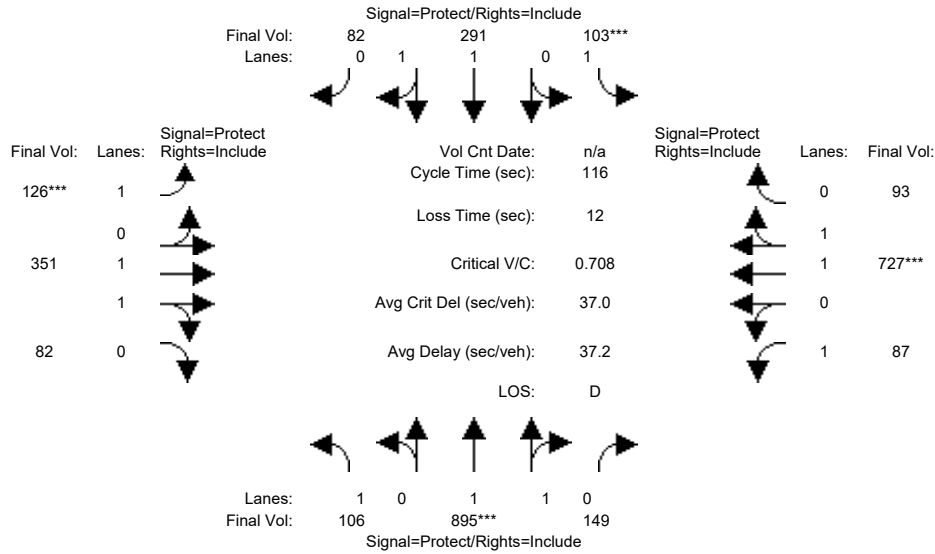
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.07	0.29	0.29	0.05	0.22	0.22	0.10	0.13	0.13
Crit Moves:	***			****			****			****		
Green Time:	7.7	36.1	36.1	17.3	45.7	45.7	21.7	34.1	34.1	16.5	28.9	28.9
Volume/Cap:	0.73	0.48	0.48	0.48	0.73	0.73	0.27	0.73	0.73	0.73	0.51	0.51
Delay/Veh:	74.4	32.6	32.6	46.6	31.9	31.9	40.8	39.4	39.4	58.3	37.9	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	32.6	32.6	46.6	31.9	31.9	40.8	39.4	39.4	58.3	37.9	37.9
LOS by Move:	E	C	C	D	C	C	D	D	D	E	D	D
HCM2k95thQ:	7	15	15	8	28	28	6	25	25	16	14	14

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #64: (57) Kiely Blvd & Benton St



Street Name:	Kiely Blvd						Benton St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	101	850	142	98	276	78	120	333	78	83	691	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	850	142	98	276	78	120	333	78	83	691	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	850	142	98	276	78	120	333	78	83	691	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	106	895	149	103	291	82	126	351	82	87	727	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	895	149	103	291	82	126	351	82	87	727	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	106	895	149	103	291	82	126	351	82	87	727	93

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.71	0.29	1.00	1.55	0.45	1.00	1.61	0.39	1.00	1.77	0.23
Final Sat.:	1750	3170	530	1750	2884	815	1750	2997	702	1750	3282	418

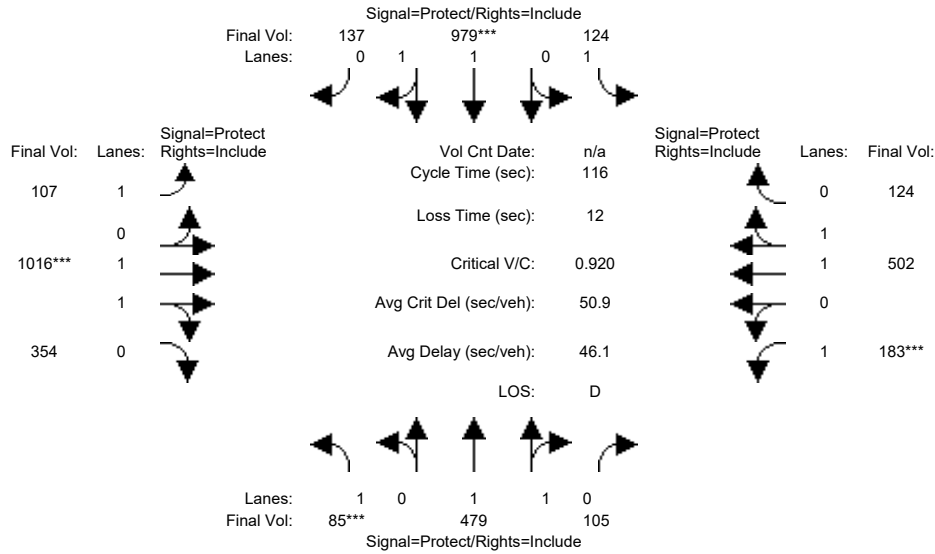
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.06	0.10	0.10	0.07	0.12	0.12	0.05	0.22	0.22
Crit Moves:	****			****			****			****		
Green Time:	21.0	46.2	46.2	9.7	34.9	34.9	11.8	25.5	25.5	22.6	36.3	36.3
Volume/Cap:	0.34	0.71	0.71	0.71	0.34	0.34	0.71	0.53	0.53	0.26	0.71	0.71
Delay/Veh:	42.0	30.9	30.9	66.7	31.7	31.7	62.8	40.6	40.6	40.0	37.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.0	30.9	30.9	66.7	31.7	31.7	62.8	40.6	40.6	40.0	37.2	37.2
LOS by Move:	D	C	C	E	C	C	E	D	D	D	D	D
HCM2k95thQ:	7	27	27	8	10	10	12	14	14	6	25	25

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #64: (57) Kiely Blvd & Benton St



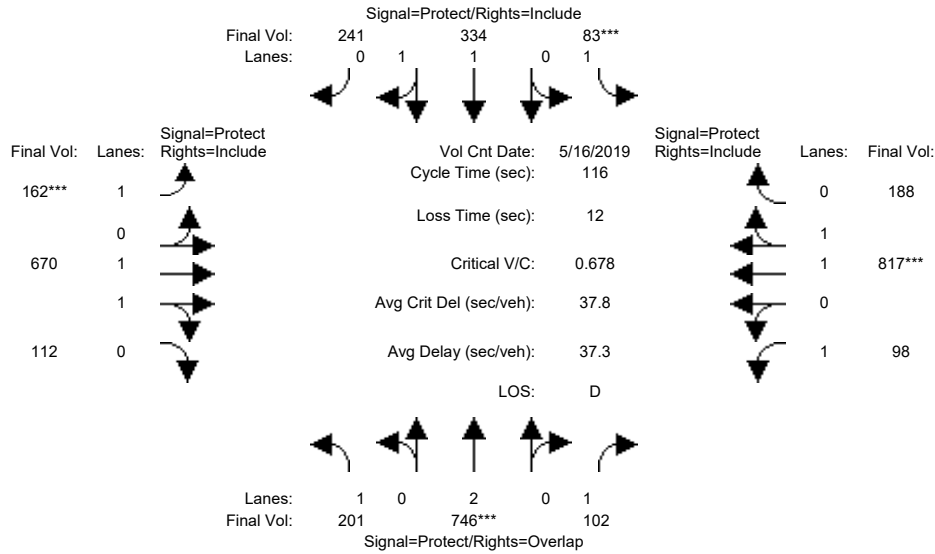
Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	78	441	97	114	901	126	98	935	326	168	462	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	441	97	114	901	126	98	935	326	168	462	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	441	97	114	901	126	98	935	326	168	462	114
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	85	479	105	124	979	137	107	1016	354	183	502	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	479	105	124	979	137	107	1016	354	183	502	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	85	479	105	124	979	137	107	1016	354	183	502	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.63	0.37	1.00	1.75	0.25	1.00	1.47	0.53	1.00	1.59	0.41
Final Sat.:	1750	3032	667	1750	3246	454	1750	2743	956	1750	2967	732
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.07	0.30	0.30	0.06	0.37	0.37	0.10	0.17	0.17
Crit Moves:	***			****			****			****		
Green Time:	6.1	30.5	30.5	13.7	38.0	38.0	21.5	46.7	46.7	13.2	38.4	38.4
Volume/Cap:	0.92	0.60	0.60	0.60	0.92	0.92	0.33	0.92	0.92	0.92	0.51	0.51
Delay/Veh:	122.7	38.5	38.5	53.5	48.9	48.9	41.6	42.5	42.5	93.0	31.6	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	122.7	38.5	38.5	53.5	48.9	48.9	41.6	42.5	42.5	93.0	31.6	31.6
LOS by Move:	F	D	D	D	D	D	D	D	D	F	C	C
HCM2k95thQ:	8	17	17	9	35	35	7	45	45	19	17	17

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #65: (58) Kiely Blvd & Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:	>>	Count	Date:	16 May 2019	<<							
Base Vol:	181	671	92	75	301	217	146	603	101	88	735	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	671	92	75	301	217	146	603	101	88	735	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	671	92	75	301	217	146	603	101	88	735	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	201	746	102	83	334	241	162	670	112	98	817	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	746	102	83	334	241	162	670	112	98	817	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	201	746	102	83	334	241	162	670	112	98	817	188

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.14	0.86	1.00	1.71	0.29	1.00	1.62	0.38
Final Sat.:	1750	3800	1750	1750	2149	1549	1750	3169	531	1750	3008	692

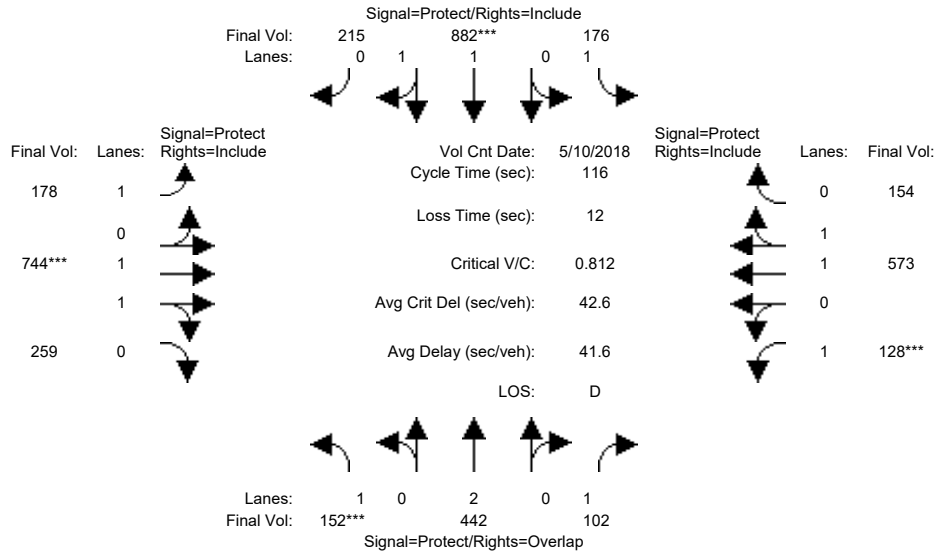
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.06	0.05	0.16	0.16	0.09	0.21	0.21	0.06	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	18.8	32.2	44.7	12.0	25.4	25.4	15.2	47.3	47.3	12.5	44.6	44.6
Volume/Cap:	0.71	0.71	0.15	0.46	0.71	0.71	0.71	0.52	0.52	0.52	0.71	0.71
Delay/Veh:	54.1	39.9	23.4	50.8	44.8	44.8	57.9	26.1	26.1	51.4	31.8	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	39.9	23.4	50.8	44.8	44.8	57.9	26.1	26.1	51.4	31.8	31.8
LOS by Move:	D	D	C	D	D	D	E	C	C	D	C	C
HCM2k95thQ:	14	22	5	6	18	18	14	20	20	8	28	28

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #65: (58) Kiely Blvd & Homestead Rd



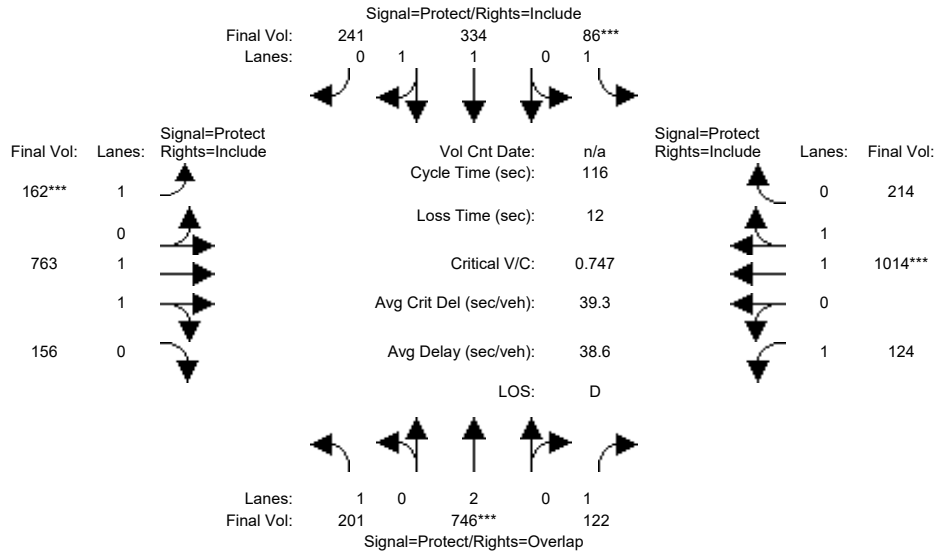
Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	146	424	98	169	847	206	171	714	249	123	550	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	424	98	169	847	206	171	714	249	123	550	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	424	98	169	847	206	171	714	249	123	550	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	152	442	102	176	882	215	178	744	259	128	573	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	442	102	176	882	215	178	744	259	128	573	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	442	102	176	882	215	178	744	259	128	573	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.60	0.40	1.00	1.47	0.53	1.00	1.56	0.44
Final Sat.:	1750	3800	1750	1750	2976	724	1750	2743	956	1750	2915	784
Capacity Analysis Module:												
Vol/Sat:	0.09	0.12	0.06	0.10	0.30	0.30	0.10	0.27	0.27	0.07	0.20	0.20
Crit Moves:	***				***			***			***	
Green Time:	12.4	29.0	39.4	25.8	42.4	42.4	16.8	38.8	38.8	10.5	32.4	32.4
Volume/Cap:	0.81	0.47	0.17	0.45	0.81	0.81	0.70	0.81	0.81	0.81	0.70	0.70
Delay/Veh:	73.5	37.3	27.0	39.8	37.1	37.1	55.8	39.5	39.5	78.0	39.7	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.5	37.3	27.0	39.8	37.1	37.1	55.8	39.5	39.5	78.0	39.7	39.7
LOS by Move:	E	D	C	D	D	D	E	D	D	E	D	D
HCM2k95thQ:	12	12	5	11	31	31	15	32	32	13	23	23

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #65: (58) Kiely Blvd & Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	181	671	110	77	301	217	146	687	140	112	913	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	671	110	77	301	217	146	687	140	112	913	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	671	110	77	301	217	146	687	140	112	913	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	201	746	122	86	334	241	162	763	156	124	1014	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	746	122	86	334	241	162	763	156	124	1014	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	201	746	122	86	334	241	162	763	156	124	1014	214

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.14	0.86	1.00	1.65	0.35	1.00	1.64	0.36
Final Sat.:	1750	3800	1750	1750	2149	1549	1750	3073	626	1750	3054	646

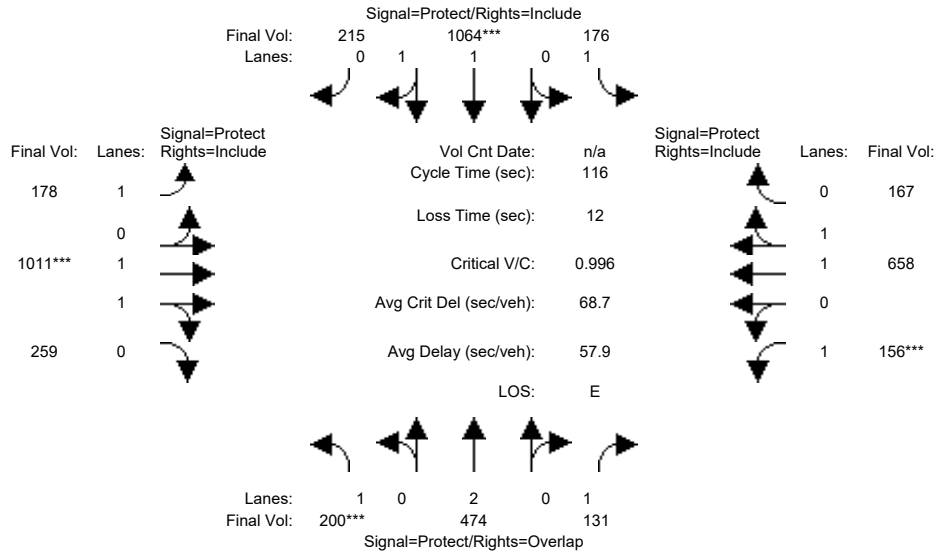
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.07	0.05	0.16	0.16	0.09	0.25	0.25	0.07	0.33	0.33
Crit Moves:	****			****			****			****		
Green Time:	17.4	29.1	43.1	12.0	23.6	23.6	13.7	48.9	48.9	14.0	49.2	49.2
Volume/Cap:	0.76	0.78	0.19	0.47	0.76	0.76	0.78	0.59	0.59	0.59	0.78	0.78
Delay/Veh:	59.8	44.8	24.8	51.0	48.2	48.2	67.2	26.4	26.4	52.6	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.8	44.8	24.8	51.0	48.2	48.2	67.2	26.4	26.4	52.6	31.4	31.4
LOS by Move:	E	D	C	D	D	D	E	C	C	D	C	C
HCM2k95thQ:	15	23	6	6	19	19	15	23	23	11	35	35

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #65: (58) Kiely Blvd & Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	192	455	126	169	1021	206	171	971	249	150	632	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	192	455	126	169	1021	206	171	971	249	150	632	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	192	455	126	169	1021	206	171	971	249	150	632	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	200	474	131	176	1064	215	178	1011	259	156	658	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	474	131	176	1064	215	178	1011	259	156	658	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	474	131	176	1064	215	178	1011	259	156	658	167

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.65	0.35	1.00	1.58	0.42	1.00	1.58	0.42
Final Sat.:	1750	3800	1750	1750	3078	621	1750	2944	755	1750	2952	747

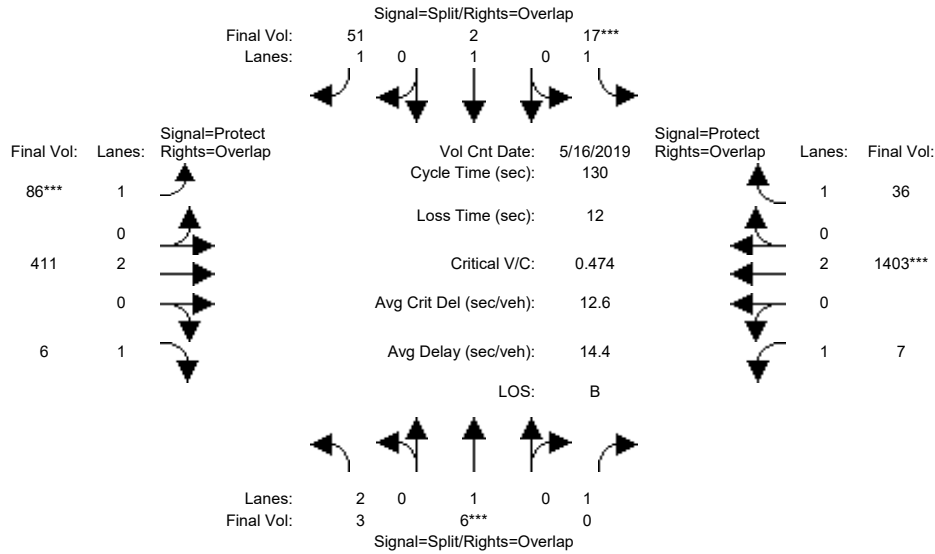
Capacity Analysis Module:												
Vol/Sat:	0.11	0.12	0.07	0.10	0.35	0.35	0.10	0.34	0.34	0.09	0.22	0.22
Crit Moves:	***			****			****			****		
Green Time:	13.3	29.3	39.7	24.3	40.3	40.3	15.8	40.0	40.0	10.4	34.6	34.6
Volume/Cap:	1.00	0.49	0.22	0.48	1.00	1.00	0.75	1.00	1.00	1.00	0.75	0.75
Delay/Veh:	113.5	37.4	27.3	41.3	61.8	61.8	60.4	62.0	62.0	123.2	39.6	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.5	37.4	27.3	41.3	61.8	61.8	60.4	62.0	62.0	123.2	39.6	39.6
LOS by Move:	F	D	C	D	E	E	E	E	E	F	D	D
HCM2k95thQ:	18	13	7	11	41	41	16	48	48	18	26	26

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #69: (36) CONVENTION CENTER / Tasman Dr



Street Name:	CONVENTION CENTER						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0

Volume Module:	>>	Count	Date:	16 May 2019	<<							
Base Vol:	3	5	0	15	2	46	77	370	5	6	1263	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	5	0	15	2	46	77	370	5	6	1263	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	5	0	15	2	46	77	370	5	6	1263	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	3	6	0	17	2	51	86	411	6	7	1403	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	6	0	17	2	51	86	411	6	7	1403	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	6	0	17	2	51	86	411	6	7	1403	36

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

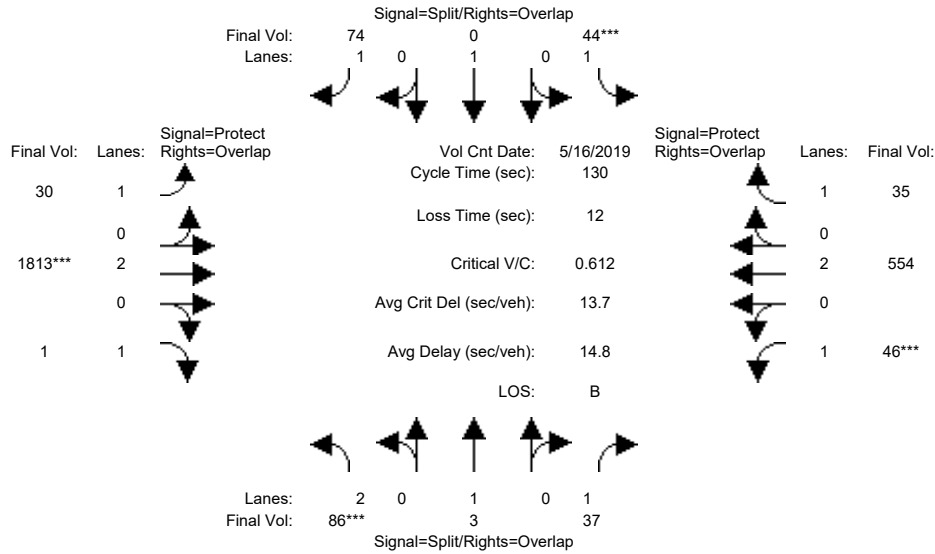
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.05	0.11	0.00	0.00	0.37	0.02
Crit Moves:	****			****			****			****		
Green Time:	7.0	7.0	0.0	7.0	7.0	19.2	12.2	67.8	74.8	36.2	91.8	98.8
Volume/Cap:	0.02	0.05	0.00	0.18	0.02	0.20	0.52	0.21	0.01	0.01	0.52	0.03
Delay/Veh:	58.3	58.6	0.0	59.6	58.3	49.1	59.2	16.7	11.7	34.0	9.1	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	58.6	0.0	59.6	58.3	49.1	59.2	16.7	11.7	34.0	9.1	3.8
LOS by Move:	E	E	A	E	E	D	E	B	B	C	A	A
HCM2k95thQ:	0	1	0	2	0	4	7	8	0	0	23	1

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #69: (36) CONVENTION CENTER / Tasman Dr



Street Name:	CONVENTION CENTER						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0

Volume Module:	>>	Count	Date:	16 May 2019	<<							
Base Vol:	81	3	35	41	0	70	28	1704	1	43	521	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	3	35	41	0	70	28	1704	1	43	521	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	3	35	41	0	70	28	1704	1	43	521	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	86	3	37	44	0	74	30	1813	1	46	554	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	3	37	44	0	74	30	1813	1	46	554	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	86	3	37	44	0	74	30	1813	1	46	554	35

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

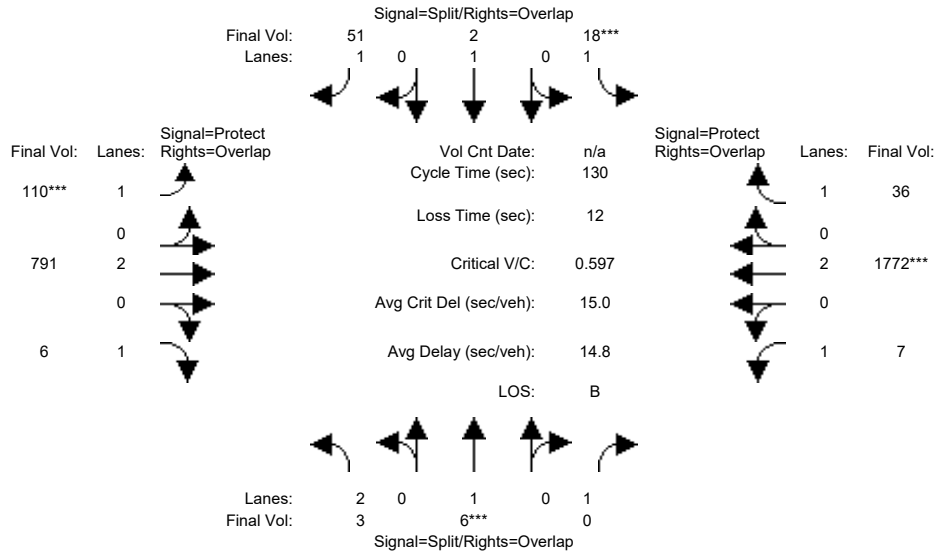
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.02	0.00	0.04	0.02	0.48	0.00	0.03	0.15	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	7.0	15.0	7.0	0.0	32.0	25.0	96.0	103.0	8.0	79.0	86.0
Volume/Cap:	0.51	0.03	0.18	0.46	0.00	0.17	0.09	0.65	0.00	0.42	0.24	0.03
Delay/Veh:	62.3	58.4	52.4	63.2	0.0	38.8	43.3	9.0	2.8	61.5	11.8	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	58.4	52.4	63.2	0.0	38.8	43.3	9.0	2.8	61.5	11.8	7.6
LOS by Move:	E	E	D	E	A	D	D	A	A	E	B	A
HCM2k95thQ:	6	0	3	5	0	5	2	30	0	4	10	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #69: (36) CONVENTION CENTER / Tasman Dr



Street Name:	CONVENTION CENTER						Tasman Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0

Volume Module:												
Base Vol:	3	5	0	16	2	46	99	712	5	6	1595	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	5	0	16	2	46	99	712	5	6	1595	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	5	0	16	2	46	99	712	5	6	1595	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	3	6	0	18	2	51	110	791	6	7	1772	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	6	0	18	2	51	110	791	6	7	1772	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	6	0	18	2	51	110	791	6	7	1772	36

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

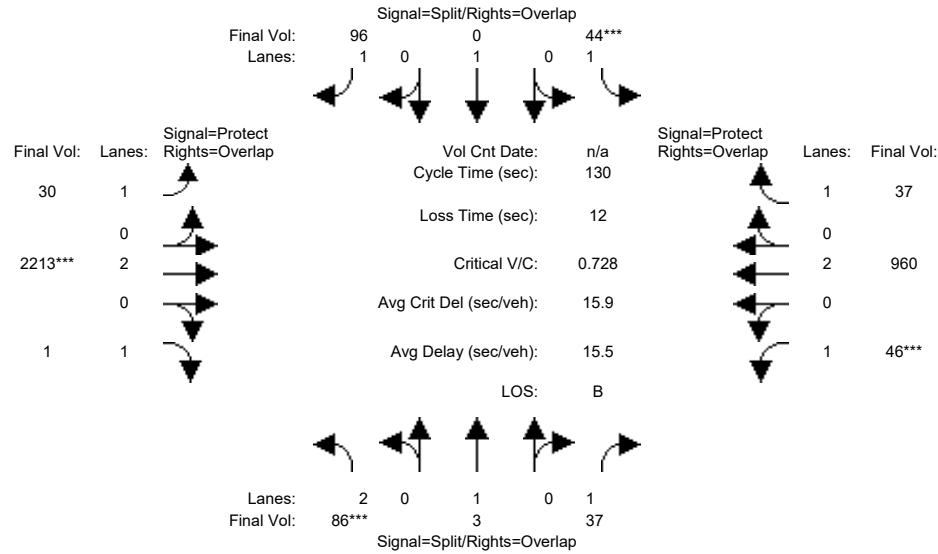
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.06	0.21	0.00	0.00	0.47	0.02
Crit Moves:	****			****			****			****		
Green Time:	7.0	7.0	0.0	7.0	7.0	19.4	12.4	80.3	87.3	23.7	91.6	98.6
Volume/Cap:	0.02	0.05	0.00	0.19	0.02	0.20	0.66	0.34	0.00	0.02	0.66	0.03
Delay/Veh:	58.3	58.6	0.0	59.8	58.3	48.9	66.3	12.1	7.0	43.6	11.2	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	58.6	0.0	59.8	58.3	48.9	66.3	12.1	7.0	43.6	11.2	3.9
LOS by Move:	E	E	A	E	E	D	E	B	A	D	B	A
HCM2k95thQ:	0	1	0	2	0	4	9	14	0	0	33	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #69: (36) CONVENTION CENTER / Tasman Dr



Street Name:	CONVENTION CENTER						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0

Volume Module:												
Base Vol:	81	3	35	41	0	90	28	2080	1	43	902	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	3	35	41	0	90	28	2080	1	43	902	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	3	35	41	0	90	28	2080	1	43	902	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	86	3	37	44	0	96	30	2213	1	46	960	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	3	37	44	0	96	30	2213	1	46	960	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	86	3	37	44	0	96	30	2213	1	46	960	37

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

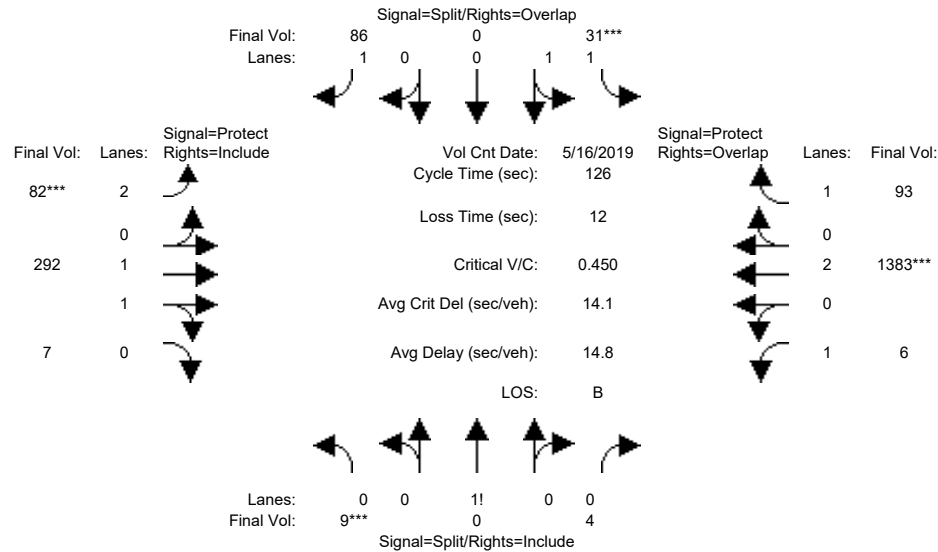
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.02	0.00	0.05	0.02	0.58	0.00	0.03	0.25	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	7.0	15.0	7.0	0.0	23.1	16.1	96.0	103.0	8.0	87.9	94.9
Volume/Cap:	0.51	0.03	0.18	0.46	0.00	0.31	0.14	0.79	0.00	0.42	0.37	0.03
Delay/Veh:	62.3	58.4	52.4	63.2	0.0	47.1	51.1	12.2	2.8	61.5	9.2	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	58.4	52.4	63.2	0.0	47.1	51.1	12.2	2.8	61.5	9.2	4.8
LOS by Move:	E	E	D	E	A	D	D	B	A	E	A	A
HCM2k95thQ:	6	0	3	5	0	7	2	43	0	4	15	1

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #71: (37) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0

Volume Module:	>>	Count	Date:	16 May 2019	<<							
Base Vol:	9	0	4	30	0	83	79	280	7	6	1328	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	0	4	30	0	83	79	280	7	6	1328	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	4	30	0	83	79	280	7	6	1328	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	9	0	4	31	0	86	82	292	7	6	1383	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	0	4	31	0	86	82	292	7	6	1383	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	0	4	31	0	86	82	292	7	6	1383	93

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	1.00	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.69	0.00	0.31	2.00	0.00	1.00	2.00	1.95	0.05	1.00	2.00	1.00
Final Sat.:	1212	0	538	3550	0	1750	3150	3610	90	1750	3800	1750

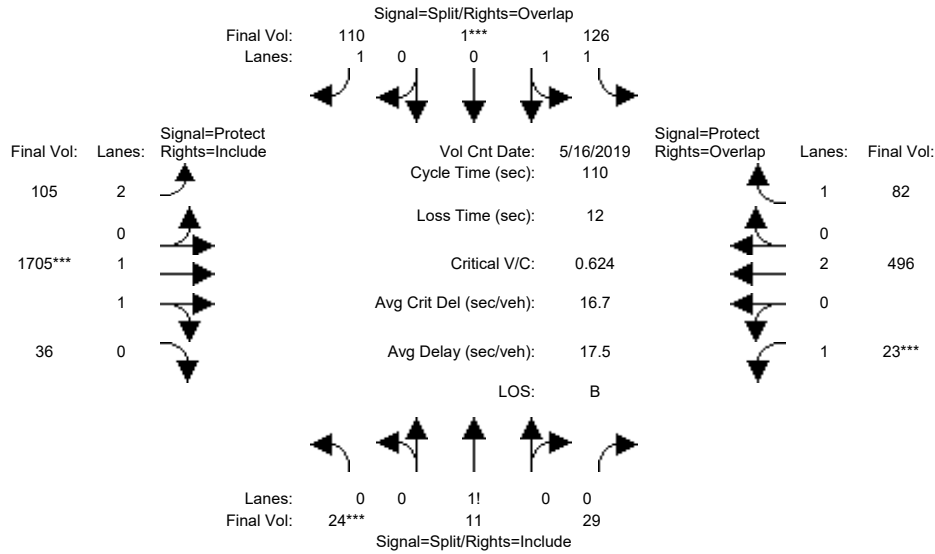
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.01	0.01	0.00	0.05	0.03	0.08	0.08	0.00	0.36	0.05
Crit Moves:	****			****			****				****	
Green Time:	10.0	0.0	10.0	10.0	0.0	18.0	8.0	75.2	75.2	18.8	86.0	96.0
Volume/Cap:	0.10	0.00	0.10	0.11	0.00	0.35	0.41	0.14	0.14	0.02	0.53	0.07
Delay/Veh:	54.1	0.0	54.1	54.0	0.0	49.5	58.1	11.2	11.2	45.8	10.2	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	0.0	54.1	54.0	0.0	49.5	58.1	11.2	11.2	45.8	10.2	3.8
LOS by Move:	D	A	D	D	A	D	E	B	B	D	B	A
HCM2k95thQ:	1	0	1	1	0	7	4	5	5	0	24	2

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #71: (37) TASMAN / CENTENNIAL



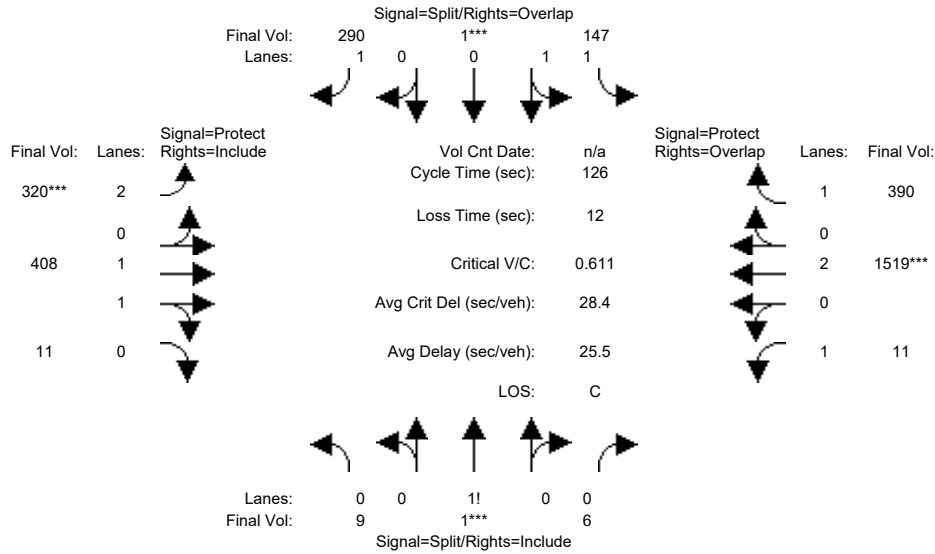
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	22	10	26	115	1	100	96	1552	33	21	451	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	10	26	115	1	100	96	1552	33	21	451	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	10	26	115	1	100	96	1552	33	21	451	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	24	11	29	126	1	110	105	1705	36	23	496	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	11	29	126	1	110	105	1705	36	23	496	82
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	11	29	126	1	110	105	1705	36	23	496	82
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.38	0.17	0.45	1.98	0.02	1.00	2.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	664	302	784	3519	31	1750	3150	3623	77	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.04	0.04	0.06	0.03	0.47	0.47	0.01	0.13	0.05
Crit Moves:	****				****			****		****		
Green Time:	10.0	10.0	10.0	10.0	10.0	32.3	22.3	73.0	73.0	5.0	55.7	65.7
Volume/Cap:	0.40	0.40	0.40	0.39	0.39	0.21	0.17	0.71	0.71	0.29	0.26	0.08
Delay/Veh:	48.8	48.8	48.8	47.9	47.9	29.5	36.3	12.7	12.7	52.8	15.5	9.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	48.8	48.8	47.9	47.9	29.5	36.3	12.7	12.7	52.8	15.5	9.4
LOS by Move:	D	D	D	D	D	C	D	B	B	D	B	A
HCM2k95thQ:	5	5	5	5	5	6	3	33	33	2	9	3

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #71: (37) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0

Volume Module:

Base Vol:	9	1	6	141	1	278	307	392	11	11	1458	374
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1	6	141	1	278	307	392	11	11	1458	374
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1	6	141	1	278	307	392	11	11	1458	374
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	9	1	6	147	1	290	320	408	11	11	1519	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1	6	147	1	290	320	408	11	11	1519	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	9	1	6	147	1	290	320	408	11	11	1519	390

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.57	0.06	0.37	1.99	0.01	1.00	2.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	984	109	656	3525	25	1750	3150	3599	101	1750	3800	1750

Capacity Analysis Module:

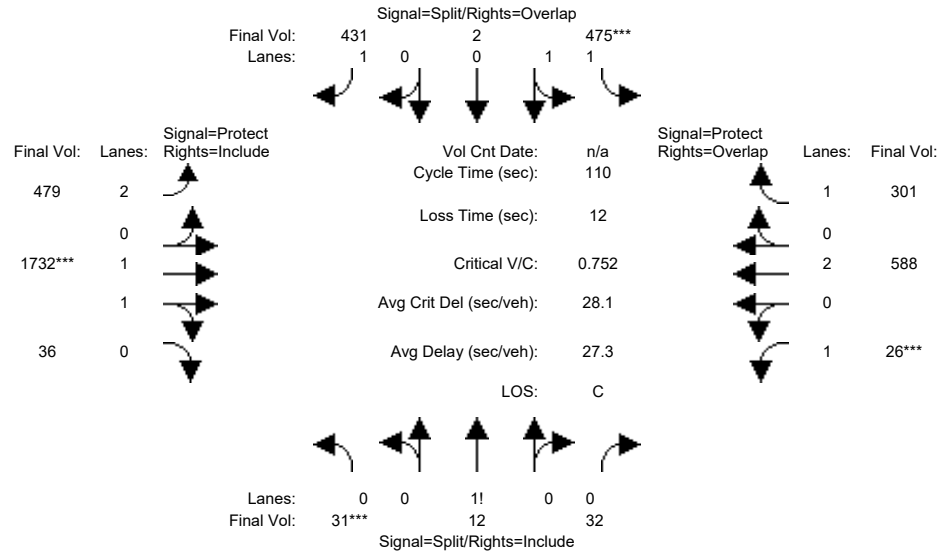
Vol/Sat:	0.01	0.01	0.01	0.04	0.04	0.17	0.10	0.11	0.11	0.01	0.40	0.22
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	13.2	13.2	31.6	18.4	72.6	72.6	18.2	72.4	85.6
Volume/Cap:	0.12	0.12	0.12	0.40	0.40	0.66	0.70	0.20	0.20	0.05	0.70	0.33
Delay/Veh:	54.3	54.3	54.3	53.4	53.4	46.1	55.7	12.8	12.8	46.5	20.0	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:	54.3	54.3	54.3	53.4	53.4	46.1	55.7	12.8	12.8	46.5	20.0	8.5
LOS by Move:	D	D	D	D	D	D	E	B	B	D	B	A
HCM2k95thQ:	2	2	2	6	6	21	14	8	8	1	35	13

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #71: (37) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0

Volume Module:

Base Vol:	28	11	29	432	2	392	436	1576	33	24	535	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	11	29	432	2	392	436	1576	33	24	535	274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	11	29	432	2	392	436	1576	33	24	535	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	31	12	32	475	2	431	479	1732	36	26	588	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	12	32	475	2	431	479	1732	36	26	588	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	12	32	475	2	431	479	1732	36	26	588	301

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.41	0.16	0.43	1.99	0.01	1.00	2.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	721	283	746	3534	16	1750	3150	3624	76	1750	3800	1750

Capacity Analysis Module:

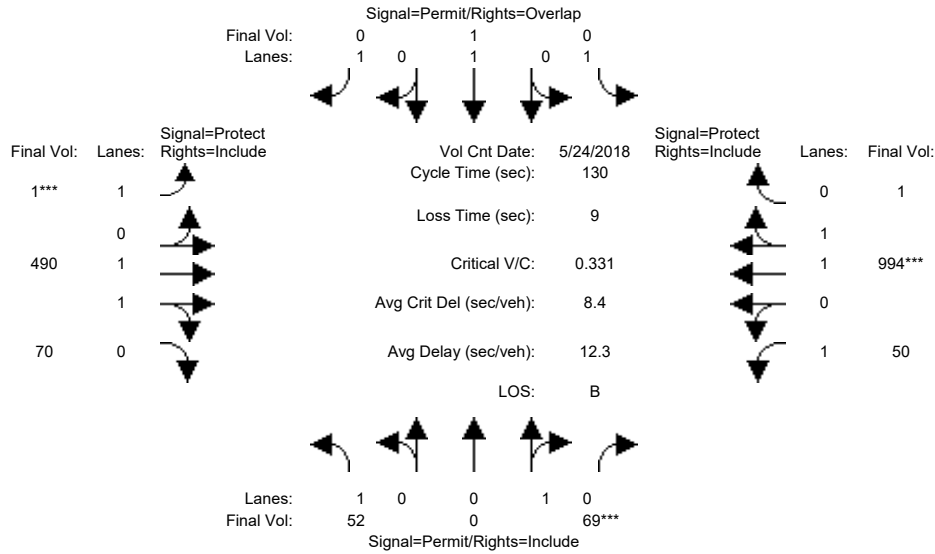
Vol/Sat:	0.04	0.04	0.04	0.13	0.13	0.25	0.15	0.48	0.48	0.02	0.15	0.17
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	18.2	18.2	50.0	31.8	64.8	64.8	5.0	38.0	56.2
Volume/Cap:	0.47	0.47	0.47	0.81	0.81	0.54	0.53	0.81	0.81	0.33	0.45	0.34
Delay/Veh:	49.7	49.7	49.7	52.6	52.6	22.5	33.4	20.2	20.2	53.3	28.1	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	49.7	49.7	52.6	52.6	22.5	33.4	20.2	20.2	53.3	28.1	16.1
LOS by Move:	D	D	D	D	D	C	C	C	C	D	C	B
HCM2k95thQ:	6	6	6	19	19	21	15	41	41	2	14	12

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #73: (27) FREEDOM CIRCLE W / MISSION COLLEGE



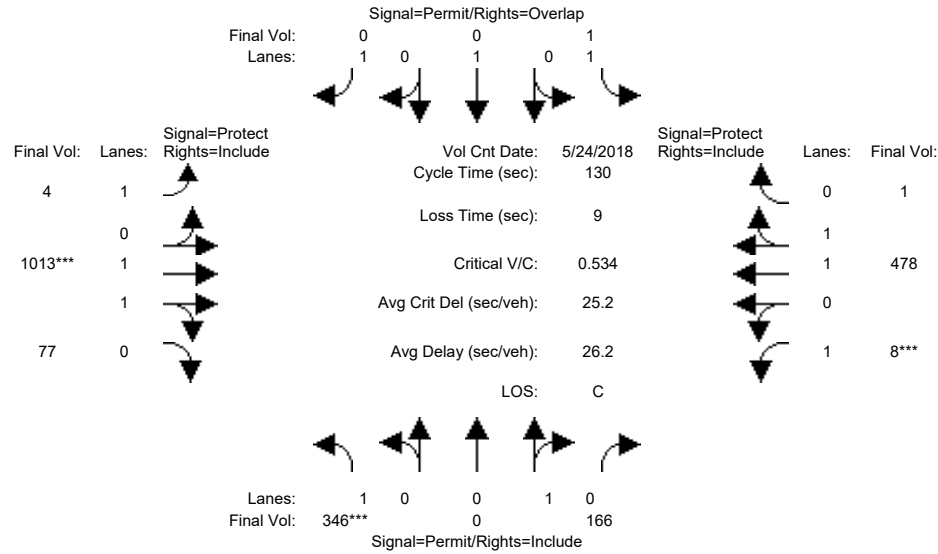
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module: >> Count Date: 24 May 2018 <<												
Base Vol:	47	0	62	0	1	0	1	441	63	45	895	1
Growth Adj:	1.00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

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #73: (27) FREEDOM CIRCLE W / MISSION COLLEGE



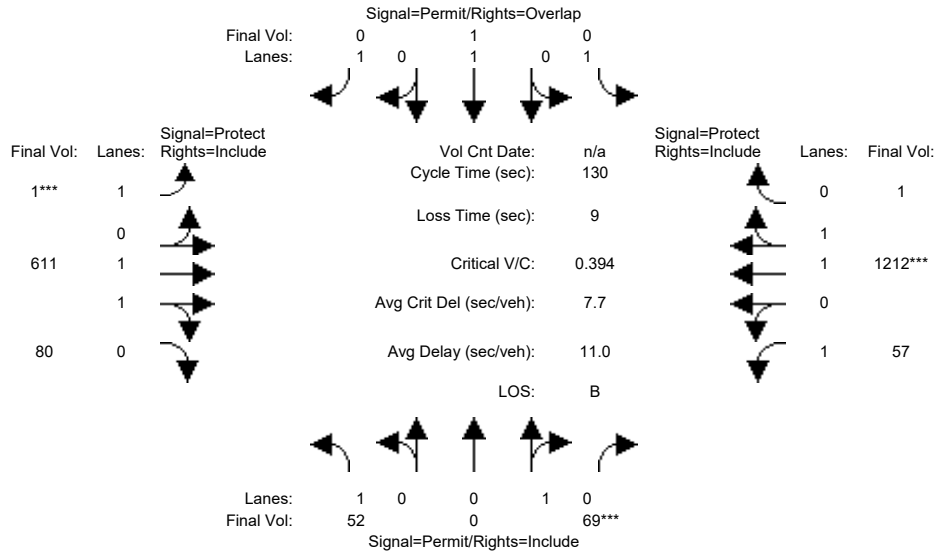
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module: >> Count Date: 24 May 2018 <<												
Base Vol:	336	0	161	1	0	0	4	983	75	8	464	1
Growth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

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #73: (27) FREEDOM CIRCLE W / MISSION COLLEGE



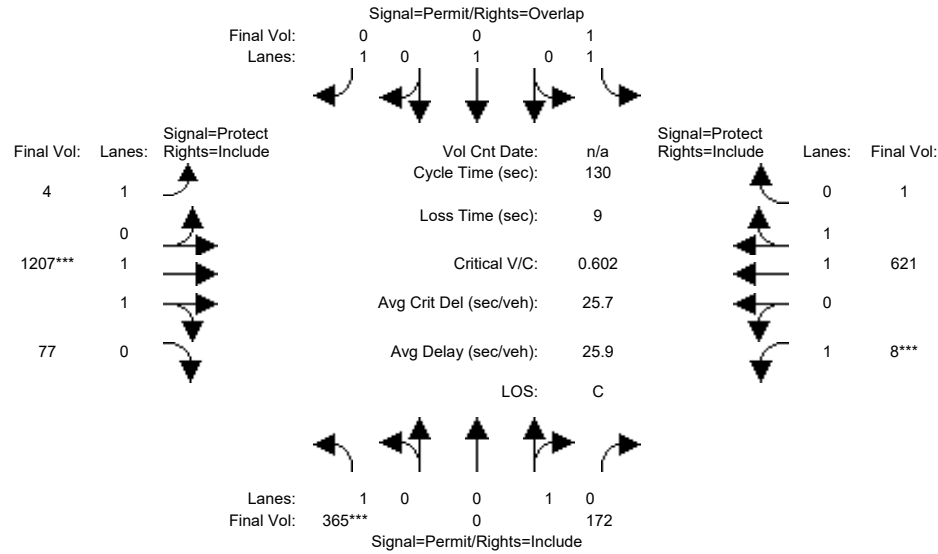
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module:												
Base Vol:	47	0	62	0	1	0	1	550	72	51	1091	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	0	62	0	1	0	1	550	72	51	1091	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	0	62	0	1	0	1	550	72	51	1091	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	52	0	69	0	1	0	1	611	80	57	1212	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	0	69	0	1	0	1	611	80	57	1212	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	0	69	0	1	0	1	611	80	57	1212	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.76	0.24	1.00	1.99	0.01
Final Sat.:	1750	0	1800	1750	1900	1750	1750	3271	428	1750	3697	3
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.04	0.00	0.00	0.00	0.00	0.19	0.19	0.03	0.33	0.33
Crit Moves:			****					****			****	
Green Time:	11.8	0.0	11.8	0.0	11.8	0.0	8.0	82.1	82.1	27.1	101	101.2
Volume/Cap:	0.33	0.00	0.42	0.00	0.01	0.00	0.01	0.30	0.30	0.16	0.42	0.42
Delay/Veh:	56.6	0.0	57.6	0.0	53.8	0.0	57.3	10.9	10.9	42.3	4.8	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	0.0	57.6	0.0	53.8	0.0	57.3	10.9	10.9	42.3	4.8	4.8
LOS by Move:	E	A	E	A	D	A	E	B	B	D	A	A
HCM2k95thQ:	5	0	6	0	0	0	0	12	12	4	15	15

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #73: (27) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:												
Base Vol:	354	0	167	1	0	0	4	1171	75	8	602	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	354	0	167	1	0	0	4	1171	75	8	602	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	354	0	167	1	0	0	4	1171	75	8	602	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	365	0	172	1	0	0	4	1207	77	8	621	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	0	172	1	0	0	4	1207	77	8	621	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	365	0	172	1	0	0	4	1207	77	8	621	1

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.88	0.12	1.00	1.99	0.01
Final Sat.:	1750	0	1800	1750	1900	1750	1750	3477	223	1750	3694	6

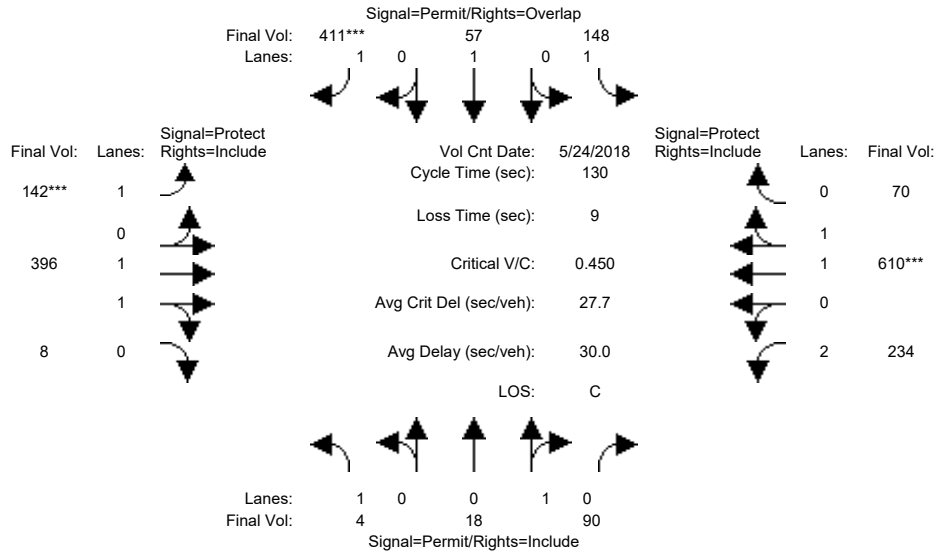
Capacity Analysis Module:												
Vol/Sat:	0.21	0.00	0.10	0.00	0.00	0.00	0.00	0.35	0.35	0.00	0.17	0.17
Crit Moves:	****							****		****		
Green Time:	42.4	0.0	42.4	42.4	0.0	0.0	21.1	70.6	70.6	8.0	57.5	57.5
Volume/Cap:	0.64	0.00	0.29	0.00	0.00	0.00	0.01	0.64	0.64	0.08	0.38	0.38
Delay/Veh:	39.7	0.0	32.9	29.5	0.0	0.0	45.8	21.5	21.5	57.8	24.4	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	0.0	32.9	29.5	0.0	0.0	45.8	21.5	21.5	57.8	24.4	24.4
LOS by Move:	D	A	C	C	A	A	D	C	C	E	C	C
HCM2k95thQ:	25	0	10	0	0	0	0	31	31	1	15	15

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #74: (28) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	11	11	11	11	11	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:	>> Count Date: 24 May 2018 <<											
Base Vol:	4	16	82	135	52	374	129	360	7	213	555	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	16	82	135	52	374	129	360	7	213	555	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	16	82	135	52	374	129	360	7	213	555	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	4	18	90	148	57	411	142	396	8	234	610	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	18	90	148	57	411	142	396	8	234	610	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	18	90	148	57	411	142	396	8	234	610	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.83	0.98	0.95
Lanes:	1.00	0.16	0.84	1.00	1.00	1.00	1.00	1.96	0.04	2.00	1.79	0.21
Final Sat.:	1750	294	1506	1750	1900	1750	1750	3629	71	3150	3317	383

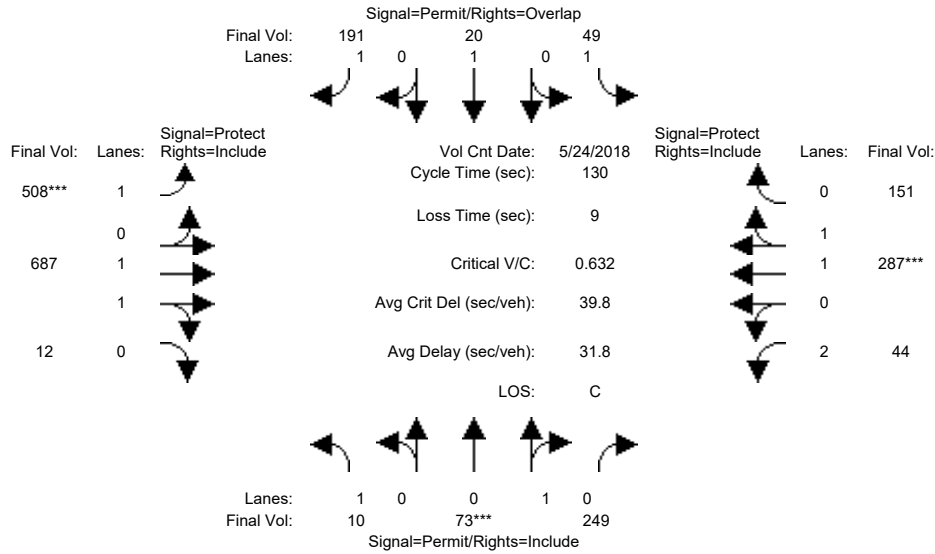
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.08	0.03	0.23	0.08	0.11	0.11	0.07	0.18	0.18
Crit Moves:						****	****			****		
Green Time:	44.5	44.5	44.5	44.5	44.5	67.9	23.4	45.9	45.9	30.6	53.1	53.1
Volume/Cap:	0.01	0.17	0.17	0.25	0.09	0.45	0.45	0.31	0.31	0.32	0.45	0.45
Delay/Veh:	28.2	30.1	30.1	31.0	29.1	19.8	48.6	30.6	30.6	41.3	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	30.1	30.1	31.0	29.1	19.8	48.6	30.6	30.6	41.3	28.1	28.1
LOS by Move:	C	C	C	C	C	B	D	C	C	D	C	C
HCM2k95thQ:	0	6	6	9	3	20	10	11	11	9	18	18

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #74: (28) FREEDOM CIRCLE E / MISSION COLLEGE



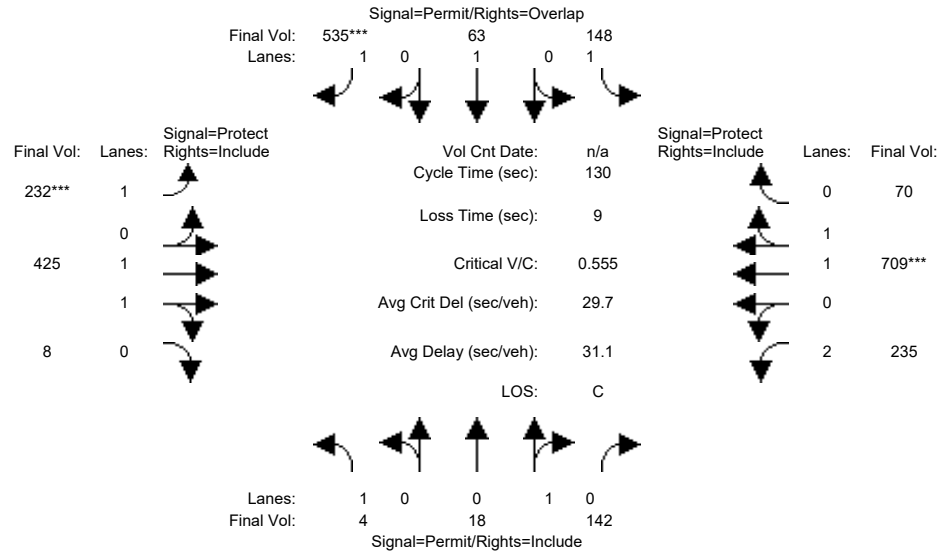
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	11	11	11	11	11	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module: >> Count Date: 24 May 2018 <<												
Base Vol:	10	71	242	48	19	185	493	666	12	43	278	146
Growth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

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #74: (28) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	11	11	11	11	11	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:												
Base Vol:	4	16	129	135	57	487	211	387	7	214	645	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	16	129	135	57	487	211	387	7	214	645	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	16	129	135	57	487	211	387	7	214	645	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	4	18	142	148	63	535	232	425	8	235	709	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	18	142	148	63	535	232	425	8	235	709	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	18	142	148	63	535	232	425	8	235	709	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.83	0.98	0.95
Lanes:	1.00	0.11	0.89	1.00	1.00	1.00	1.00	1.96	0.04	2.00	1.81	0.19
Final Sat.:	1750	199	1601	1750	1900	1750	1750	3634	66	3150	3366	334

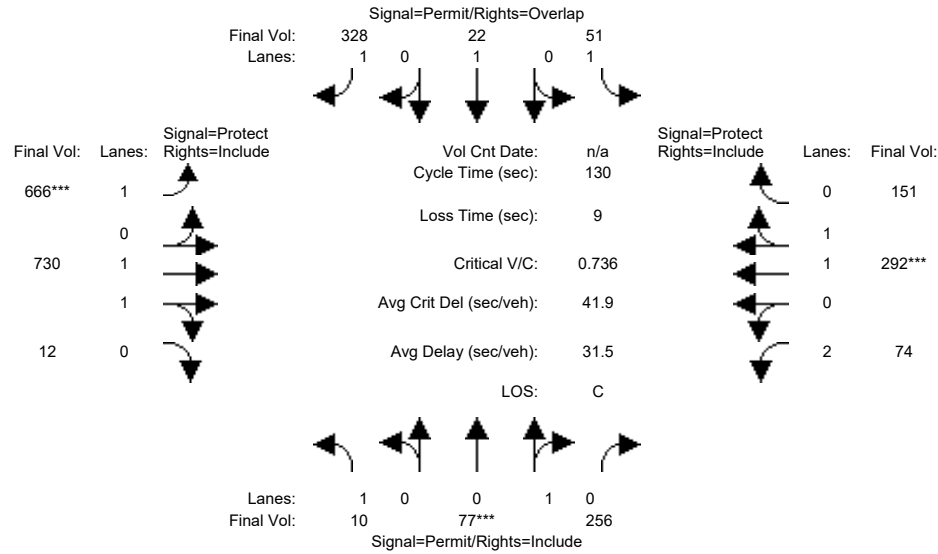
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.08	0.03	0.31	0.13	0.12	0.12	0.07	0.21	0.21
Crit Moves:						****	****				****	
Green Time:	40.6	40.6	40.6	40.6	40.6	71.7	31.0	48.5	48.5	31.9	49.3	49.3
Volume/Cap:	0.01	0.28	0.28	0.27	0.11	0.55	0.55	0.31	0.31	0.30	0.55	0.55
Delay/Veh:	30.8	34.0	34.0	33.8	31.9	19.6	45.1	29.1	29.1	40.2	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	34.0	34.0	33.8	31.9	19.6	45.1	29.1	29.1	40.2	32.2	32.2
LOS by Move:	C	C	C	C	C	B	D	C	C	D	C	C
HCM2k95thQ:	0	10	10	9	3	26	16	12	12	9	22	22

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #74: (28) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	11	11	11	11	11	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:												
Base Vol:	10	75	248	49	21	318	646	708	12	72	283	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	75	248	49	21	318	646	708	12	72	283	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	75	248	49	21	318	646	708	12	72	283	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	10	77	256	51	22	328	666	730	12	74	292	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	77	256	51	22	328	666	730	12	74	292	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	77	256	51	22	328	666	730	12	74	292	151

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.83	0.99	0.95
Lanes:	1.00	0.23	0.77	1.00	1.00	1.00	1.00	1.97	0.03	2.00	1.30	0.70
Final Sat.:	1750	418	1382	1750	1900	1750	1750	3638	62	3150	2440	1259

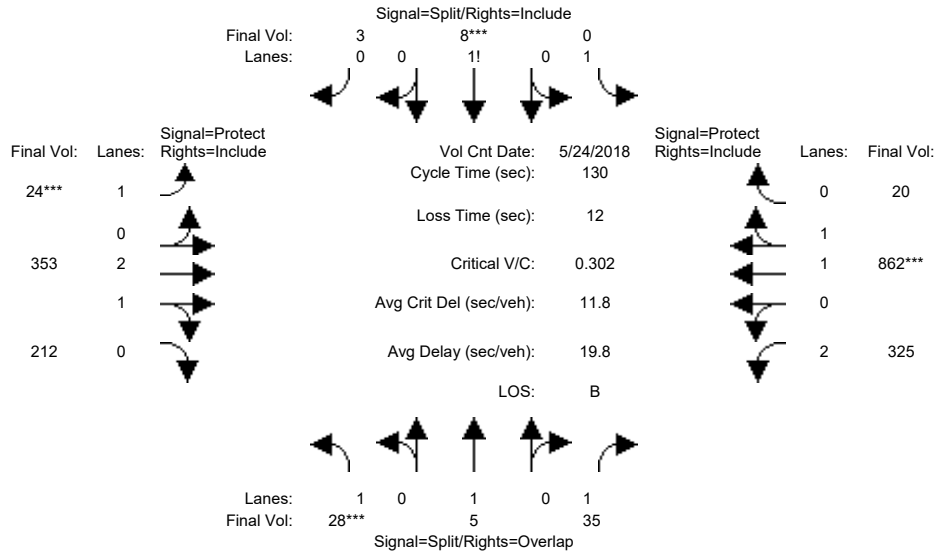
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.03	0.01	0.19	0.38	0.20	0.20	0.02	0.12	0.12
Crit Moves:	****						****			****		
Green Time:	32.7	32.7	32.7	32.7	32.7	99.9	67.2	63.8	63.8	24.5	21.1	21.1
Volume/Cap:	0.02	0.74	0.74	0.11	0.05	0.24	0.74	0.41	0.41	0.13	0.74	0.74
Delay/Veh:	36.7	50.9	50.9	37.6	36.9	4.4	27.7	21.2	21.2	44.0	56.5	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	50.9	50.9	37.6	36.9	4.4	27.7	21.2	21.2	44.0	56.5	56.5
LOS by Move:	D	D	D	D	D	A	C	C	C	D	E	E
HCM2k95thQ:	1	25	25	3	1	8	38	17	17	3	17	17

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #75: (30) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	9	15	15	15	15	15
Y+R:	4.1	4.1	4.1	4.1	4.1	4.1	4.0	5.0	5.0	4.0	4.9	4.9

Volume Module: >> Count Date: 24 May 2018 <<

Base Vol:	26	5	32	0	7	3	22	325	195	299	793	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	5	32	0	7	3	22	325	195	299	793	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	5	32	0	7	3	22	325	195	299	793	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	28	5	35	0	8	3	24	353	212	325	862	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	5	35	0	8	3	24	353	212	325	862	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	28	5	35	0	8	3	24	353	212	325	862	20

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.83	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	0.70	0.30	1.00	2.00	1.00	2.00	1.95	0.05
Final Sat.:	1750	1900	1750	1750	1260	540	1750	3800	1750	3150	3618	82

Capacity Analysis Module:

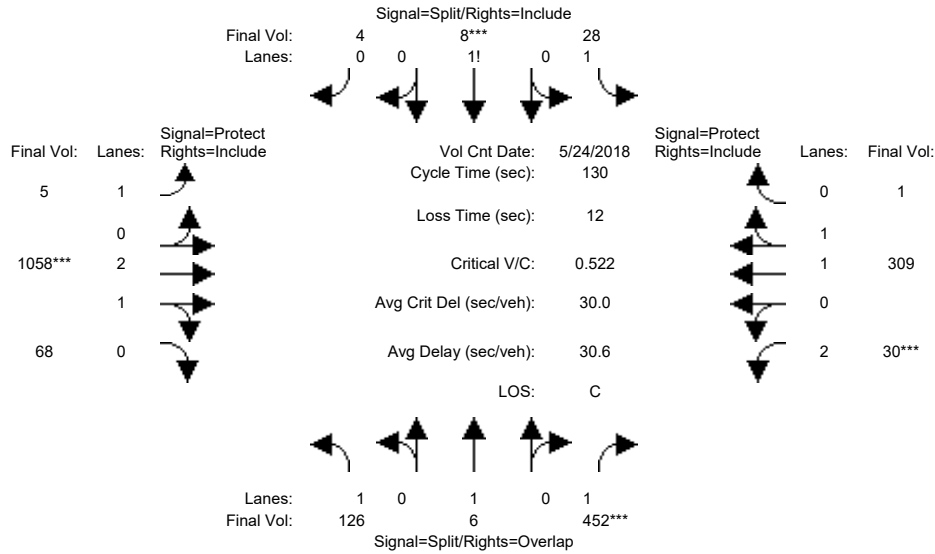
Vol/Sat:	0.02	0.00	0.02	0.00	0.01	0.01	0.01	0.09	0.12	0.10	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	57.8	0.0	10.0	10.0	9.0	50.2	50.2	47.8	89.0	89.0
Volume/Cap:	0.21	0.04	0.04	0.00	0.08	0.08	0.20	0.24	0.31	0.28	0.35	0.35
Delay/Veh:	57.1	55.6	20.5	0.0	56.0	56.0	57.9	27.1	28.0	29.1	8.6	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.1	55.6	20.5	0.0	56.0	56.0	57.9	27.1	28.0	29.1	8.6	8.6
LOS by Move:	E	E	C	A	E	E	E	C	C	C	A	A
HCM2k95thQ:	3	0	2	0	1	1	2	9	12	10	14	14

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #75: (30) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	9	15	15	15	15	15
Y+R:	4.1	4.1	4.1	4.1	4.1	4.1	4.0	5.0	5.0	4.0	4.9	4.9

Volume Module:	>> Count Date: 24 May 2018 <<											
Base Vol:	122	6	438	27	8	4	5	1026	66	29	300	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	6	438	27	8	4	5	1026	66	29	300	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	6	438	27	8	4	5	1026	66	29	300	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	126	6	452	28	8	4	5	1058	68	30	309	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	6	452	28	8	4	5	1058	68	30	309	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	126	6	452	28	8	4	5	1058	68	30	309	1

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.98	0.95	0.83	0.97	0.95
Lanes:	1.00	1.00	1.00	1.53	0.31	0.16	1.00	2.81	0.19	2.00	1.99	0.01
Final Sat.:	1750	1900	1750	2676	549	275	1750	5261	338	3150	3688	12

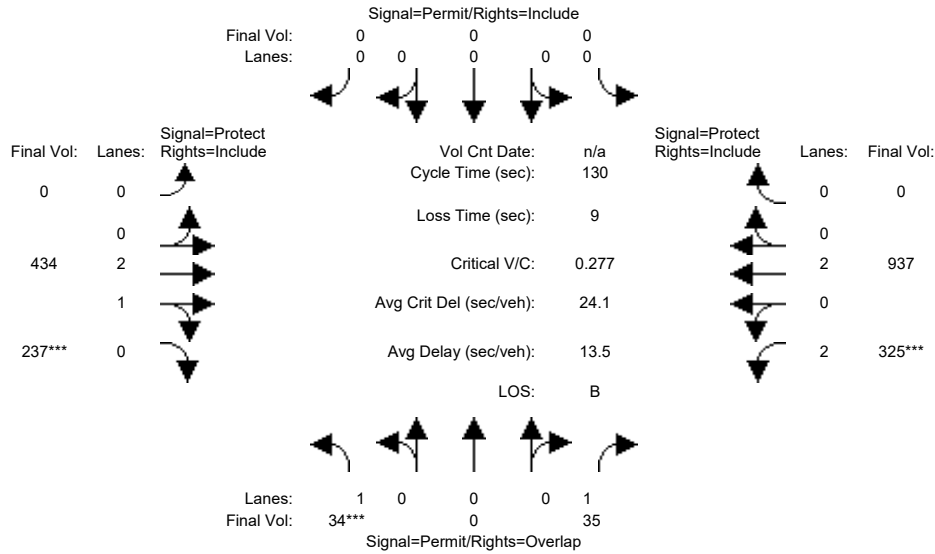
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.26	0.01	0.02	0.02	0.00	0.20	0.20	0.01	0.08	0.08
Crit Moves:			****		****			****		****		
Green Time:	38.6	38.6	53.6	10.0	10.0	10.0	26.0	54.4	54.4	15.0	43.4	43.4
Volume/Cap:	0.24	0.01	0.63	0.14	0.20	0.20	0.01	0.48	0.48	0.08	0.25	0.25
Delay/Veh:	34.9	32.2	32.0	56.2	56.7	56.7	41.7	27.7	27.7	51.5	31.6	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	32.2	32.0	56.2	56.7	56.7	41.7	27.7	27.7	51.5	31.6	31.6
LOS by Move:	C	C	C	E	E	E	D	C	C	D	C	C
HCM2k95thQ:	8	0	27	2	2	2	0	20	20	1	9	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #75: (30) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	15	15	15	15	0
Y+R:	4.1	0.0	4.1	0.0	0.0	0.0	0.0	5.0	5.0	4.0	4.9	0.0

Volume Module:

Base Vol:	31	0	32	0	0	0	0	399	218	299	862	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	0	32	0	0	0	0	399	218	299	862	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	0	32	0	0	0	0	399	218	299	862	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	34	0	35	0	0	0	0	434	237	325	937	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	34	0	35	0	0	0	0	434	237	325	937	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	34	0	35	0	0	0	0	434	237	325	937	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.00	1.00	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3800	1750	3150	3800	0

Capacity Analysis Module:

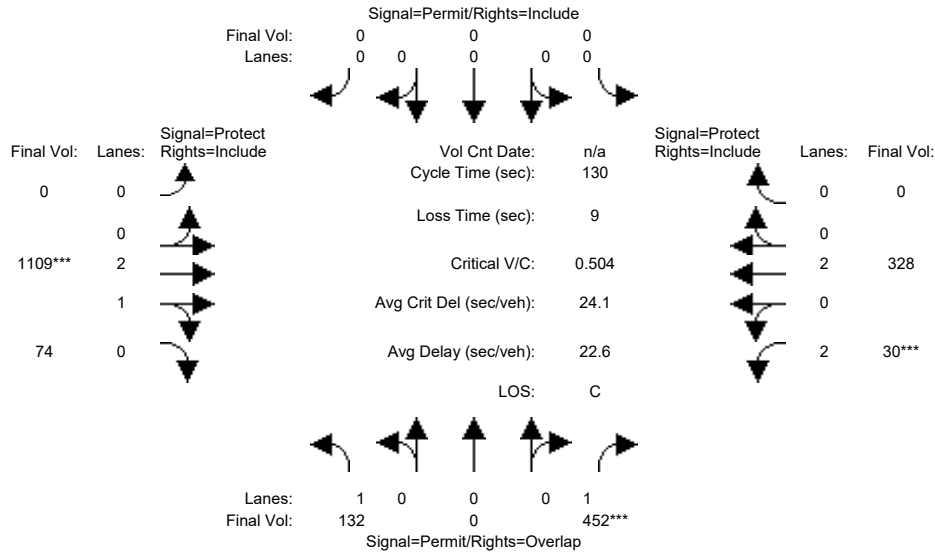
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.11	0.14	0.10	0.25	0.00
Crit Moves:	****								****	****		
Green Time:	10.0	0.0	58.0	0.0	0.0	0.0	0.0	63.0	63.0	48.0	111	0.0
Volume/Cap:	0.25	0.00	0.04	0.00	0.00	0.00	0.00	0.24	0.28	0.28	0.29	0.00
Delay/Veh:	57.5	0.0	20.4	0.0	0.0	0.0	0.0	19.5	20.0	29.0	1.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	0.0	20.4	0.0	0.0	0.0	0.0	19.5	20.0	29.0	1.9	0.0
LOS by Move:	E	A	C	A	A	A	A	B	C	C	A	A
HCM2k95thQ:	3	0	2	0	0	0	0	9	11	10	7	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #75: (30) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	15	15	15	15	0
Y+R:	4.1	0.0	4.1	0.0	0.0	0.0	0.0	5.0	5.0	4.0	4.9	0.0

Volume Module:												
Base Vol:	128	0	438	0	0	0	0	1076	72	29	318	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	0	438	0	0	0	0	1076	72	29	318	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	0	438	0	0	0	0	1076	72	29	318	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	132	0	452	0	0	0	0	1109	74	30	328	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	0	452	0	0	0	0	1109	74	30	328	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	132	0	452	0	0	0	0	1109	74	30	328	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.80	0.20	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	5248	351	3150	3800	0

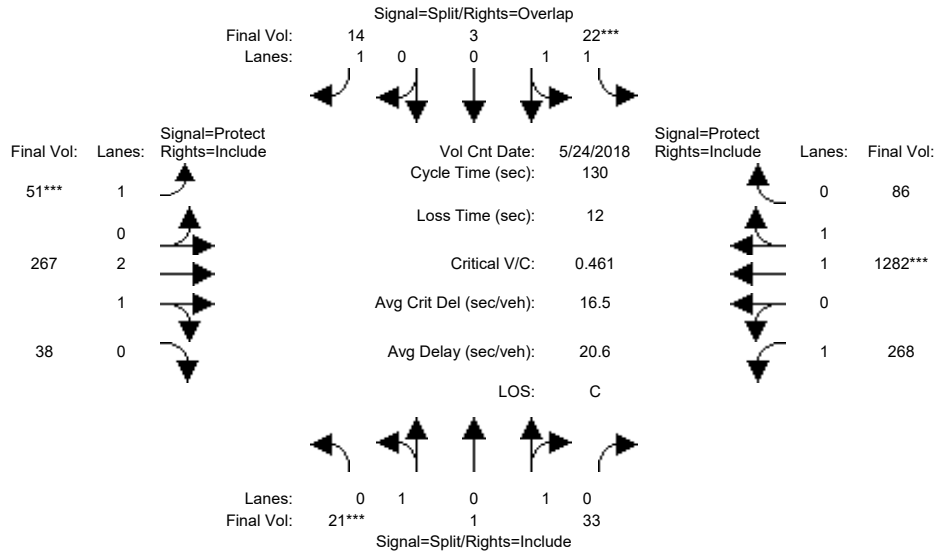
Capacity Analysis Module:												
Vol/Sat:	0.08	0.00	0.26	0.00	0.00	0.00	0.00	0.21	0.21	0.01	0.09	0.00
Crit Moves:			****					****		****		
Green Time:	42.7	0.0	57.7	0.0	0.0	0.0	0.0	63.3	63.3	15.0	78.3	0.0
Volume/Cap:	0.23	0.00	0.58	0.00	0.00	0.00	0.00	0.43	0.43	0.08	0.14	0.00
Delay/Veh:	31.9	0.0	28.2	0.0	0.0	0.0	0.0	21.8	21.8	51.5	11.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	0.0	28.2	0.0	0.0	0.0	0.0	21.8	21.8	51.5	11.3	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2k95thQ:	8	0	26	0	0	0	0	18	18	1	6	0

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #76: (31) BURTON / MISSION COLLEGE



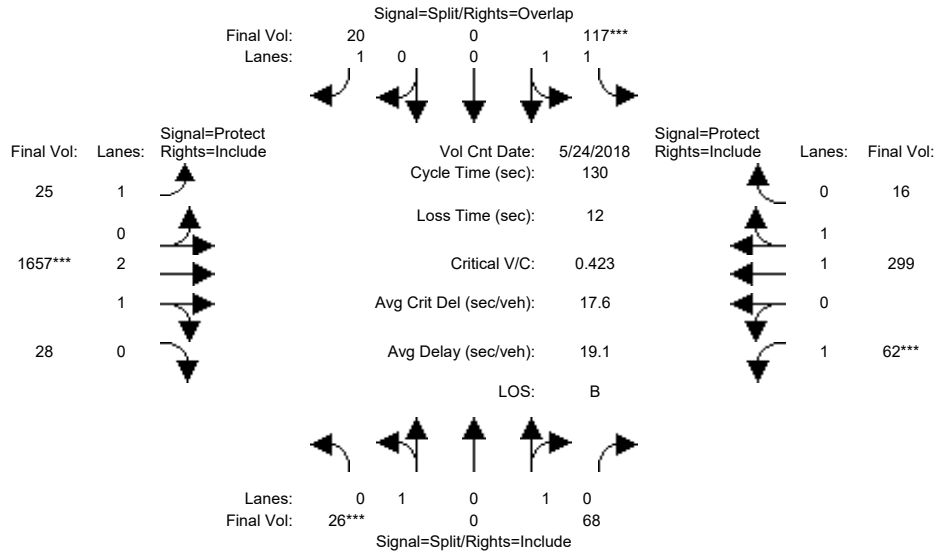
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4
Volume Module: >> Count Date: 24 May 2018 <<												
Base Vol:	19	1	30	20	3	13	46	240	34	241	1154	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1	30	20	3	13	46	240	34	241	1154	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1	30	20	3	13	46	240	34	241	1154	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	21	1	33	22	3	14	51	267	38	268	1282	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1	33	22	3	14	51	267	38	268	1282	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1	33	22	3	14	51	267	38	268	1282	86
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.93	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.95	0.05	1.00	1.74	0.26	1.00	1.00	2.61	0.39	1.00	1.87	0.13
Final Sat.:	1710	90	1800	3087	463	1750	1750	4904	695	1750	3468	231
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.03	0.05	0.05	0.15	0.37	0.37
Crit Moves:	****			****			****				****	
Green Time:	12.0	12.0	12.0	11.0	11.0	21.0	10.0	31.8	31.8	63.2	85.0	85.0
Volume/Cap:	0.13	0.13	0.20	0.09	0.09	0.05	0.38	0.22	0.22	0.31	0.57	0.57
Delay/Veh:	54.4	54.4	54.9	55.0	55.0	46.2	58.8	39.3	39.3	20.5	12.7	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	54.4	54.9	55.0	55.0	46.2	58.8	39.3	39.3	20.5	12.7	12.7
LOS by Move:	D	D	D	D	D	D	E	D	D	C	B	B
HCM2k95thQ:	2	2	3	1	1	1	4	6	6	13	27	27

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #76: (31) BURTON / MISSION COLLEGE



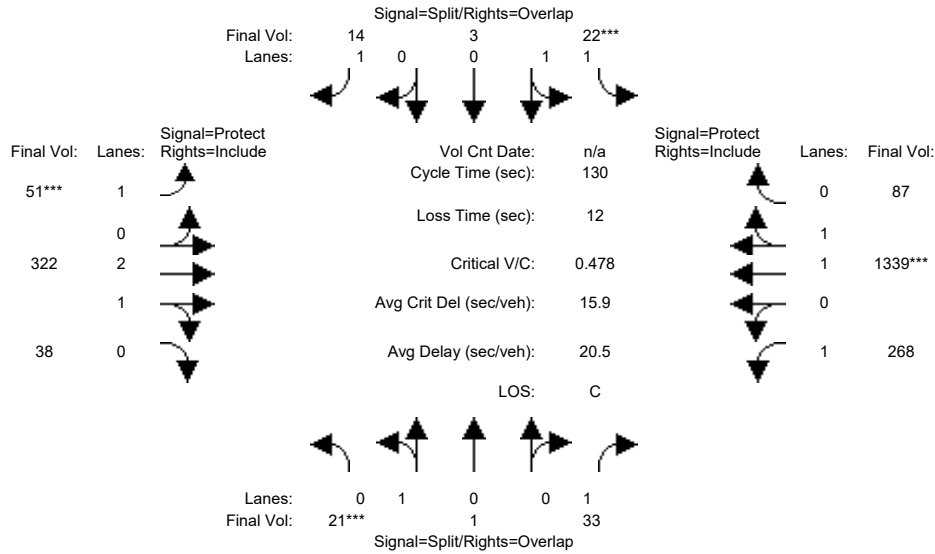
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4
Volume Module: >> Count Date: 24 May 2018 <<												
Base Vol:	25	0	65	111	0	19	24	1574	27	59	284	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	65	111	0	19	24	1574	27	59	284	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	65	111	0	19	24	1574	27	59	284	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	0	68	117	0	20	25	1657	28	62	299	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	68	117	0	20	25	1657	28	62	299	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	0	68	117	0	20	25	1657	28	62	299	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	1.00	0.95	0.93	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.95	0.05	1.00	1.90	0.10
Final Sat.:	1800	0	1800	3550	0	1750	1750	5505	94	1750	3514	186
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.04	0.03	0.00	0.01	0.01	0.30	0.30	0.04	0.09	0.09
Crit Moves:	****			****			****			****		
Green Time:	12.0	0.0	12.0	11.0	0.0	56.1	45.1	85.0	85.0	10.0	49.9	49.9
Volume/Cap:	0.16	0.00	0.41	0.39	0.00	0.03	0.04	0.46	0.46	0.46	0.22	0.22
Delay/Veh:	54.5	0.0	56.9	57.2	0.0	21.3	28.1	11.2	11.2	59.9	27.1	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	0.0	56.9	57.2	0.0	21.3	28.1	11.2	11.2	59.9	27.1	27.1
LOS by Move:	D	A	E	E	A	C	C	B	B	E	C	C
HCM2k95thQ:	2	0	6	6	0	1	1	20	20	6	8	8

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #76: (31) BURTON / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4

Volume Module:

Base Vol:	19	1	30	20	3	13	46	290	34	241	1205	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1	30	20	3	13	46	290	34	241	1205	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1	30	20	3	13	46	290	34	241	1205	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	21	1	33	22	3	14	51	322	38	268	1339	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1	33	22	3	14	51	322	38	268	1339	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	1	33	22	3	14	51	322	38	268	1339	87

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.95	0.05	1.00	1.74	0.26	1.00	1.00	2.67	0.33	1.00	1.88	0.12
Final Sat.:	1710	90	1750	3087	463	1750	1750	5012	588	1750	3475	225

Capacity Analysis Module:

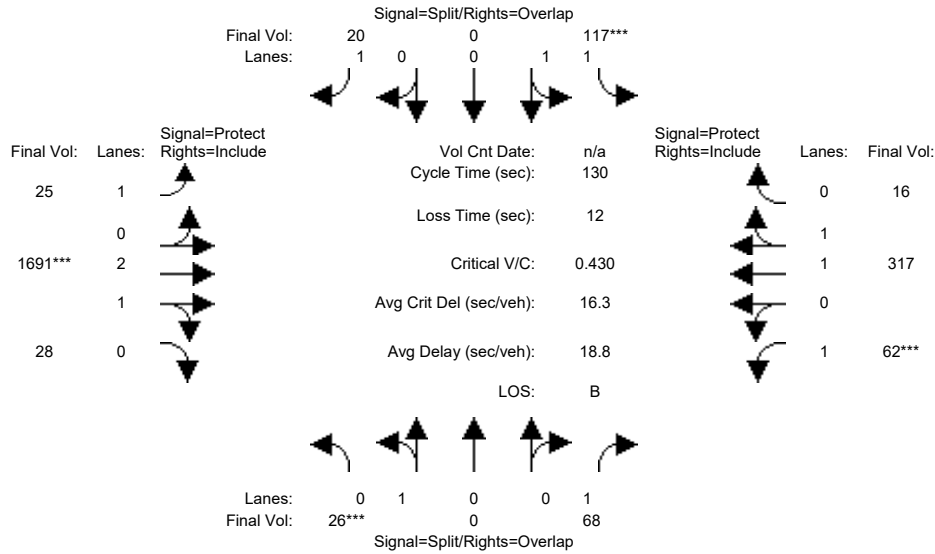
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.03	0.06	0.06	0.15	0.39	0.39
Crit Moves:	****			****			****				****	
Green Time:	12.0	12.0	75.2	11.0	11.0	21.0	10.0	31.8	31.8	63.2	85.0	85.0
Volume/Cap:	0.13	0.13	0.03	0.09	0.09	0.05	0.38	0.26	0.26	0.31	0.59	0.59
Delay/Veh:	54.6	54.6	11.8	55.0	55.0	46.2	58.8	39.8	39.8	20.5	13.1	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	54.6	11.8	55.0	55.0	46.2	58.8	39.8	39.8	20.5	13.1	13.1
LOS by Move:	D	D	B	D	D	D	E	D	D	C	B	B
HCM2k95thQ:	2	2	1	1	1	1	4	7	7	13	28	28

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #76: (31) BURTON / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4

Volume Module:

Base Vol:	25	0	65	111	0	19	24	1606	27	59	301	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	65	111	0	19	24	1606	27	59	301	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	65	111	0	19	24	1606	27	59	301	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	0	68	117	0	20	25	1691	28	62	317	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	68	117	0	20	25	1691	28	62	317	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	26	0	68	117	0	20	25	1691	28	62	317	16

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.95	0.05	1.00	1.90	0.10
Final Sat.:	1800	0	1750	3550	0	1750	1750	5507	93	1750	3524	176

Capacity Analysis Module:

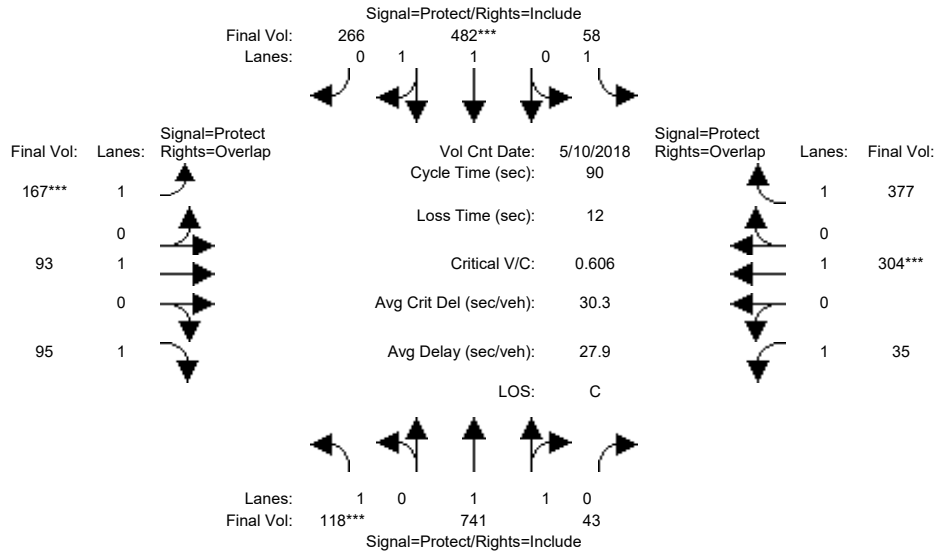
Vol/Sat:	0.01	0.00	0.04	0.03	0.00	0.01	0.01	0.31	0.31	0.04	0.09	0.09
Crit Moves:	****			****				****		****		
Green Time:	12.0	0.0	22.0	11.0	0.0	54.8	43.8	85.0	85.0	10.0	51.2	51.2
Volume/Cap:	0.16	0.00	0.23	0.39	0.00	0.03	0.04	0.47	0.47	0.46	0.23	0.23
Delay/Veh:	54.8	0.0	47.1	57.2	0.0	22.0	29.0	11.3	11.3	59.9	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	0.0	47.1	57.2	0.0	22.0	29.0	11.3	11.3	59.9	26.3	26.3
LOS by Move:	D	A	D	E	A	C	C	B	B	E	C	C
HCM2k95thQ:	2	0	5	6	0	1	1	21	21	6	9	9

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #106: (41) LAFAYETTE / AGNEW / LICK MILL



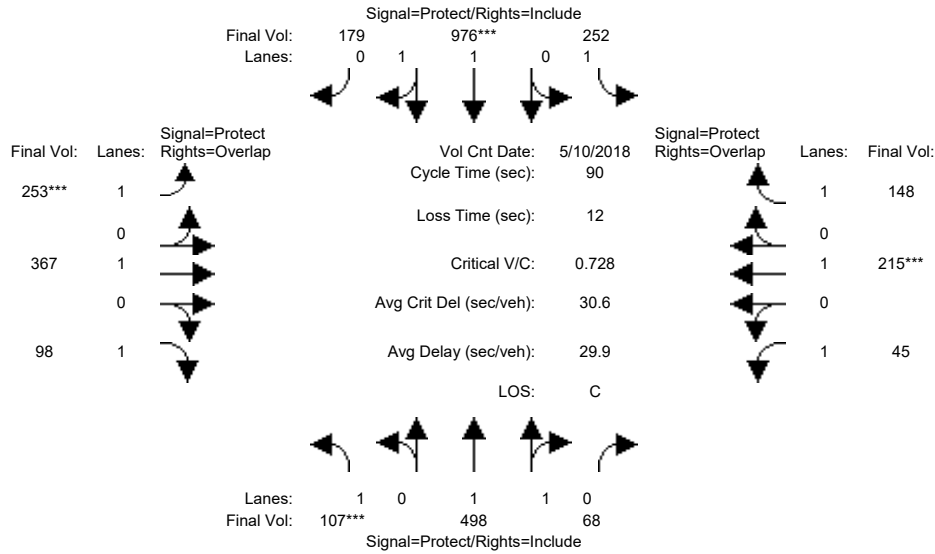
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	107	674	39	53	439	242	152	85	86	32	277	343
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	674	39	53	439	242	152	85	86	32	277	343
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	674	39	53	439	242	152	85	86	32	277	343
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	118	741	43	58	482	266	167	93	95	35	304	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	741	43	58	482	266	167	93	95	35	304	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	741	43	58	482	266	167	93	95	35	304	377
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.27	0.73	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3497	202	1750	2384	1314	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.21	0.21	0.03	0.20	0.20	0.10	0.05	0.05	0.02	0.16	0.22
Crit Moves:	****			****			****			****		
Green Time:	10.0	29.7	29.7	10.4	30.1	30.1	14.2	25.3	35.3	12.7	23.8	34.2
Volume/Cap:	0.61	0.64	0.64	0.29	0.61	0.61	0.61	0.17	0.14	0.14	0.61	0.57
Delay/Veh:	43.5	26.9	26.9	37.2	25.9	25.9	39.1	24.6	17.7	34.2	31.1	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	26.9	26.9	37.2	25.9	25.9	39.1	24.6	17.7	34.2	31.1	23.2
LOS by Move:	D	C	C	D	C	C	D	C	B	C	C	C
HCM2k95thQ:	7	17	17	3	16	16	9	4	4	2	15	17

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #106: (41) LAFAYETTE / AGNEW / LICK MILL



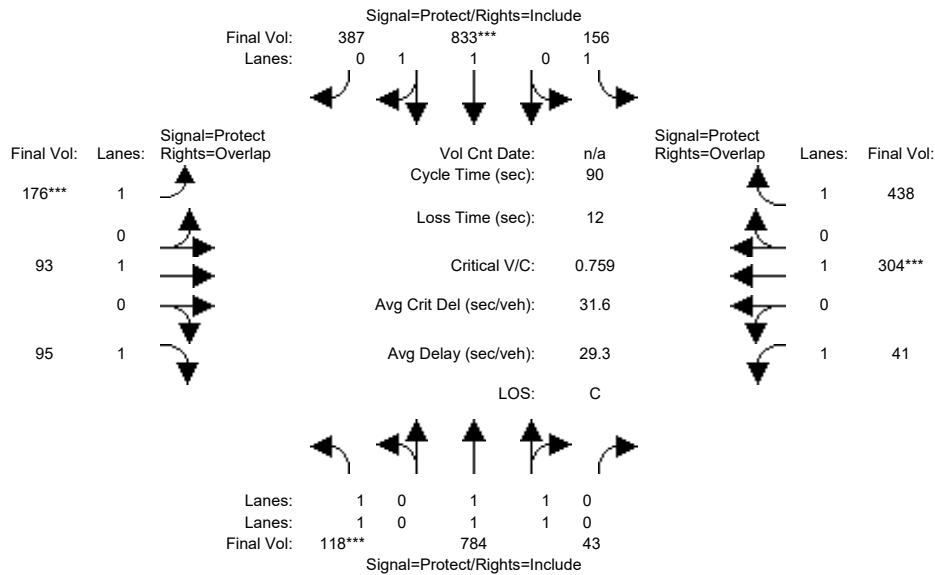
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	105	488	67	247	956	175	248	360	96	44	211	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	488	67	247	956	175	248	360	96	44	211	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	488	67	247	956	175	248	360	96	44	211	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	107	498	68	252	976	179	253	367	98	45	215	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	498	68	252	976	179	253	367	98	45	215	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	498	68	252	976	179	253	367	98	45	215	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.75	0.25	1.00	1.68	0.32	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3253	447	1750	3127	572	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.15	0.15	0.14	0.31	0.31	0.14	0.19	0.06	0.03	0.11	0.08
Crit Moves:	****			****			****			****		
Green Time:	8.0	28.1	28.1	18.2	38.3	38.3	17.8	25.8	33.8	5.9	13.9	32.1
Volume/Cap:	0.69	0.49	0.49	0.71	0.73	0.73	0.73	0.68	0.15	0.39	0.73	0.24
Delay/Veh:	52.1	25.5	25.5	40.1	23.4	23.4	41.7	31.8	18.7	42.5	45.4	20.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	25.5	25.5	40.1	23.4	23.4	41.7	31.8	18.7	42.5	45.4	20.5
LOS by Move:	D	C	C	D	C	C	D	C	B	D	D	C
HCM2k95thQ:	7	12	12	14	25	25	14	17	4	4	14	6

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #106: (41) LAFAYETTE / AGNEW / LICK MILL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0

Volume Module:												
Base Vol:	107	713	39	142	758	352	160	85	86	37	277	399
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	713	39	142	758	352	160	85	86	37	277	399
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	713	39	142	758	352	160	85	86	37	277	399
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	118	784	43	156	833	387	176	93	95	41	304	438
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	784	43	156	833	387	176	93	95	41	304	438
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	784	43	156	833	387	176	93	95	41	304	438

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.35	0.65	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3508	192	1750	2526	1173	1750	1900	1750	1750	1900	1750

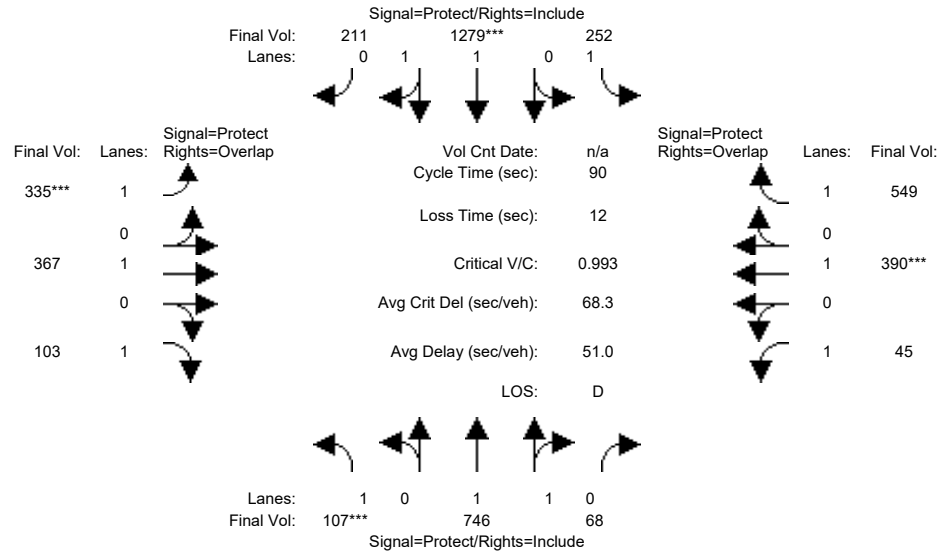
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.09	0.33	0.33	0.10	0.05	0.05	0.02	0.16	0.25
Crit Moves:	***				***		***				***	
Green Time:	8.0	33.7	33.7	13.4	39.1	39.1	11.9	20.6	28.6	10.3	19.0	32.4
Volume/Cap:	0.76	0.60	0.60	0.60	0.76	0.76	0.76	0.21	0.17	0.20	0.76	0.70
Delay/Veh:	58.9	23.4	23.4	39.5	23.6	23.6	51.2	28.4	22.3	36.6	41.5	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	23.4	23.4	39.5	23.6	23.6	51.2	28.4	22.3	36.6	41.5	28.0
LOS by Move:	E	C	C	D	C	C	D	C	C	D	D	C
HCM2k95thQ:	7	17	17	9	26	26	11	4	4	3	18	22

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #106: (41) LAFAYETTE / AGNEW / LICK MILL



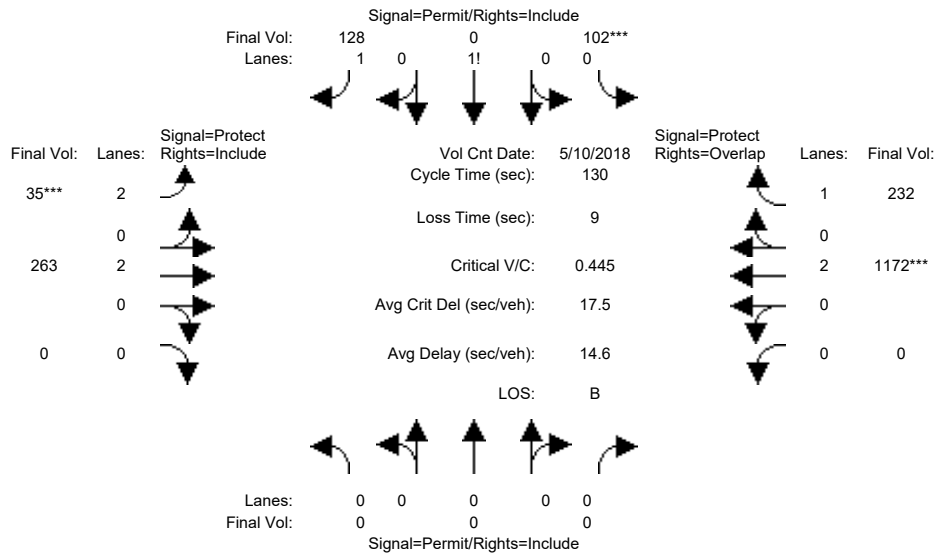
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module:												
Base Vol:	105	731	67	247	1253	207	328	360	101	44	382	538
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	731	67	247	1253	207	328	360	101	44	382	538
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	731	67	247	1253	207	328	360	101	44	382	538
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	107	746	68	252	1279	211	335	367	103	45	390	549
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	746	68	252	1279	211	335	367	103	45	390	549
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	746	68	252	1279	211	335	367	103	45	390	549
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.83	0.17	1.00	1.71	0.29	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3389	311	1750	3175	525	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.14	0.40	0.40	0.19	0.19	0.06	0.03	0.21	0.31
Crit Moves:	****			****			****			****		
Green Time:	8.0	26.3	26.3	17.0	35.3	35.3	16.8	28.2	36.2	6.5	18.0	35.0
Volume/Cap:	0.69	0.75	0.75	0.76	1.03	1.03	1.03	0.62	0.15	0.36	1.03	0.81
Delay/Veh:	52.1	32.0	32.0	44.5	58.3	58.3	93.7	28.2	17.2	41.5	89.4	31.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	32.0	32.0	44.5	58.3	58.3	93.7	28.2	17.2	41.5	89.4	31.6
LOS by Move:	D	C	C	D	E	E	F	C	B	D	F	C
HCM2k95thQ:	7	20	20	14	45	45	24	16	4	3	30	29

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #115: (38) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>> Count Date: 10 May 2018 <<											
Base Vol:	0	0	0	99	0	124	34	255	0	0	1137	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	99	0	124	34	255	0	0	1137	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	99	0	124	34	255	0	0	1137	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	102	0	128	35	263	0	0	1172	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	102	0	128	35	263	0	0	1172	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	102	0	128	35	263	0	0	1172	232

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.61	0.00	1.39	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1076	0	2424	3150	3800	0	0	3800	1750

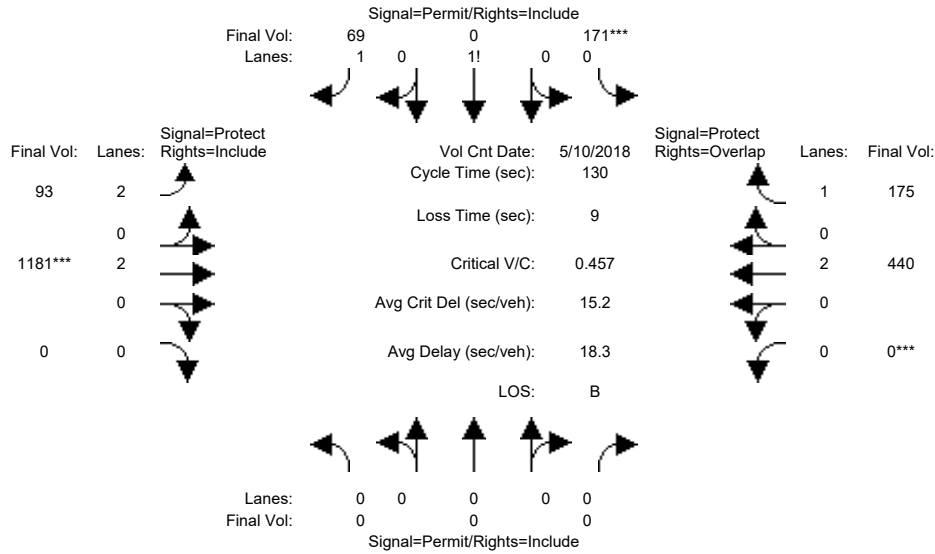
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.05	0.01	0.07	0.00	0.00	0.31	0.13
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	26.6	0.0	26.6	8.0	94.4	0.0	0.0	86.4	86.4
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.26	0.18	0.10	0.00	0.00	0.46	0.20
Delay/Veh:	0.0	0.0	0.0	46.1	0.0	43.6	58.3	5.2	0.0	0.0	10.7	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.1	0.0	43.6	58.3	5.2	0.0	0.0	10.7	8.5
LOS by Move:	A	A	A	D	A	D	E	A	A	A	B	A
HCM2k95thQ:	0	0	0	13	0	7	2	3	0	0	20	7

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #115: (38) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>> Count Date: 10 May 2018 <<											
Base Vol:	0	0	0	166	0	67	90	1146	0	0	427	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	166	0	67	90	1146	0	0	427	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	166	0	67	90	1146	0	0	427	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	171	0	69	93	1181	0	0	440	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	171	0	69	93	1181	0	0	440	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	171	0	69	93	1181	0	0	440	175

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.83	0.00	1.17	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1491	0	2051	3150	3800	0	0	3800	1750

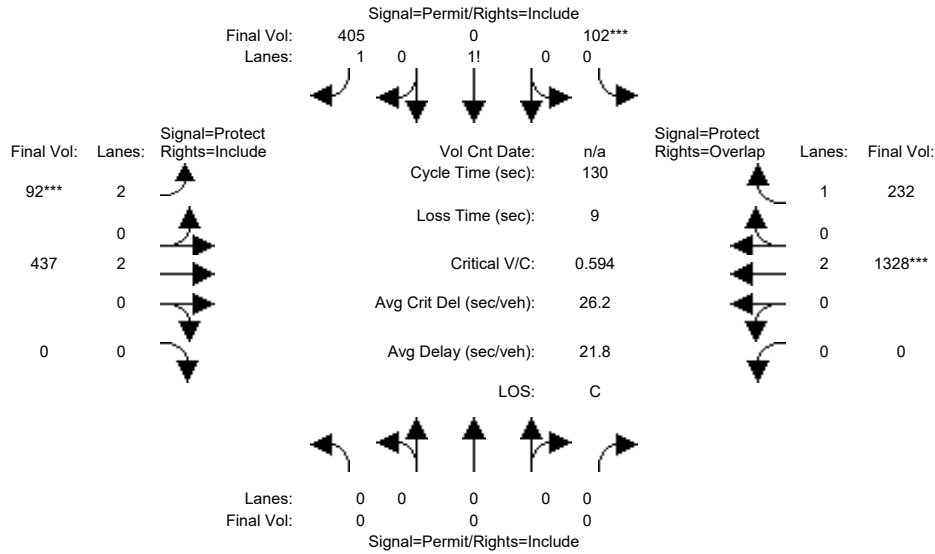
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.03	0.03	0.31	0.00	0.00	0.12	0.10
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	32.6	0.0	32.6	30.7	88.4	0.0	0.0	57.7	57.7
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.13	0.12	0.46	0.00	0.00	0.26	0.23
Delay/Veh:	0.0	0.0	0.0	41.8	0.0	37.8	39.2	9.8	0.0	0.0	22.8	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.8	0.0	37.8	39.2	9.8	0.0	0.0	22.8	22.5
LOS by Move:	A	A	A	D	A	D	D	A	A	A	C	C
HCM2k95thQ:	0	0	0	14	0	4	3	20	0	0	10	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #115: (38) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	99	0	393	89	424	0	0	1288	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	99	0	393	89	424	0	0	1288	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	99	0	393	89	424	0	0	1288	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	102	0	405	92	437	0	0	1328	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	102	0	405	92	437	0	0	1328	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	102	0	405	92	437	0	0	1328	232

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.34	0.00	1.66	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	586	0	2914	3150	3800	0	0	3800	1750

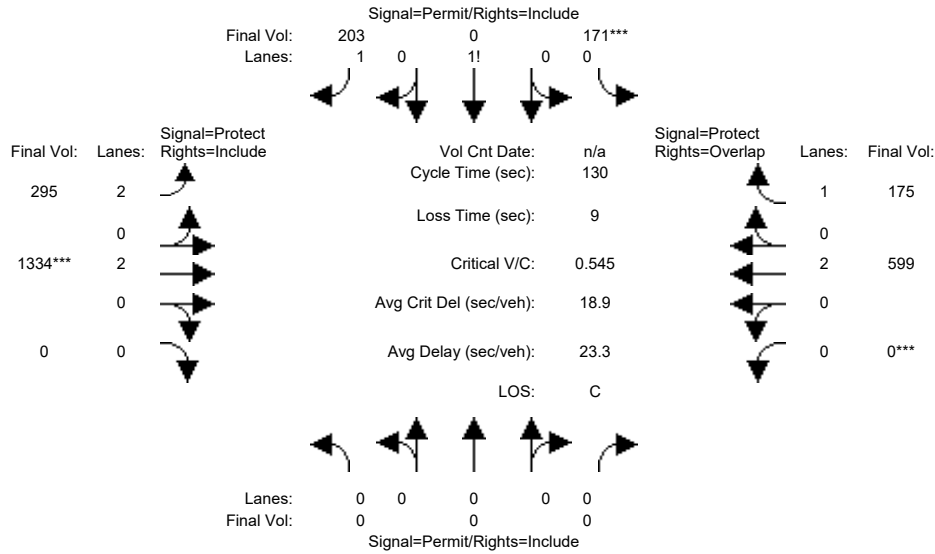
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.14	0.03	0.12	0.00	0.00	0.35	0.13
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	37.6	0.0	37.6	8.0	83.4	0.0	0.0	75.4	75.4
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.48	0.47	0.18	0.00	0.00	0.60	0.23
Delay/Veh:	0.0	0.0	0.0	41.0	0.0	38.5	60.8	9.5	0.0	0.0	18.1	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.0	0.0	38.5	60.8	9.5	0.0	0.0	18.1	13.3
LOS by Move:	A	A	A	D	A	D	E	A	A	A	B	B
HCM2k95thQ:	0	0	0	21	0	16	4	7	0	0	28	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #115: (38) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	166	0	197	286	1294	0	0	581	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	166	0	197	286	1294	0	0	581	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	166	0	197	286	1294	0	0	581	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	171	0	203	295	1334	0	0	599	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	171	0	203	295	1334	0	0	599	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	171	0	203	295	1334	0	0	599	175

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.63	0.00	1.37	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1098	0	2402	3150	3800	0	0	3800	1750

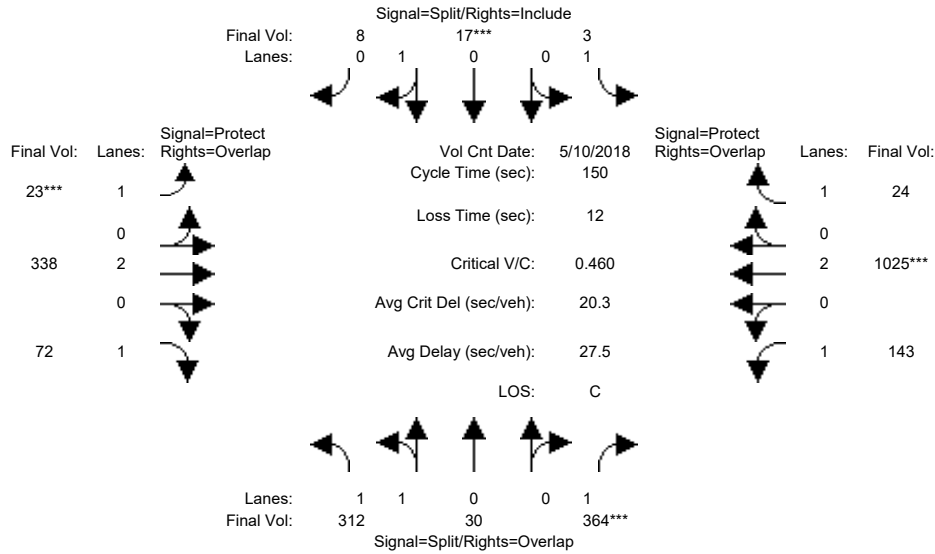
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.08	0.09	0.35	0.00	0.00	0.16	0.10
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	37.2	0.0	37.2	31.2	83.8	0.0	0.0	52.6	52.6
Volume/Cap:	0.00	0.00	0.00	0.54	0.00	0.30	0.39	0.54	0.00	0.00	0.39	0.25
Delay/Veh:	0.0	0.0	0.0	40.1	0.0	36.3	41.7	12.9	0.0	0.0	27.5	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.1	0.0	36.3	41.7	12.9	0.0	0.0	27.5	25.8
LOS by Move:	A	A	A	D	A	D	D	B	A	A	C	C
HCM2k95thQ:	0	0	0	19	0	10	11	25	0	0	15	9

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #123: (39) LICK MILL/TASMAN



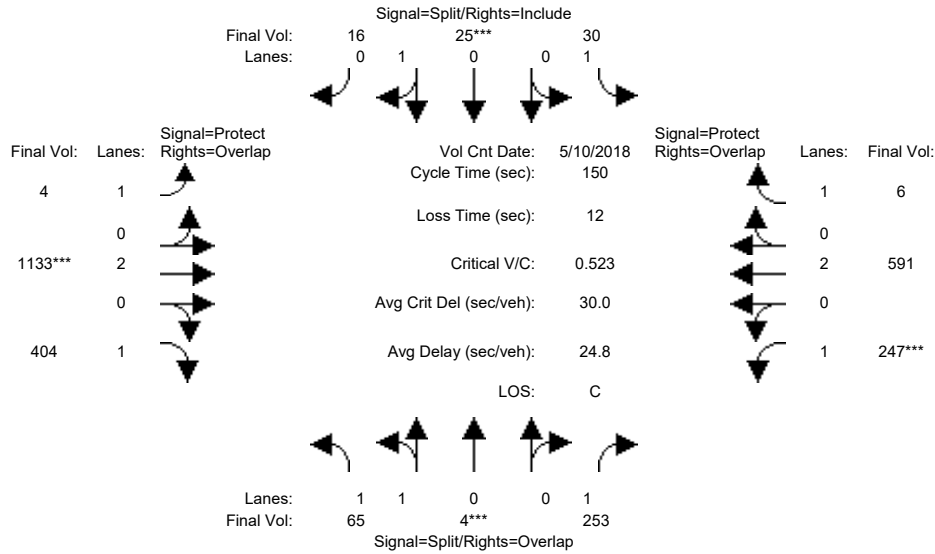
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	287	28	335	3	16	7	21	311	66	132	943	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	28	335	3	16	7	21	311	66	132	943	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	28	335	3	16	7	21	311	66	132	943	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	312	30	364	3	17	8	23	338	72	143	1025	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	30	364	3	17	8	23	338	72	143	1025	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	312	30	364	3	17	8	23	338	72	143	1025	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.82	0.18	1.00	1.00	0.70	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3234	316	1750	1750	1252	548	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.21	0.00	0.01	0.01	0.01	0.09	0.04	0.08	0.27	0.01
Crit Moves:			****		****		****				****	
Green Time:	40.5	40.5	84.4	6.0	6.0	6.0	5.0	47.6	88.1	43.9	86.5	92.5
Volume/Cap:	0.36	0.36	0.37	0.05	0.35	0.35	0.39	0.28	0.07	0.28	0.47	0.02
Delay/Veh:	44.5	44.5	18.4	69.5	73.0	73.0	75.3	38.5	13.3	41.2	18.5	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	44.5	18.4	69.5	73.0	73.0	75.3	38.5	13.3	41.2	18.5	11.2
LOS by Move:	D	D	B	E	E	E	E	D	B	D	B	B
HCM2k95thQ:	12	12	18	0	3	3	2	11	3	10	23	1

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #123: (39) LICK MILL/TASMAN



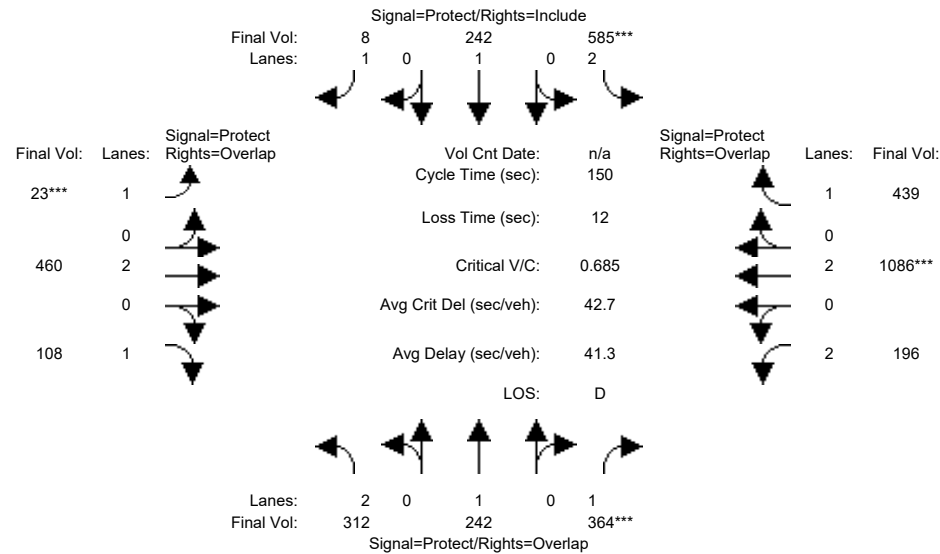
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	62	4	243	29	24	15	4	1088	388	237	567	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	4	243	29	24	15	4	1088	388	237	567	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	4	243	29	24	15	4	1088	388	237	567	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	65	4	253	30	25	16	4	1133	404	247	591	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	4	253	30	25	16	4	1133	404	247	591	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	65	4	253	30	25	16	4	1133	404	247	591	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.88	0.12	1.00	1.00	0.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3335	215	1750	1750	1108	692	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.14	0.02	0.02	0.02	0.00	0.30	0.23	0.14	0.16	0.00
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	49.1	6.3	6.3	6.3	21.5	82.7	92.7	39.1	100	106.5
Volume/Cap:	0.29	0.29	0.44	0.41	0.54	0.54	0.02	0.54	0.37	0.54	0.23	0.01
Delay/Veh:	67.3	67.3	40.2	73.9	78.3	78.3	55.2	21.8	14.5	49.1	9.8	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.3	67.3	40.2	73.9	78.3	78.3	55.2	21.8	14.5	49.1	9.8	6.3
LOS by Move:	E	E	D	E	E	E	E	C	B	D	A	A
HCM2k95thQ:	3	3	18	4	5	5	0	28	18	19	10	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #123: (39) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:												
Base Vol:	287	223	335	538	223	7	21	423	99	180	999	404
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	223	335	538	223	7	21	423	99	180	999	404
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	223	335	538	223	7	21	423	99	180	999	404
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	312	242	364	585	242	8	23	460	108	196	1086	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	242	364	585	242	8	23	460	108	196	1086	439
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	312	242	364	585	242	8	23	460	108	196	1086	439

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750

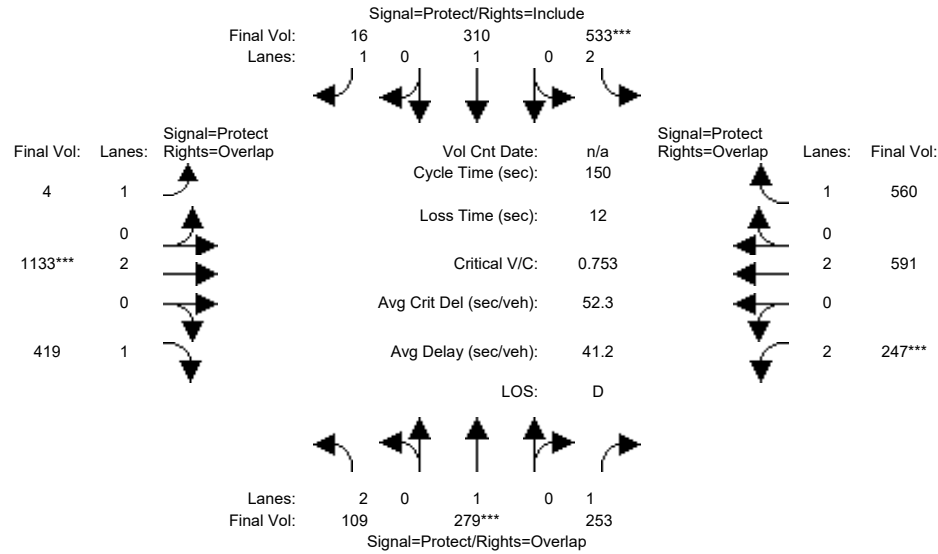
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.21	0.19	0.13	0.00	0.01	0.12	0.06	0.06	0.29	0.25
Crit Moves:			****	****			****				****	
Green Time:	31.2	31.4	54.0	40.0	40.2	40.2	5.0	44.0	75.2	22.6	61.6	101.6
Volume/Cap:	0.48	0.61	0.58	0.70	0.48	0.02	0.39	0.41	0.12	0.41	0.70	0.37
Delay/Veh:	52.7	56.4	40.1	52.1	46.8	40.4	75.3	42.9	19.9	58.3	37.9	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	56.4	40.1	52.1	46.8	40.4	75.3	42.9	19.9	58.3	37.9	10.6
LOS by Move:	D	E	D	D	D	D	E	D	B	E	D	B
HCM2k95thQ:	14	18	25	27	17	1	2	15	5	9	34	17

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #123: (39) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:

Base Vol:	105	268	243	512	298	15	4	1088	402	237	567	538
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	268	243	512	298	15	4	1088	402	237	567	538
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	268	243	512	298	15	4	1088	402	237	567	538
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	109	279	253	533	310	16	4	1133	419	247	591	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	279	253	533	310	16	4	1133	419	247	591	560
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	109	279	253	533	310	16	4	1133	419	247	591	560

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750

Capacity Analysis Module:

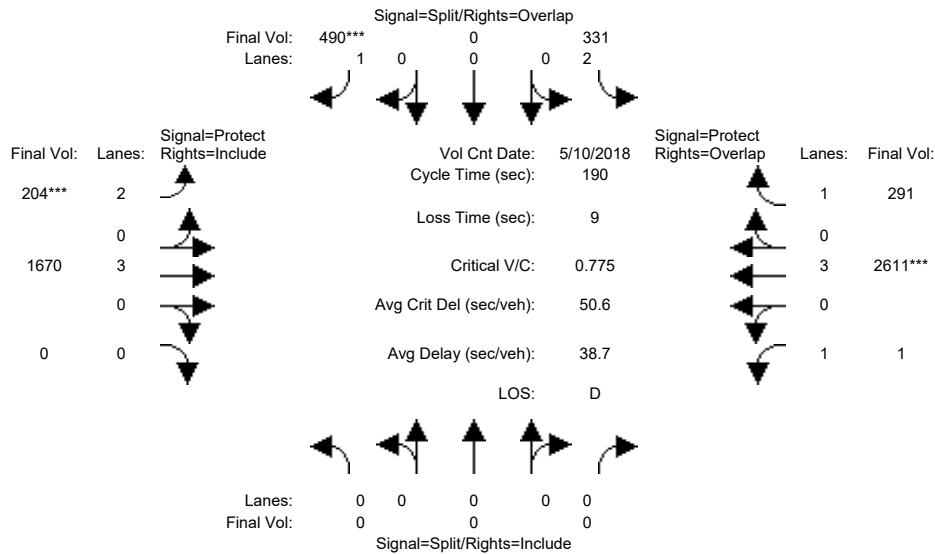
Vol/Sat:	0.03	0.15	0.14	0.17	0.16	0.01	0.00	0.30	0.24	0.08	0.16	0.32
Crit Moves:	****			****				****		****		
Green Time:	18.3	29.3	44.9	33.7	44.7	44.7	13.2	59.4	77.7	15.6	61.8	95.5
Volume/Cap:	0.29	0.75	0.48	0.75	0.55	0.03	0.03	0.75	0.46	0.75	0.38	0.50
Delay/Veh:	60.4	65.4	43.8	58.8	45.3	37.3	62.6	41.2	23.3	74.8	30.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	65.4	43.8	58.8	45.3	37.3	62.6	41.2	23.3	74.8	30.9	14.9
LOS by Move:	E	E	D	E	D	D	E	D	C	E	C	B
HCM2k95thQ:	5	22	18	27	22	1	0	37	23	13	17	26

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #125: (46) LICK MILL/MONTAGUE



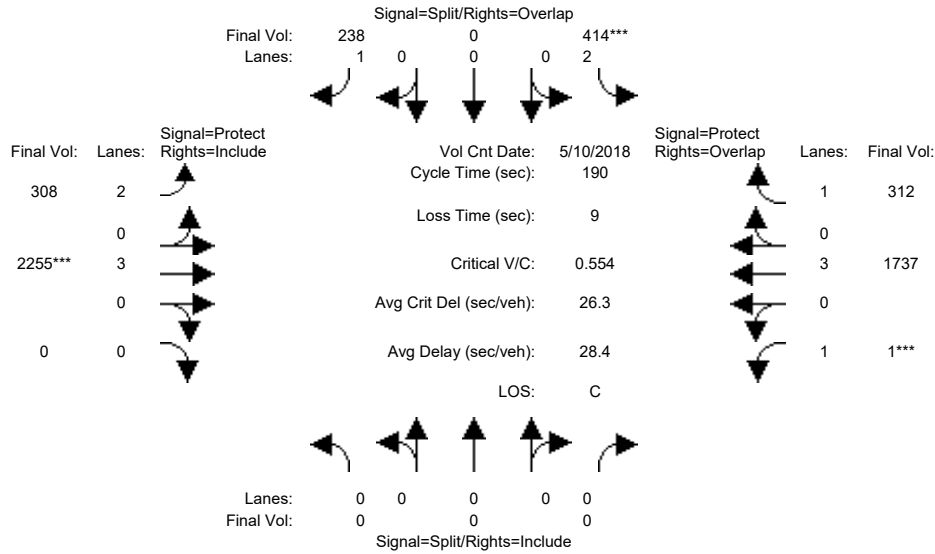
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	0	0	0	331	0	490	204	1919	0	1	3001	291
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	331	0	490	204	1919	0	1	3001	291
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	331	0	490	204	1919	0	1	3001	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	331	0	490	204	1670	0	1	2611	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	331	0	490	204	1670	0	1	2611	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	331	0	490	204	1670	0	1	2611	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.28	0.06	0.29	0.00	0.00	0.46	0.17
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	25.4	0.0	42.3	16.9	135	0.0	10.6	131	156.1
Volume/Cap:	0.00	0.00	0.00	0.79	0.00	1.26	0.73	0.41	0.00	0.01	0.67	0.20
Delay/Veh:	0.0	0.0	0.0	89.1	0.0	209.2	93.6	11.2	0.0	84.8	17.5	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	89.1	0.0	209.2	93.6	11.2	0.0	84.8	17.5	3.7
LOS by Move:	A	A	A	F	A	F	F	B	A	F	B	A
HCM2k95thQ:	0	0	0	23	0	70	16	23	0	0	44	7

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #125: (46) LICK MILL/MONTAGUE



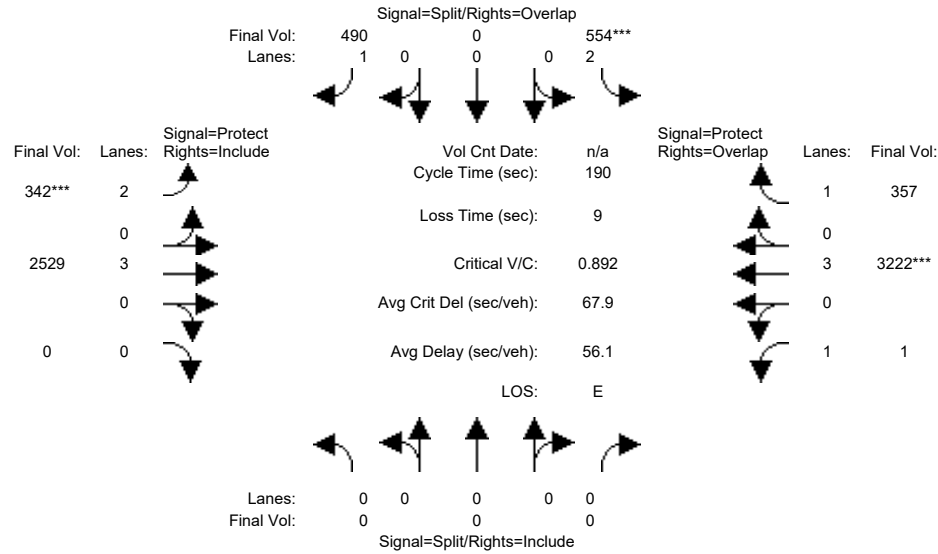
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	0	0	0	414	0	238	308	2819	0	1	2554	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	414	0	238	308	2819	0	1	2554	312
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	414	0	238	308	2819	0	1	2554	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	414	0	238	308	2255	0	1	1737	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	414	0	238	308	2255	0	1	1737	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	414	0	238	308	2255	0	1	1737	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.14	0.10	0.40	0.00	0.00	0.30	0.18
Crit Moves:				****				****				****
Green Time:	0.0	0.0	0.0	30.9	0.0	52.0	21.1	131	0.0	10.6	121	151.8
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.50	0.88	0.57	0.00	0.01	0.48	0.22
Delay/Veh:	0.0	0.0	0.0	86.0	0.0	58.8	104.9	15.3	0.0	84.8	18.2	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	86.0	0.0	58.8	104.9	15.3	0.0	84.8	18.2	4.8
LOS by Move:	A	A	A	F	A	E	F	B	A	F	B	A
HCM2k95thQ:	0	0	0	27	0	22	24	36	0	0	29	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #125: (46) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8

Volume Module:

Base Vol:	0	0	0	554	0	490	342	2907	0	1	3704	357
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	554	0	490	342	2907	0	1	3704	357
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	554	0	490	342	2907	0	1	3704	357
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	554	0	490	342	2529	0	1	3222	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	554	0	490	342	2529	0	1	3222	357
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	554	0	490	342	2529	0	1	3222	357

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750

Capacity Analysis Module:

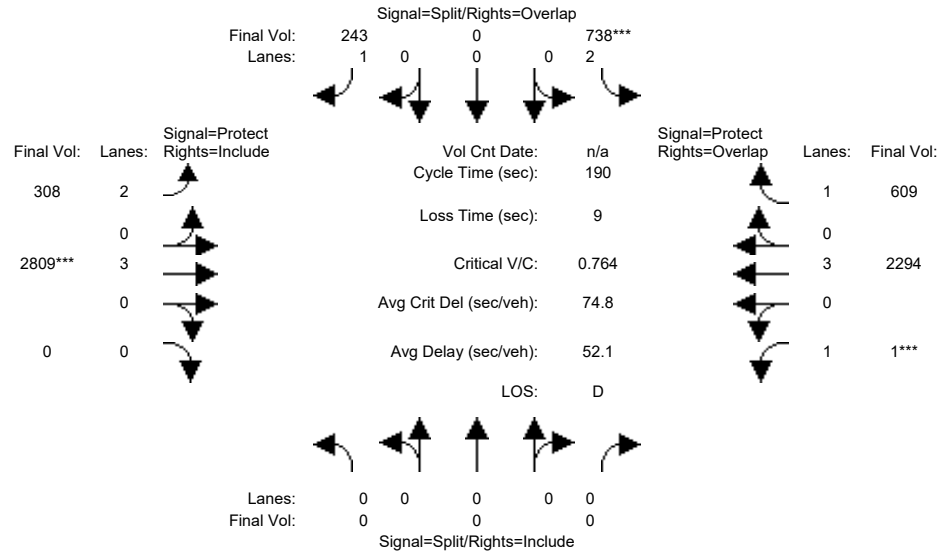
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.28	0.11	0.44	0.00	0.00	0.57	0.20
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	25.4	0.0	42.3	16.9	135	0.0	10.6	131	156.1
Volume/Cap:	0.00	0.00	0.00	1.32	0.00	1.26	1.22	0.62	0.00	0.01	0.82	0.25
Delay/Veh:	0.0	0.0	0.0	240.3	0.0	209.2	213.9	14.5	0.0	84.8	22.8	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	240.3	0.0	209.2	213.9	14.5	0.0	84.8	22.8	3.9
LOS by Move:	A	A	A	F	A	F	F	B	A	F	C	A
HCM2k95thQ:	0	0	0	50	0	70	32	41	0	0	64	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #125: (46) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	0	0	0	738	0	243	308	3511	0	1	3373	609
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	738	0	243	308	3511	0	1	3373	609
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	738	0	243	308	3511	0	1	3373	609
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	738	0	243	308	2809	0	1	2294	609
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	738	0	243	308	2809	0	1	2294	609
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	738	0	243	308	2809	0	1	2294	609

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750

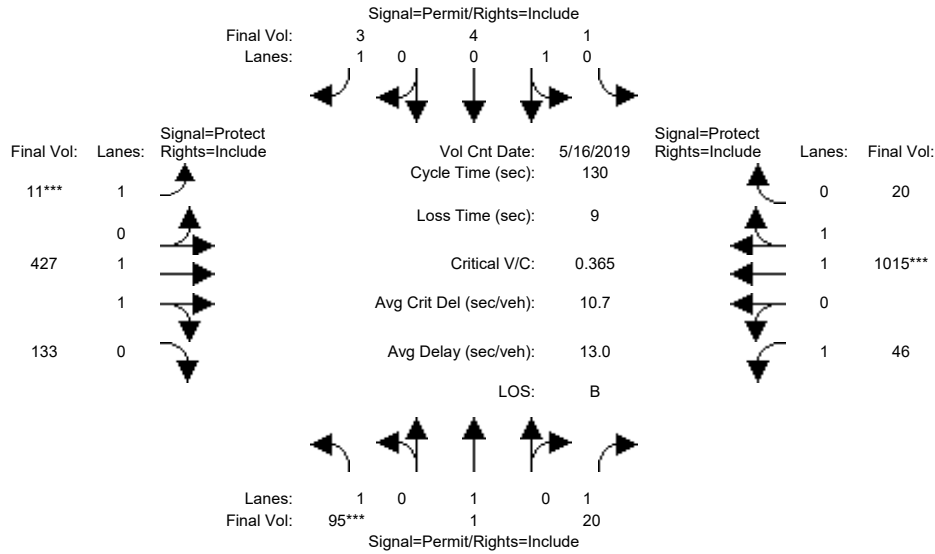
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.14	0.10	0.49	0.00	0.00	0.40	0.35
Crit Moves:				****			****		****			
Green Time:	0.0	0.0	0.0	30.9	0.0	52.0	21.1	131	0.0	10.6	121	151.8
Volume/Cap:	0.00	0.00	0.00	1.44	0.00	0.51	0.88	0.71	0.00	0.01	0.63	0.44
Delay/Veh:	0.0	0.0	0.0	288.8	0.0	59.1	104.9	18.6	0.0	84.8	21.4	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	288.8	0.0	59.1	104.9	18.6	0.0	84.8	21.4	6.1
LOS by Move:	A	A	A	F	A	E	F	B	A	F	C	A
HCM2k95thQ:	0	0	0	67	0	23	24	52	0	0	41	20

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #139: (26) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9

Volume Module:	>>	Count	Date:	16 May 2019	<<							
Base Vol:	89	1	19	1	4	3	10	401	125	43	954	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1	19	1	4	3	10	401	125	43	954	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	1	19	1	4	3	10	401	125	43	954	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	95	1	20	1	4	3	11	427	133	46	1015	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1	20	1	4	3	11	427	133	46	1015	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	1	20	1	4	3	11	427	133	46	1015	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.20	0.80	1.00	1.00	1.51	0.49	1.00	1.96	0.04
Final Sat.:	1750	1900	1750	360	1440	1750	1750	2820	879	1750	3628	72

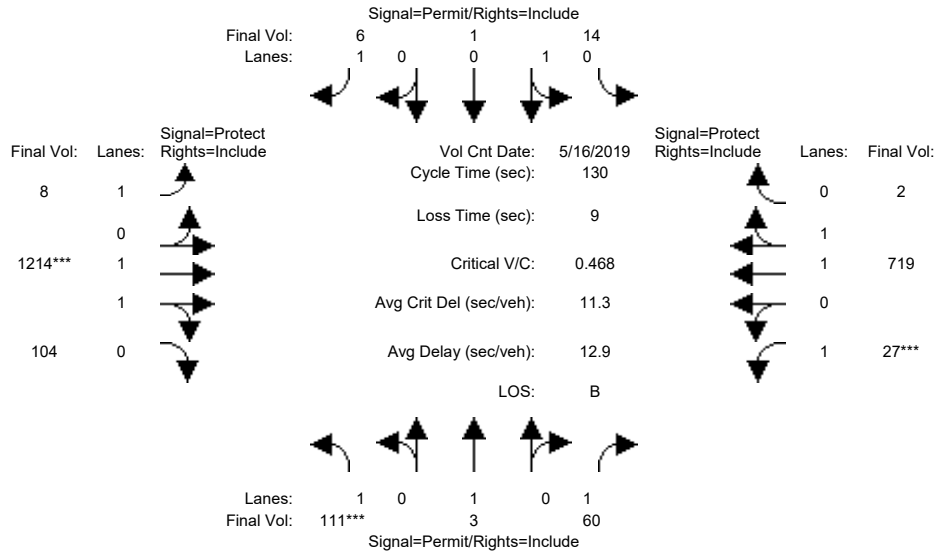
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.01	0.00	0.00	0.00	0.01	0.15	0.15	0.03	0.28	0.28
Crit Moves:	***						****			****		
Green Time:	18.5	18.5	18.5	18.5	18.5	18.5	7.0	75.6	75.6	26.9	95.5	95.5
Volume/Cap:	0.38	0.00	0.08	0.02	0.02	0.01	0.11	0.26	0.26	0.13	0.38	0.38
Delay/Veh:	51.6	47.9	48.5	48.0	48.0	47.9	59.1	13.5	13.5	42.1	6.4	6.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	47.9	48.5	48.0	48.0	47.9	59.1	13.5	13.5	42.1	6.4	6.4
LOS by Move:	D	D	D	D	D	D	E	B	B	D	A	A
HCM2k95thQ:	8	0	2	0	0	0	1	11	11	3	15	15

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #139: (26) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9

Volume Module:	>>	Count	Date:	16 May 2019	<<							
Base Vol:	108	3	58	14	1	6	8	1178	101	26	697	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	3	58	14	1	6	8	1178	101	26	697	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	3	58	14	1	6	8	1178	101	26	697	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	111	3	60	14	1	6	8	1214	104	27	719	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	3	60	14	1	6	8	1214	104	27	719	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	3	60	14	1	6	8	1214	104	27	719	2

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.93	0.07	1.00	1.00	1.84	0.16	1.00	1.99	0.01
Final Sat.:	1750	1900	1750	1680	120	1750	1750	3408	292	1750	3689	11

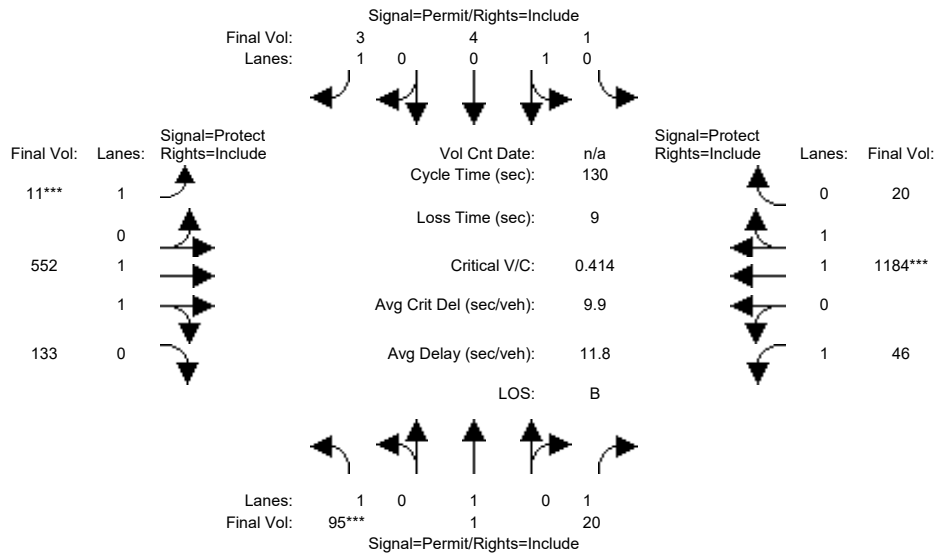
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.03	0.01	0.01	0.00	0.00	0.36	0.36	0.02	0.19	0.19
Crit Moves:	***						***			***		
Green Time:	17.3	17.3	17.3	17.3	17.3	17.3	22.5	96.7	96.7	7.0	81.3	81.3
Volume/Cap:	0.48	0.01	0.26	0.06	0.06	0.03	0.03	0.48	0.48	0.28	0.31	0.31
Delay/Veh:	53.8	49.0	51.2	49.4	49.4	49.1	44.7	6.7	6.7	60.8	11.4	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	49.0	51.2	49.4	49.4	49.1	44.7	6.7	6.7	60.8	11.4	11.4
LOS by Move:	D	D	D	D	D	D	D	A	A	E	B	B
HCM2k95thQ:	10	0	5	1	1	0	1	19	19	2	13	13

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #139: (26) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9

Volume Module:												
Base Vol:	89	1	19	1	4	3	10	519	125	43	1113	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1	19	1	4	3	10	519	125	43	1113	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	1	19	1	4	3	10	519	125	43	1113	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	95	1	20	1	4	3	11	552	133	46	1184	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1	20	1	4	3	11	552	133	46	1184	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	1	20	1	4	3	11	552	133	46	1184	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.20	0.80	1.00	1.00	1.60	0.40	1.00	1.97	0.03
Final Sat.:	1750	1900	1750	360	1440	1750	1750	2981	718	1750	3638	62

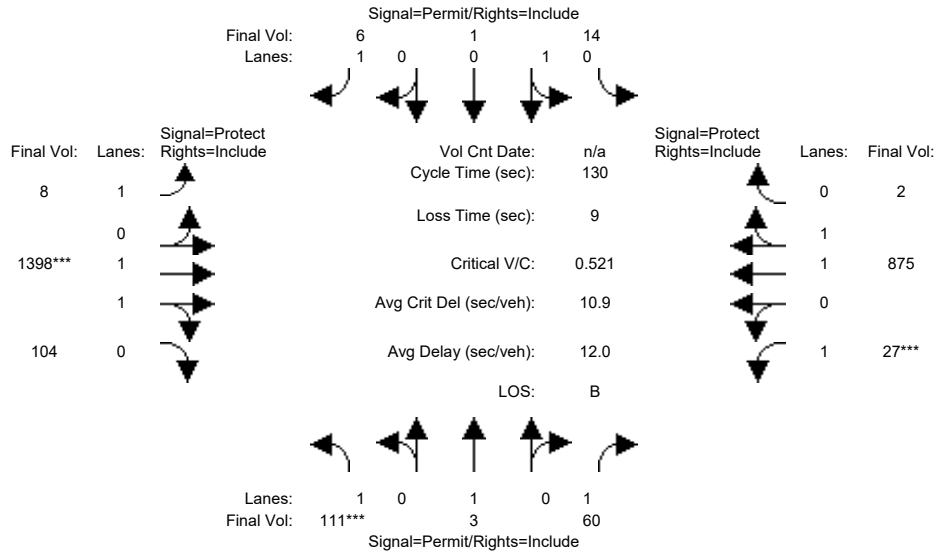
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.01	0.00	0.00	0.00	0.01	0.19	0.19	0.03	0.33	0.33
Crit Moves:	***						****			****		
Green Time:	16.2	16.2	16.2	16.2	16.2	16.2	7.0	81.2	81.2	23.6	97.8	97.8
Volume/Cap:	0.43	0.00	0.09	0.02	0.02	0.01	0.11	0.30	0.30	0.14	0.43	0.43
Delay/Veh:	54.0	49.8	50.5	50.0	50.0	49.9	59.1	11.3	11.3	44.9	6.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	49.8	50.5	50.0	50.0	49.9	59.1	11.3	11.3	44.9	6.0	6.0
LOS by Move:	D	D	D	D	D	D	E	B	B	D	A	A
HCM2k95thQ:	8	0	2	0	0	0	1	12	12	3	17	17

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #139: (26) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9

Volume Module:												
Base Vol:	108	3	58	14	1	6	8	1356	101	26	849	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	3	58	14	1	6	8	1356	101	26	849	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	3	58	14	1	6	8	1356	101	26	849	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	111	3	60	14	1	6	8	1398	104	27	875	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	3	60	14	1	6	8	1398	104	27	875	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	3	60	14	1	6	8	1398	104	27	875	2

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.93	0.07	1.00	1.00	1.86	0.14	1.00	1.99	0.01
Final Sat.:	1750	1900	1750	1680	120	1750	1750	3443	256	1750	3691	9

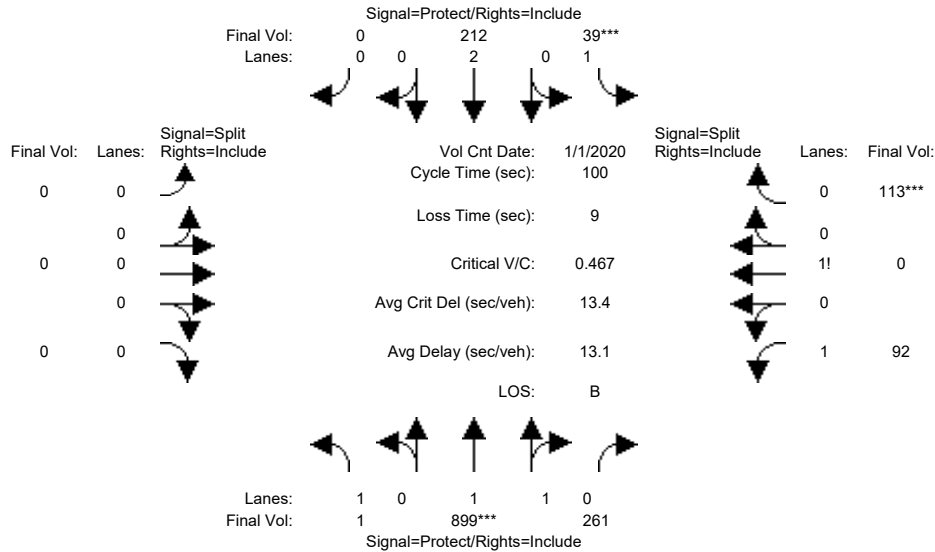
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.03	0.01	0.01	0.00	0.00	0.41	0.41	0.02	0.24	0.24
Crit Moves:	***						***			***		
Green Time:	15.4	15.4	15.4	15.4	15.4	15.4	19.5	98.6	98.6	7.0	86.0	86.0
Volume/Cap:	0.54	0.01	0.29	0.07	0.07	0.03	0.03	0.54	0.54	0.28	0.36	0.36
Delay/Veh:	56.6	50.6	53.0	51.1	51.1	50.7	47.2	6.6	6.6	60.8	9.8	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.6	50.6	53.0	51.1	51.1	50.7	47.2	6.6	6.6	60.8	9.8	9.8
LOS by Move:	E	D	D	D	D	D	D	A	A	E	A	A
HCM2k95thQ:	10	0	5	1	1	1	1	22	22	2	15	15

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #530: (40) LAFAYETTE / CALLE DE LUNA



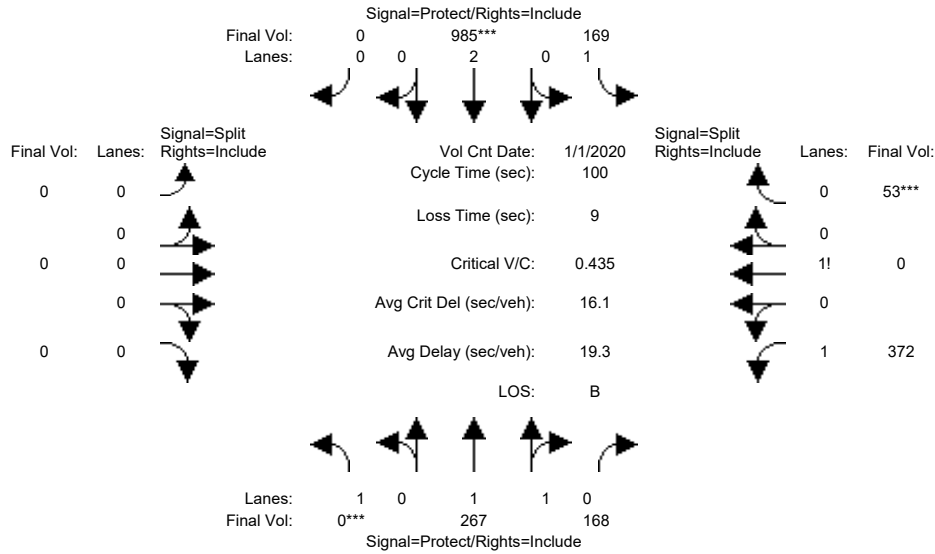
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	0	0	0	0	8	0	8
Y+R:	0.0	5.0	6.4	5.4	6.4	0.0	4.0	4.0	4.0	5.1	0.0	5.1
Volume Module: >> Count Date: 1 Jan 2020 <<												
Base Vol:	1	899	261	39	212	0	0	0	0	92	0	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	899	261	39	212	0	0	0	0	92	0	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	899	261	39	212	0	0	0	0	92	0	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	899	261	39	212	0	0	0	0	92	0	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	899	261	39	212	0	0	0	0	92	0	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	899	261	39	212	0	0	0	0	92	0	113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	1.00	1.54	0.46	1.00	2.00	0.00	0.00	0.00	0.00	1.30	0.00	0.70
Final Sat.:	1750	2867	832	1750	3800	0	0	0	0	2266	0	1269
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.31	0.02	0.06	0.00	0.00	0.00	0.00	0.04	0.00	0.09
Crit Moves:	****			****						****		
Green Time:	20.6	67.2	67.2	4.8	51.4	0.0	0.0	0.0	0.0	19.1	0.0	19.1
Volume/Cap:	0.00	0.47	0.47	0.47	0.11	0.00	0.00	0.00	0.00	0.21	0.00	0.47
Delay/Veh:	31.6	8.0	8.0	50.5	12.5	0.0	0.0	0.0	0.0	34.2	0.0	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	8.0	8.0	50.5	12.5	0.0	0.0	0.0	0.0	34.2	0.0	36.7
LOS by Move:	C	A	A	D	B	A	A	A	A	C	A	D
HCM2k95thQ:	0	16	16	4	3	0	0	0	0	4	0	10

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #530: (40) LAFAYETTE / CALLE DE LUNA



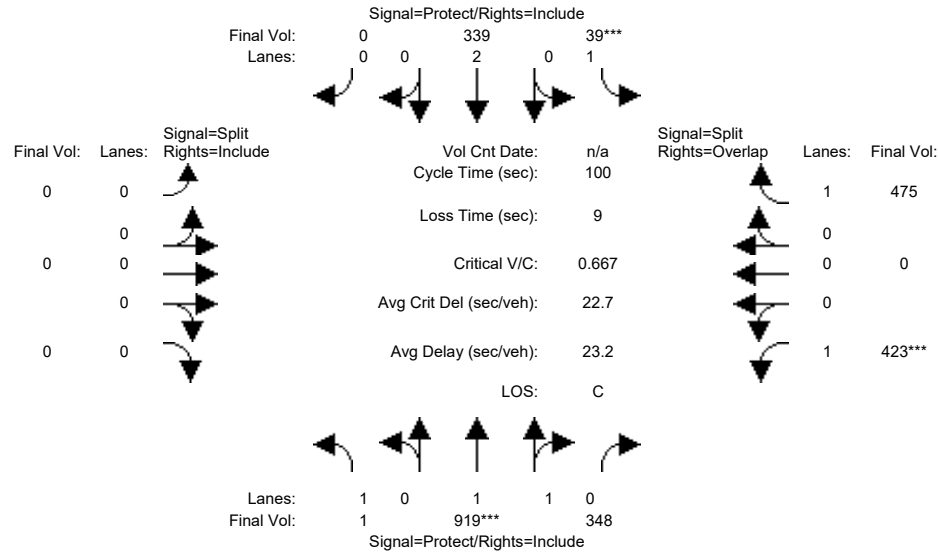
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	0	0	0	0	8	0	8
Y+R:	0.0	5.0	6.4	5.4	6.4	0.0	4.0	4.0	4.0	5.1	0.0	5.1
Volume Module: >> Count Date: 1 Jan 2020 <<												
Base Vol:	0	267	168	169	985	0	0	0	0	372	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	267	168	169	985	0	0	0	0	372	0	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	267	168	169	985	0	0	0	0	372	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	267	168	169	985	0	0	0	0	372	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	267	168	169	985	0	0	0	0	372	0	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	267	168	169	985	0	0	0	0	372	0	53
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.21	0.79	1.00	2.00	0.00	0.00	0.00	0.00	1.78	0.00	0.22
Final Sat.:	1750	2270	1428	1750	3800	0	0	0	0	3112	0	388
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.12	0.10	0.26	0.00	0.00	0.00	0.00	0.12	0.00	0.14
Crit Moves:	****				****							****
Green Time:	0.0	32.7	32.7	26.9	59.6	0.0	0.0	0.0	0.0	31.4	0.0	31.4
Volume/Cap:	0.00	0.36	0.36	0.36	0.43	0.00	0.00	0.00	0.00	0.38	0.00	0.43
Delay/Veh:	0.0	25.8	25.8	30.1	11.2	0.0	0.0	0.0	0.0	26.9	0.0	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.8	25.8	30.1	11.2	0.0	0.0	0.0	0.0	26.9	0.0	27.6
LOS by Move:	A	C	C	C	B	A	A	A	A	C	A	C
HCM2k95thQ:	0	10	10	9	15	0	0	0	0	11	0	12

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #530: (40) LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	0	0	0	0	8	0	8
Y+R:	0.0	5.0	6.4	5.4	6.4	0.0	4.0	4.0	4.0	5.1	0.0	5.1

Volume Module:												
Base Vol:	1	919	348	39	339	0	0	0	0	423	0	475
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	919	348	39	339	0	0	0	0	423	0	475
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	919	348	39	339	0	0	0	0	423	0	475
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	919	348	39	339	0	0	0	0	423	0	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	919	348	39	339	0	0	0	0	423	0	475
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	919	348	39	339	0	0	0	0	423	0	475

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.44	0.56	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	2683	1016	1750	3800	0	0	0	0	1750	0	1750

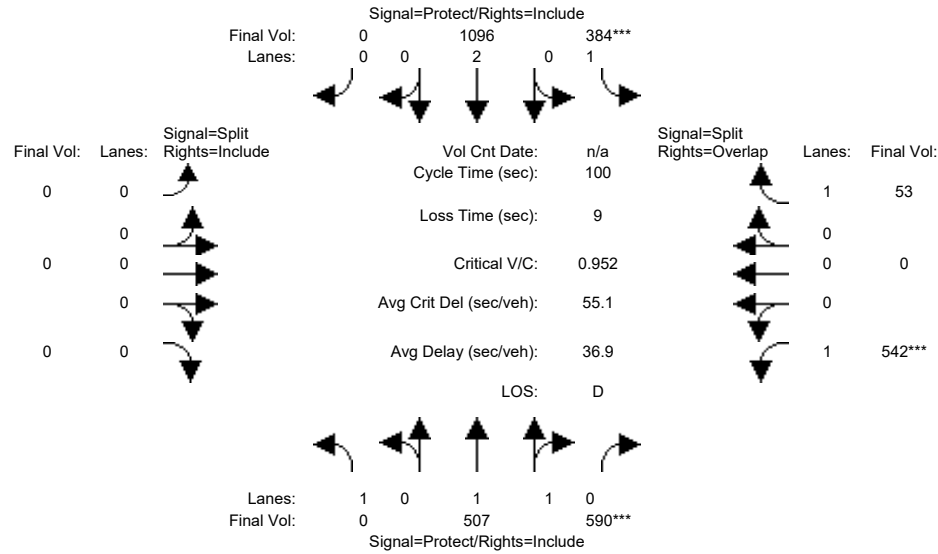
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.02	0.09	0.00	0.00	0.00	0.00	0.24	0.00	0.27
Crit Moves:	****			****			****			****		
Green Time:	15.7	51.0	51.0	4.0	39.3	0.0	0.0	0.0	0.0	36.0	0.0	40.0
Volume/Cap:	0.00	0.67	0.67	0.56	0.23	0.00	0.00	0.00	0.00	0.67	0.00	0.68
Delay/Veh:	35.5	19.2	19.2	56.7	20.3	0.0	0.0	0.0	0.0	29.8	0.0	27.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.5	19.2	19.2	56.7	20.3	0.0	0.0	0.0	0.0	29.8	0.0	27.4
LOS by Move:	D	B	B	E	C	A	A	A	A	C	A	C
HCM2k95thQ:	0	26	26	4	7	0	0	0	0	23	0	25

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #530: (40) LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	0	0	0	0	8	0	8
Y+R:	0.0	5.0	6.4	5.4	6.4	0.0	4.0	4.0	4.0	5.1	0.0	5.1

Volume Module:												
Base Vol:	0	507	590	384	1096	0	0	0	0	542	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	507	590	384	1096	0	0	0	0	542	0	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	507	590	384	1096	0	0	0	0	542	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	507	590	384	1096	0	0	0	0	542	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	507	590	384	1096	0	0	0	0	542	0	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	507	590	384	1096	0	0	0	0	542	0	53

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	1900	1750	1750	3800	0	0	0	0	1750	0	1750

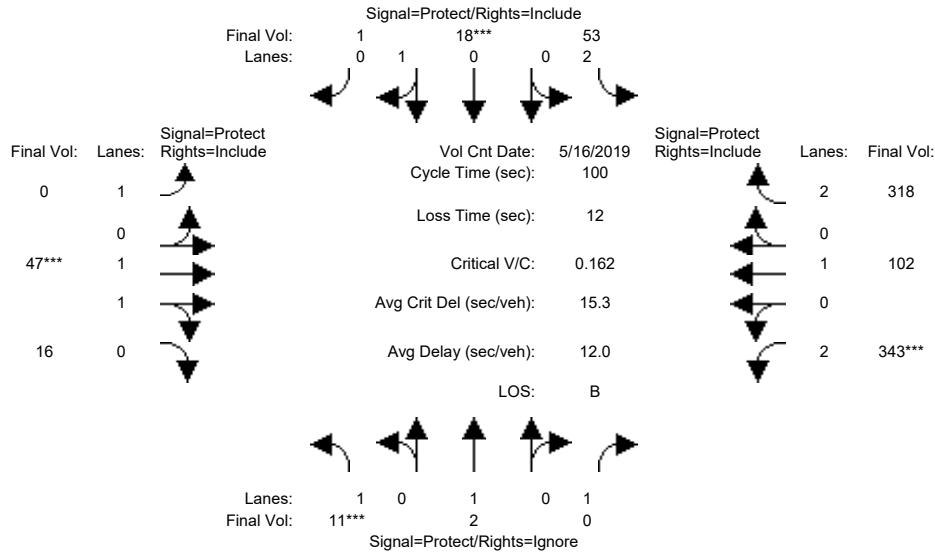
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.34	0.22	0.29	0.00	0.00	0.00	0.00	0.31	0.00	0.03
Crit Moves:			****	****						****		
Green Time:	0.0	35.4	35.4	23.1	58.5	0.0	0.0	0.0	0.0	32.5	0.0	55.6
Volume/Cap:	0.00	0.75	0.95	0.95	0.49	0.00	0.00	0.00	0.00	0.95	0.00	0.05
Delay/Veh:	0.0	30.7	47.8	70.5	12.3	0.0	0.0	0.0	0.0	59.1	0.0	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	30.7	47.8	70.5	12.3	0.0	0.0	0.0	0.0	59.1	0.0	10.2
LOS by Move:	A	C	D	E	B	A	A	A	A	E	A	B
HCM2k95thQ:	0	25	38	30	18	0	0	0	0	38	0	2

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd



Street Name:	Mission College Blvd Loop						Mission College Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	8	8	8	8	8	10	10	10	15	10	10
Y+R:	4.6	6.0	6.0	4.0	6.0	6.0	5.6	5.6	5.6	5.5	5.5	5.5

Volume Module:	>>	Count	Date:	16 May 2019	<<							
Base Vol:	10	2	88	48	16	1	0	42	14	309	92	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	2	88	48	16	1	0	42	14	309	92	286
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	2	88	48	16	1	0	42	14	309	92	286
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	11	2	0	53	18	1	0	47	16	343	102	318
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	2	0	53	18	1	0	47	16	343	102	318
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	11	2	0	53	18	1	0	47	16	343	102	318

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.98	0.95	0.83	1.00	0.83
Lanes:	1.00	1.00	1.00	2.00	0.94	0.06	1.00	1.49	0.51	2.00	1.00	2.00
Final Sat.:	1750	1900	1750	3150	1694	106	1750	2774	925	3150	1900	3150

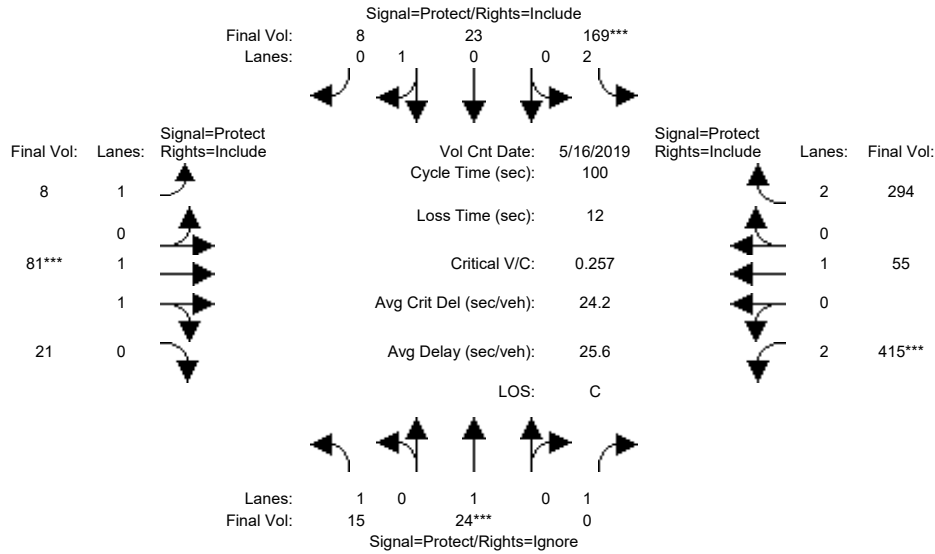
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.02	0.01	0.01	0.00	0.02	0.02	0.11	0.05	0.10
Crit Moves:	***			****			****			****		
Green Time:	8.0	8.0	0.0	8.0	8.0	8.0	0.0	10.0	10.0	62.0	72.0	72.0
Volume/Cap:	0.08	0.01	0.00	0.21	0.13	0.13	0.00	0.17	0.17	0.18	0.07	0.14
Delay/Veh:	42.8	42.4	0.0	43.5	43.2	43.2	0.0	41.4	41.4	8.1	4.2	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.8	42.4	0.0	43.5	43.2	43.2	0.0	41.4	41.4	8.1	4.2	4.4
LOS by Move:	D	D	A	D	D	D	A	D	D	A	A	A
HCM2k95thQ:	1	0	0	2	1	1	0	2	2	5	2	4

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd



Street Name:	Mission College Blvd Loop						Mission College Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	8	8	8	8	8	10	10	10	15	10	10
Y+R:	4.6	6.0	6.0	4.0	6.0	6.0	5.6	5.6	5.6	5.5	5.5	5.5

Volume Module:	>>	Count	Date:	16 May 2019	<<											
Base Vol:	14	23	555	161	22	8	8	77	20	394	52	279				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	14	23	555	161	22	8	8	77	20	394	52	279				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
ATI:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	14	23	555	161	22	8	8	77	20	394	52	279				
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95				
PHF Volume:	15	24	0	169	23	8	8	81	21	415	55	294				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	15	24	0	169	23	8	8	81	21	415	55	294				
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	15	24	0	169	23	8	8	81	21	415	55	294				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.98	0.95	0.83	1.00	0.83
Lanes:	1.00	1.00	1.00	2.00	0.73	0.27	1.00	1.58	0.42	2.00	1.00	2.00
Final Sat.:	1750	1900	1750	3150	1320	480	1750	2937	763	3150	1900	3150

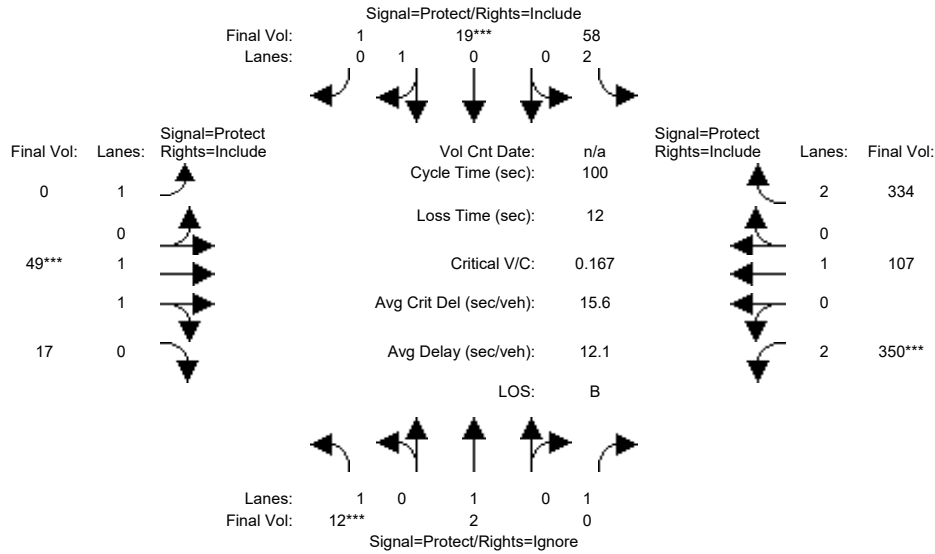
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.05	0.02	0.02	0.00	0.03	0.03	0.13	0.03	0.09
Crit Moves:	****			****			****			****		
Green Time:	14.1	8.0	0.0	20.2	14.1	14.1	29.9	10.4	10.4	49.4	29.9	29.9
Volume/Cap:	0.06	0.16	0.00	0.27	0.12	0.12	0.02	0.27	0.27	0.27	0.10	0.31
Delay/Veh:	37.3	43.4	0.0	33.9	37.8	37.8	24.7	41.7	41.7	14.8	25.4	27.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	43.4	0.0	33.9	37.8	37.8	24.7	41.7	41.7	14.8	25.4	27.3
LOS by Move:	D	D	A	C	D	D	C	D	D	B	C	C
HCM2k95thQ:	1	2	0	6	2	2	0	3	3	8	2	8

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd



Street Name:	Mission College Blvd Loop						Mission College Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	8	8	8	8	8	10	10	10	15	10	10
Y+R:	4.6	6.0	6.0	4.0	6.0	6.0	5.6	5.6	5.6	5.5	5.5	5.5

Volume Module:												
Base Vol:	11	2	115	52	17	1	0	44	15	315	96	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	2	115	52	17	1	0	44	15	315	96	301
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	2	115	52	17	1	0	44	15	315	96	301
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	12	2	0	58	19	1	0	49	17	350	107	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	2	0	58	19	1	0	49	17	350	107	334
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	2	0	58	19	1	0	49	17	350	107	334

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.98	0.95	0.83	1.00	0.83
Lanes:	1.00	1.00	1.00	2.00	0.94	0.06	1.00	1.48	0.52	2.00	1.00	2.00
Final Sat.:	1750	1900	1750	3150	1700	100	1750	2759	940	3150	1900	3150

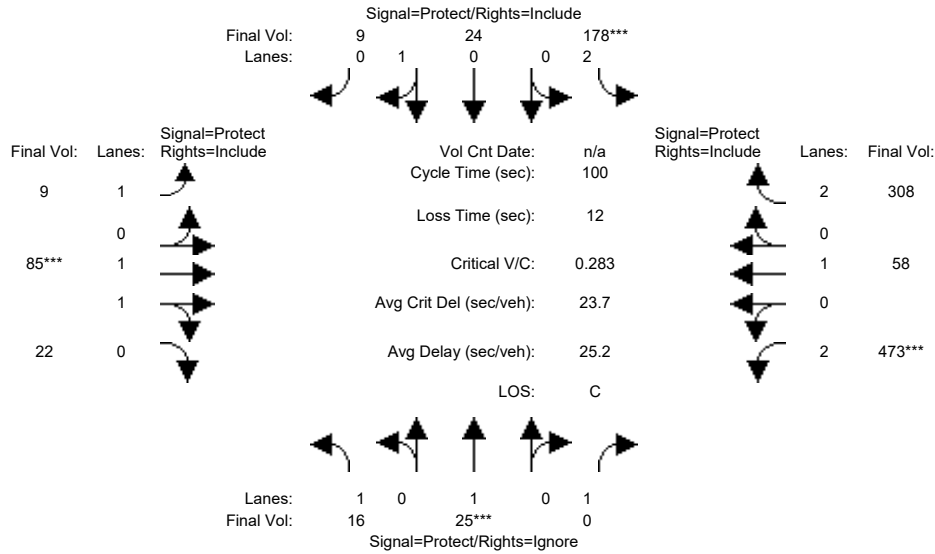
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.02	0.01	0.01	0.00	0.02	0.02	0.11	0.06	0.11
Crit Moves:	***			****			****			****		
Green Time:	8.0	8.0	0.0	8.0	8.0	8.0	0.0	10.0	10.0	62.0	72.0	72.0
Volume/Cap:	0.09	0.01	0.00	0.23	0.14	0.14	0.00	0.18	0.18	0.18	0.08	0.15
Delay/Veh:	42.9	42.4	0.0	43.6	43.2	43.2	0.0	41.5	41.5	8.2	4.2	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	42.4	0.0	43.6	43.2	43.2	0.0	41.5	41.5	8.2	4.2	4.4
LOS by Move:	D	D	A	D	D	D	A	D	D	A	A	A
HCM2k95thQ:	1	0	0	2	1	1	0	2	2	5	2	4

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd



Street Name:	Mission College Blvd Loop						Mission College Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	8	8	8	8	8	10	10	10	15	10	10
Y+R:	4.6	6.0	6.0	4.0	6.0	6.0	5.6	5.6	5.6	5.5	5.5	5.5

Volume Module:												
Base Vol:	15	24	601	169	23	9	9	81	21	449	55	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	24	601	169	23	9	9	81	21	449	55	293
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	24	601	169	23	9	9	81	21	449	55	293
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	25	0	178	24	9	9	85	22	473	58	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	25	0	178	24	9	9	85	22	473	58	308
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	25	0	178	24	9	9	85	22	473	58	308

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.98	0.95	0.83	1.00	0.83
Lanes:	1.00	1.00	1.00	2.00	0.72	0.28	1.00	1.58	0.42	2.00	1.00	2.00
Final Sat.:	1750	1900	1750	3150	1294	506	1750	2938	762	3150	1900	3150

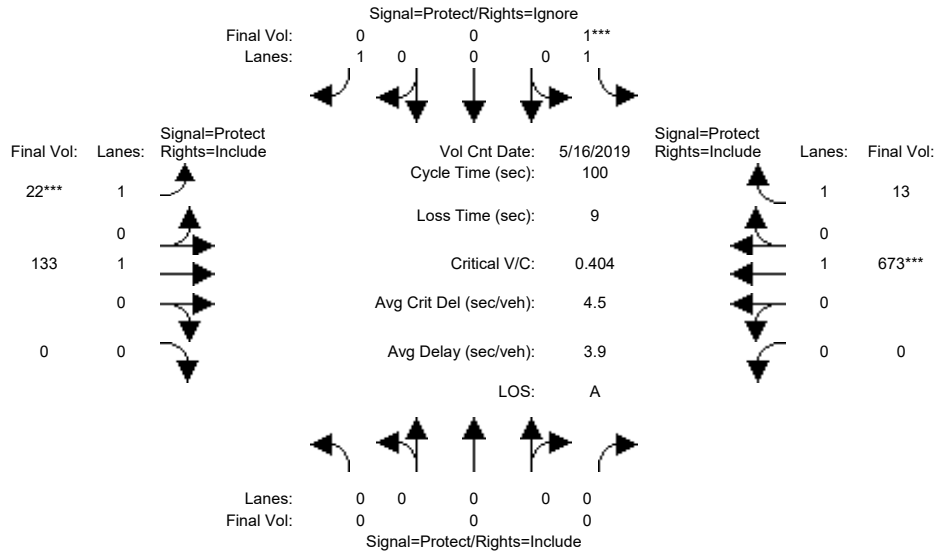
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.06	0.02	0.02	0.01	0.03	0.03	0.15	0.03	0.10
Crit Moves:	****			****			****			****		
Green Time:	13.6	8.0	0.0	19.1	13.6	13.6	30.4	10.0	10.0	50.9	30.4	30.4
Volume/Cap:	0.07	0.17	0.00	0.30	0.14	0.14	0.02	0.29	0.29	0.30	0.10	0.32
Delay/Veh:	37.8	43.4	0.0	34.9	38.3	38.3	24.3	42.1	42.1	14.3	25.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	43.4	0.0	34.9	38.3	38.3	24.3	42.1	42.1	14.3	25.0	27.0
LOS by Move:	D	D	A	C	D	D	C	D	D	B	C	C
HCM2k95thQ:	1	2	0	6	2	2	0	4	4	10	2	8

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #580: (29) Great America Emp Entr and Agnew Rd



Street Name:	Great America Emp Entr						Agnew Rd					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	5	0	0	5	15	0	0	5	5
Y+R:	4.0	4.0	4.0	4.5	0.0	0.0	4.5	5.0	0.0	0.0	5.0	5.0

Volume Module:	>>	Count	Date:	16 May 2019	<<							
Base Vol:	0	0	0	1	0	9	21	125	0	0	633	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	9	21	125	0	0	633	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	9	21	125	0	0	633	12
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	1	0	0	22	133	0	0	673	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	0	0	22	133	0	0	673	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	1	0	0	22	133	0	0	673	13

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

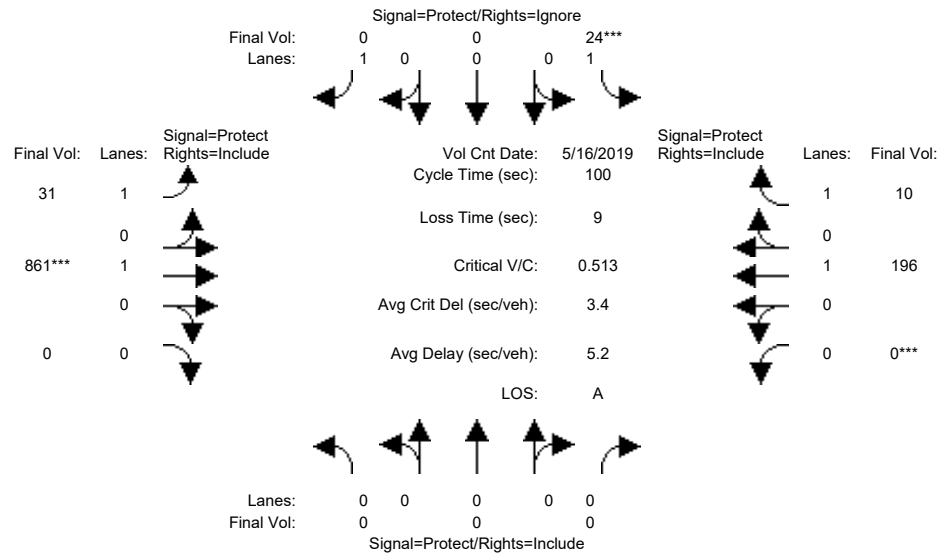
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.07	0.00	0.00	0.35	0.01
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	5.0	0.0	0.0	5.0	86.0	0.0	0.0	81.0	81.0
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.00	0.26	0.08	0.00	0.00	0.44	0.01
Delay/Veh:	0.0	0.0	0.0	45.2	0.0	0.0	47.3	1.1	0.0	0.0	3.0	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.2	0.0	0.0	47.3	1.1	0.0	0.0	3.0	1.8
LOS by Move:	A	A	A	D	A	A	D	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	1	1	0	0	12	0

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #580: (29) Great America Emp Entr and Agnew Rd



Street Name:	Great America Emp Entr						Agnew Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	5	0	0	5	15	0	0	5	5
Y+R:	4.0	4.0	4.0	4.5	0.0	0.0	4.5	5.0	0.0	0.0	5.0	5.0

Volume Module:	>>	Count	Date:	16 May 2019	<<							
Base Vol:	0	0	0	22	0	51	28	775	0	0	176	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	22	0	51	28	775	0	0	176	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	22	0	51	28	775	0	0	176	9
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	24	0	0	31	861	0	0	196	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	24	0	0	31	861	0	0	196	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	24	0	0	31	861	0	0	196	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

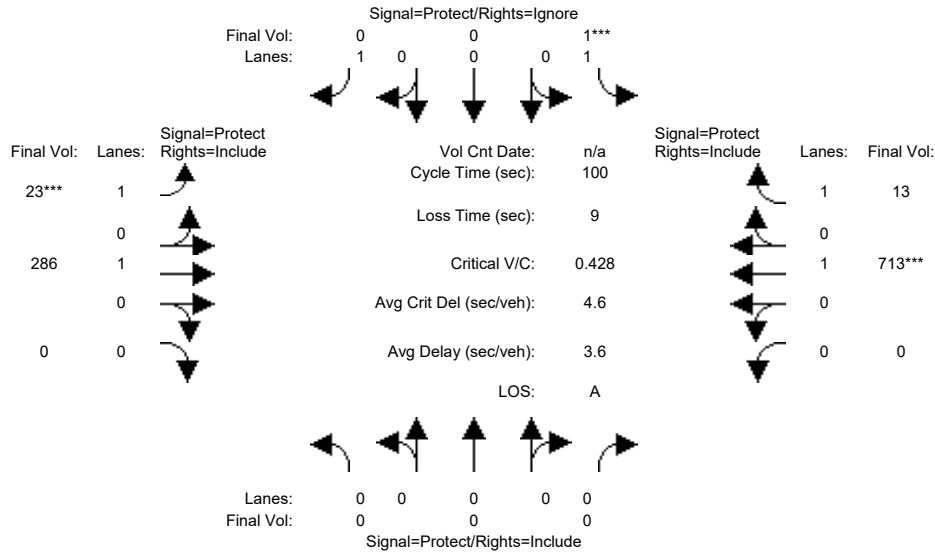
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.02	0.45	0.00	0.00	0.10	0.01
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	5.0	0.0	0.0	28.1	86.0	0.0	0.0	57.9	57.9
Volume/Cap:	0.00	0.00	0.00	0.28	0.00	0.00	0.06	0.53	0.00	0.00	0.18	0.01
Delay/Veh:	0.0	0.0	0.0	47.5	0.0	0.0	26.4	2.1	0.0	0.0	10.0	8.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.5	0.0	0.0	26.4	2.1	0.0	0.0	10.0	8.9
LOS by Move:	A	A	A	D	A	A	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	2	0	0	1	14	0	0	5	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #580: (29) Great America Emp Entr and Agnew Rd



Street Name:	Great America Emp Entr						Agnew Rd					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	5	0	0	5	15	0	0	5	5
Y+R:	4.0	4.0	4.0	4.5	0.0	0.0	4.5	5.0	0.0	0.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	1	0	9	22	269	0	0	670	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	9	22	269	0	0	670	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	9	22	269	0	0	670	12
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	1	0	0	23	286	0	0	713	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	0	0	23	286	0	0	713	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	1	0	0	23	286	0	0	713	13

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

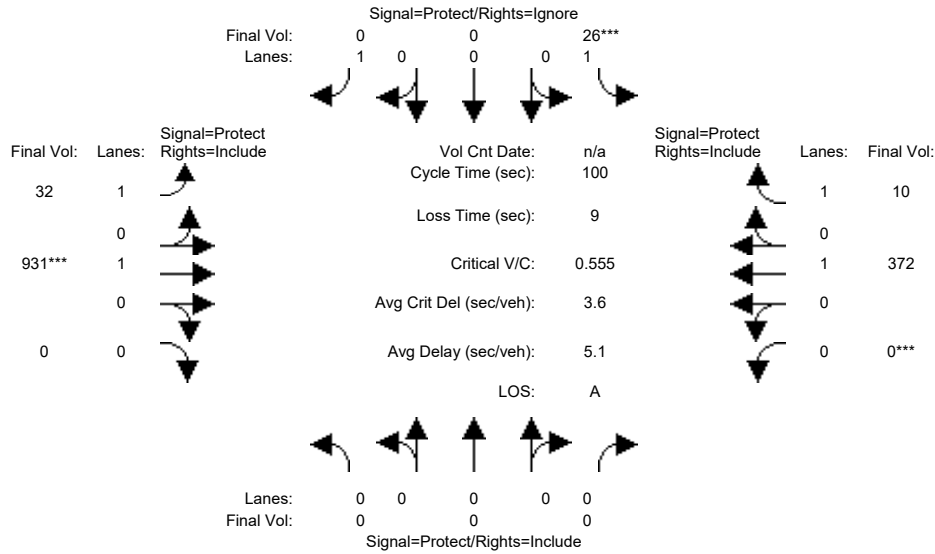
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.15	0.00	0.00	0.38	0.01
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	5.0	0.0	0.0	5.0	86.0	0.0	0.0	81.0	81.0
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.00	0.27	0.18	0.00	0.00	0.46	0.01
Delay/Veh:	0.0	0.0	0.0	45.2	0.0	0.0	47.4	1.2	0.0	0.0	3.1	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.2	0.0	0.0	47.4	1.2	0.0	0.0	3.1	1.8
LOS by Move:	A	A	A	D	A	A	D	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	2	3	0	0	12	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #580: (29) Great America Emp Entr and Agnew Rd



Street Name:	Great America Emp Entr						Agnew Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	5	0	0	5	15	0	0	5	5
Y+R:	4.0	4.0	4.0	4.5	0.0	0.0	4.5	5.0	0.0	0.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	23	0	53	29	838	0	0	335	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	23	0	53	29	838	0	0	335	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	23	0	53	29	838	0	0	335	9
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	26	0	0	32	931	0	0	372	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	26	0	0	32	931	0	0	372	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	26	0	0	32	931	0	0	372	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

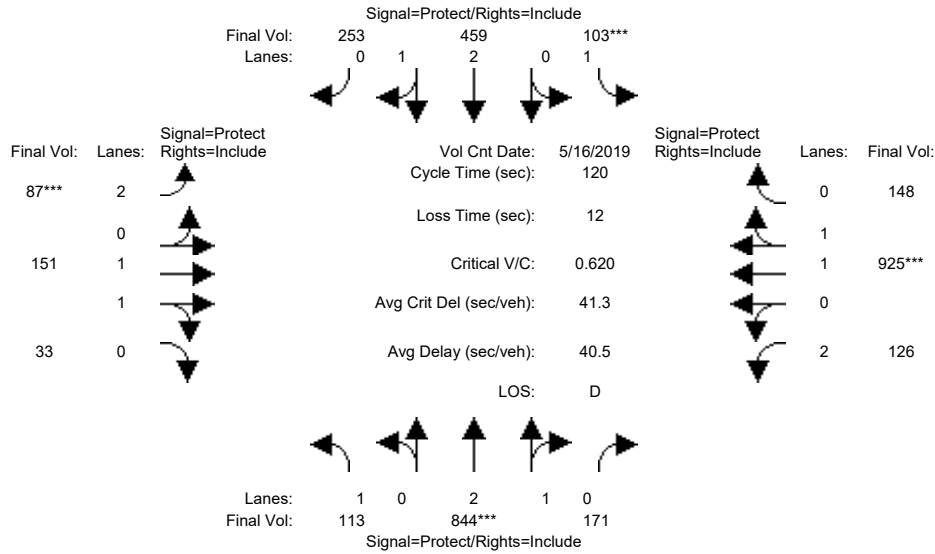
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.02	0.49	0.00	0.00	0.20	0.01
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	5.0	0.0	0.0	17.5	86.0	0.0	0.0	68.5	68.5
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.00	0.11	0.57	0.00	0.00	0.29	0.01
Delay/Veh:	0.0	0.0	0.0	47.7	0.0	0.0	34.8	2.4	0.0	0.0	6.3	5.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.7	0.0	0.0	34.8	2.4	0.0	0.0	6.3	5.0
LOS by Move:	A	A	A	D	A	A	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	2	0	0	2	16	0	0	8	0

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #1200: (22) BOWERS/SCOTT



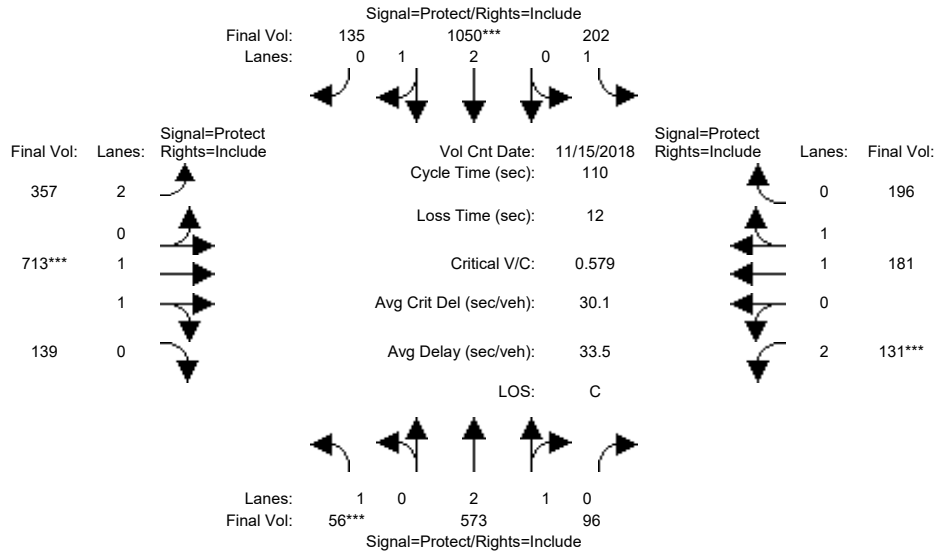
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	113	844	171	103	459	253	87	151	33	126	925	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	844	171	103	459	253	87	151	33	126	925	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	844	171	103	459	253	87	151	33	126	925	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	844	171	103	459	253	87	151	33	126	925	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	844	171	103	459	253	87	151	33	126	925	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	113	844	171	103	459	253	87	151	33	126	925	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.48	0.52	1.00	2.00	1.00	2.00	1.63	0.37	2.00	1.72	0.28
Final Sat.:	1750	4655	943	1750	3800	1750	3150	3036	663	3150	3189	510
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.06	0.12	0.14	0.03	0.05	0.05	0.04	0.29	0.29
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.0	30.0	30.0	20.0	30.0	30.0	15.0	33.1	33.1	24.9	43.0	43.0
Volume/Cap:	0.39	0.73	0.73	0.35	0.48	0.58	0.22	0.18	0.18	0.19	0.81	0.81
Delay/Veh:	45.4	43.1	43.1	45.0	38.6	40.1	47.5	33.2	33.2	39.4	38.6	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	43.1	43.1	45.0	38.6	40.1	47.5	33.2	33.2	39.4	38.6	38.6
LOS by Move:	D	D	D	D	D	D	D	C	C	D	D	D
HCM2k95thQ:	8	21	21	7	13	16	3	5	5	4	32	32

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #1200: (22) BOWERS/SCOTT



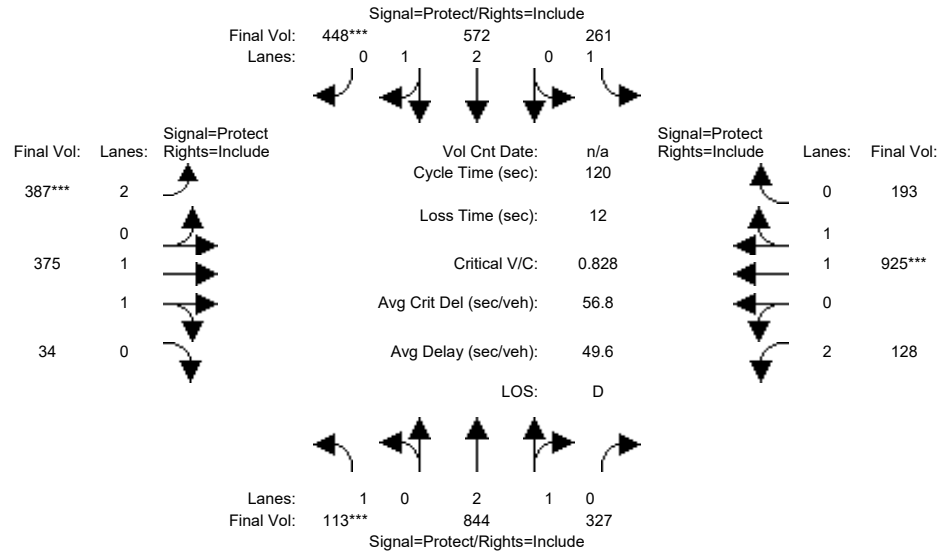
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	56	573	96	202	1050	135	357	713	139	131	181	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	573	96	202	1050	135	357	713	139	131	181	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	573	96	202	1050	135	357	713	139	131	181	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	573	96	202	1050	135	357	713	139	131	181	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	573	96	202	1050	135	357	713	139	131	181	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	56	573	96	202	1050	135	357	713	139	131	181	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.55	0.45	1.00	2.65	0.35	2.00	1.66	0.34	2.00	1.00	1.00
Final Sat.:	1750	4795	803	1750	4961	638	3150	3096	604	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.12	0.21	0.21	0.11	0.23	0.23	0.04	0.10	0.11
Crit Moves:	****			****			****			****		
Green Time:	7.0	23.8	23.8	23.0	39.8	39.8	25.7	43.3	43.3	7.8	25.4	25.4
Volume/Cap:	0.50	0.55	0.55	0.55	0.58	0.58	0.48	0.58	0.58	0.58	0.41	0.48
Delay/Veh:	53.4	38.9	38.9	40.7	28.8	28.8	36.9	26.9	26.9	53.4	36.2	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	38.9	38.9	40.7	28.8	28.8	36.9	26.9	26.9	53.4	36.2	37.1
LOS by Move:	D	D	D	D	C	C	D	C	C	D	D	D
HCM2k95thQ:	4	13	13	12	19	19	12	21	21	5	10	12

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #1200: (22) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5

Volume Module:

Base Vol:	113	844	327	261	572	448	387	375	34	128	925	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	844	327	261	572	448	387	375	34	128	925	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	844	327	261	572	448	387	375	34	128	925	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	844	327	261	572	448	387	375	34	128	925	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	844	327	261	572	448	387	375	34	128	925	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	113	844	327	261	572	448	387	375	34	128	925	193

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.13	0.87	1.00	2.00	1.00	2.00	1.83	0.17	2.00	1.65	0.35
Final Sat.:	1750	4034	1563	1750	3800	1750	3150	3392	308	3150	3061	639

Capacity Analysis Module:

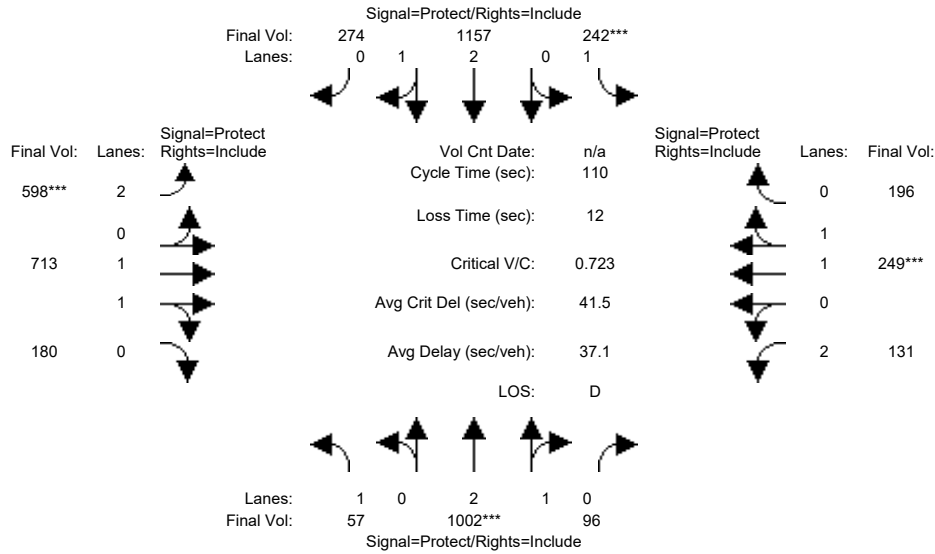
Vol/Sat:	0.06	0.21	0.21	0.15	0.15	0.26	0.12	0.11	0.11	0.04	0.30	0.30
Crit Moves:	****					****	****			****		
Green Time:	20.0	31.8	31.8	21.2	33.1	33.1	15.9	31.4	31.4	23.5	39.0	39.0
Volume/Cap:	0.39	0.79	0.79	0.84	0.55	0.93	0.93	0.42	0.42	0.21	0.93	0.93
Delay/Veh:	45.4	43.9	43.9	66.3	37.4	55.7	78.6	37.1	37.1	40.6	51.6	51.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	43.9	43.9	66.3	37.4	55.7	78.6	37.1	37.1	40.6	51.6	51.6
LOS by Move:	D	D	D	E	D	E	E	D	D	D	D	D
HCM2k95thQ:	8	24	24	20	16	33	18	12	12	5	37	37

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #1200: (22) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	57	1002	96	242	1157	274	598	713	180	131	249	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1002	96	242	1157	274	598	713	180	131	249	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1002	96	242	1157	274	598	713	180	131	249	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1002	96	242	1157	274	598	713	180	131	249	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1002	96	242	1157	274	598	713	180	131	249	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	1002	96	242	1157	274	598	713	180	131	249	196

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	2.73	0.27	1.00	2.40	0.60	2.00	1.59	0.41	2.00	1.10	0.90
Final Sat.:	1750	5110	490	1750	4526	1072	3150	2954	746	3150	2069	1629

Capacity Analysis Module:

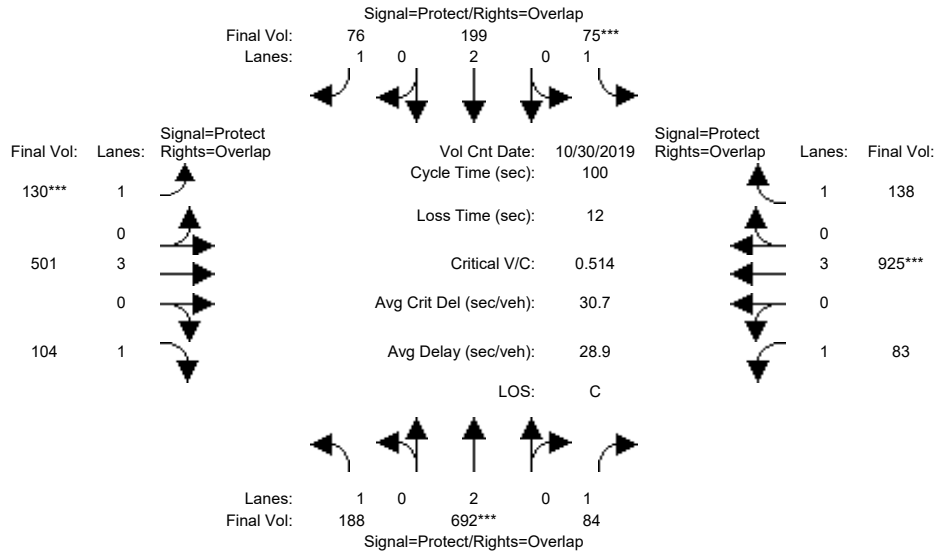
Vol/Sat:	0.03	0.20	0.20	0.14	0.26	0.26	0.19	0.24	0.24	0.04	0.12	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.1	29.8	29.8	21.0	40.7	40.7	28.9	37.3	37.3	9.8	18.3	18.3
Volume/Cap:	0.35	0.72	0.72	0.72	0.69	0.69	0.72	0.71	0.71	0.46	0.72	0.72
Delay/Veh:	48.2	38.1	38.1	49.4	30.3	30.3	40.1	33.6	33.6	48.8	47.7	47.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	38.1	38.1	49.4	30.3	30.3	40.1	33.6	33.6	48.8	47.7	47.7
LOS by Move:	D	D	D	D	C	C	D	C	C	D	D	D
HCM2k95thQ:	4	21	21	16	24	24	20	24	24	5	14	14

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #1201: (56) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	15	15	4	15	15
Y+R:	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5

Volume Module:	>>	Count	Date:	30 Oct 2019	<<							
Base Vol:	188	692	84	75	199	76	130	501	104	83	925	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	692	84	75	199	76	130	501	104	83	925	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	692	84	75	199	76	130	501	104	83	925	138
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	692	84	75	199	76	130	501	104	83	925	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	692	84	75	199	76	130	501	104	83	925	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	188	692	84	75	199	76	130	501	104	83	925	138

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	5700	1900	1900	5700	1900

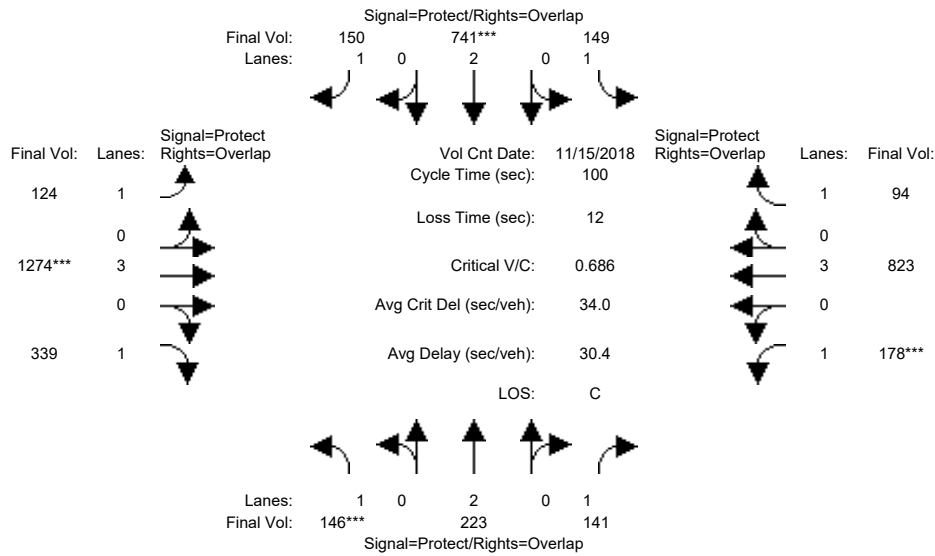
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.04	0.04	0.05	0.04	0.07	0.09	0.05	0.04	0.16	0.07
Crit Moves:	****			****			****			****		
Green Time:	28.2	35.4	45.6	7.7	14.9	28.2	13.3	34.8	63.0	10.1	31.6	39.3
Volume/Cap:	0.35	0.51	0.10	0.51	0.35	0.14	0.51	0.25	0.09	0.43	0.51	0.19
Delay/Veh:	30.4	26.9	15.7	56.7	39.9	27.4	47.6	23.6	7.4	49.1	29.0	20.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	26.9	15.7	56.7	39.9	27.4	47.6	23.6	7.4	49.1	29.0	20.4
LOS by Move:	C	C	B	E	D	C	D	C	A	D	C	C
HCM2k95thQ:	9	15	3	5	6	4	9	8	3	5	14	6

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #1201: (56) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	15 Nov 2018	<<	5:15 - 6:15 PM						
Base Vol:	146	223	141	149	741	150	124	1274	339	178	823	94
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	223	141	149	741	150	124	1274	339	178	823	94
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	223	141	149	741	150	124	1274	339	178	823	94
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	223	141	149	741	150	124	1274	339	178	823	94
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	223	141	149	741	150	124	1274	339	178	823	94
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	146	223	141	149	741	150	124	1274	339	178	823	94

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

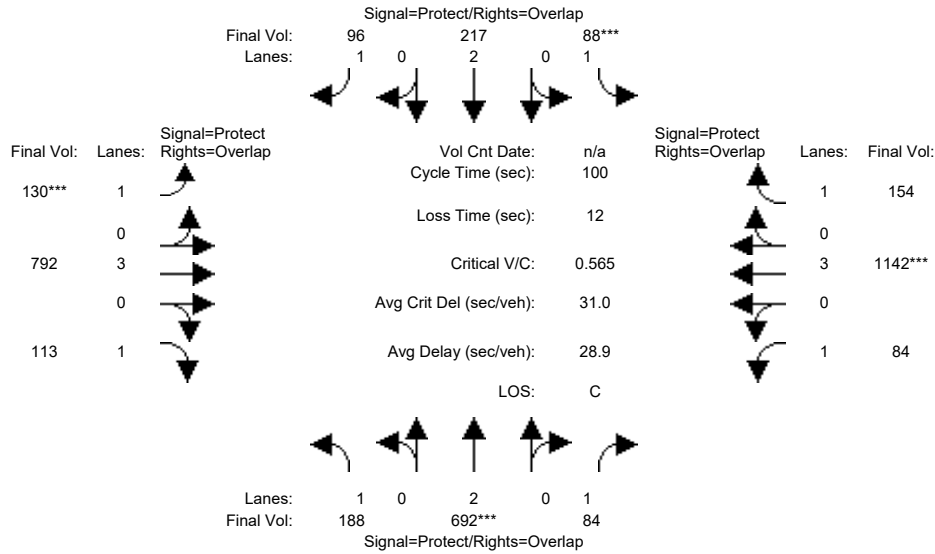
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.08	0.09	0.20	0.09	0.07	0.22	0.19	0.10	0.14	0.05
Crit Moves:	***				***			***			***	
Green Time:	12.2	21.9	36.8	18.7	28.4	44.0	15.6	32.6	44.7	14.8	31.8	50.5
Volume/Cap:	0.69	0.27	0.22	0.46	0.69	0.19	0.45	0.69	0.43	0.69	0.45	0.11
Delay/Veh:	51.1	32.6	21.9	37.2	33.7	17.3	39.5	30.4	19.3	47.8	27.4	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.1	32.6	21.9	37.2	33.7	17.3	39.5	30.4	19.3	47.8	27.4	13.0
LOS by Move:	D	C	C	D	C	B	D	C	B	D	C	B
HCM2k95thQ:	9	5	6	8	18	6	8	22	15	11	12	3

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #1201: (56) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	15	15	4	15	15
Y+R:	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5

Volume Module:												
Base Vol:	188	692	84	88	217	96	130	792	113	84	1142	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	692	84	88	217	96	130	792	113	84	1142	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	692	84	88	217	96	130	792	113	84	1142	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	692	84	88	217	96	130	792	113	84	1142	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	692	84	88	217	96	130	792	113	84	1142	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	188	692	84	88	217	96	130	792	113	84	1142	154

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	5700	1900	1900	5700	1900

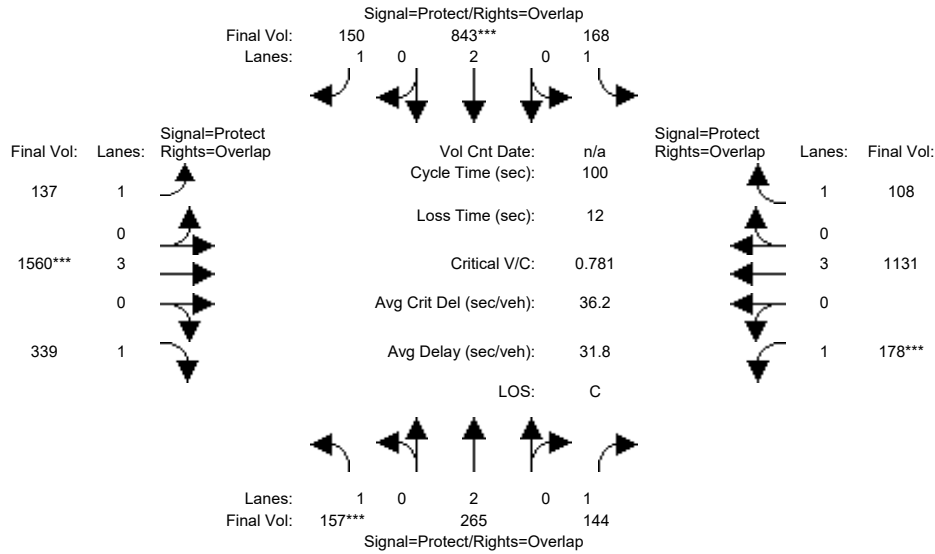
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.04	0.05	0.06	0.05	0.07	0.14	0.06	0.04	0.20	0.08
Crit Moves:	****			****			****			****		
Green Time:	25.6	32.2	43.1	8.2	14.8	26.9	12.1	36.7	62.4	10.8	35.5	43.7
Volume/Cap:	0.39	0.56	0.10	0.56	0.39	0.19	0.56	0.38	0.10	0.41	0.56	0.19
Delay/Veh:	33.0	30.0	17.2	58.2	40.5	28.9	51.1	23.8	7.7	47.5	27.2	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.0	30.0	17.2	58.2	40.5	28.9	51.1	23.8	7.7	47.5	27.2	17.8
LOS by Move:	C	C	B	E	D	C	D	C	A	D	C	B
HCM2k95thQ:	9	15	3	6	6	5	9	11	3	5	16	6

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #1201: (56) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 5:15 - 6:15 PM												
Base Vol:	157	265	144	168	843	150	137	1560	339	178	1131	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	265	144	168	843	150	137	1560	339	178	1131	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	265	144	168	843	150	137	1560	339	178	1131	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	265	144	168	843	150	137	1560	339	178	1131	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	265	144	168	843	150	137	1560	339	178	1131	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	157	265	144	168	843	150	137	1560	339	178	1131	108

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

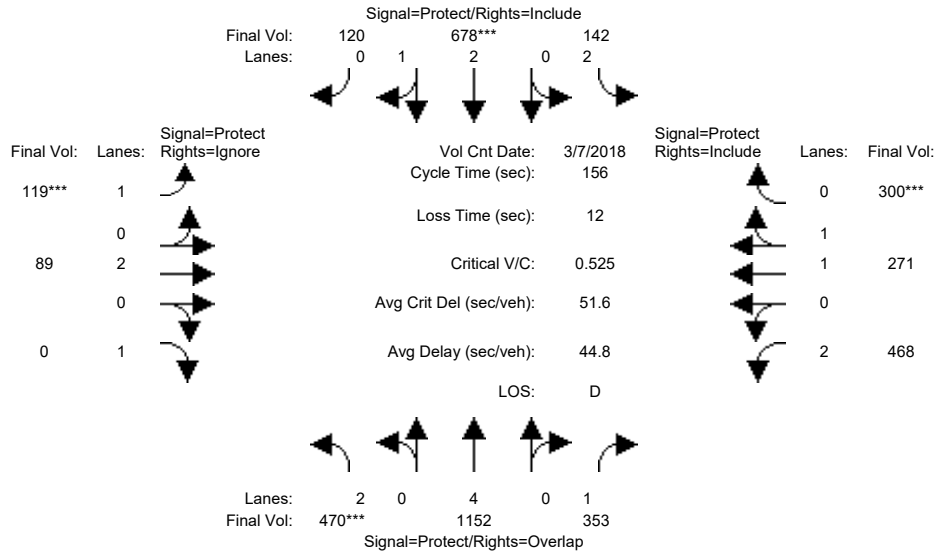
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.08	0.10	0.22	0.09	0.08	0.27	0.19	0.10	0.20	0.06
Crit Moves:	***			****			****			****		
Green Time:	11.5	20.4	33.4	19.5	28.4	42.0	13.6	35.1	46.6	13.0	34.5	54.0
Volume/Cap:	0.78	0.34	0.25	0.49	0.78	0.20	0.58	0.78	0.42	0.78	0.58	0.11
Delay/Veh:	60.7	34.4	24.4	36.9	36.7	18.5	43.9	31.1	18.1	57.9	27.2	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.7	34.4	24.4	36.9	36.7	18.5	43.9	31.1	18.1	57.9	27.2	11.3
LOS by Move:	E	C	C	D	D	B	D	C	B	E	C	B
HCM2k95thQ:	10	7	7	9	21	6	10	28	14	11	17	3

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #1206: (18) GREAT AMERICA / MISSION COLLEGE



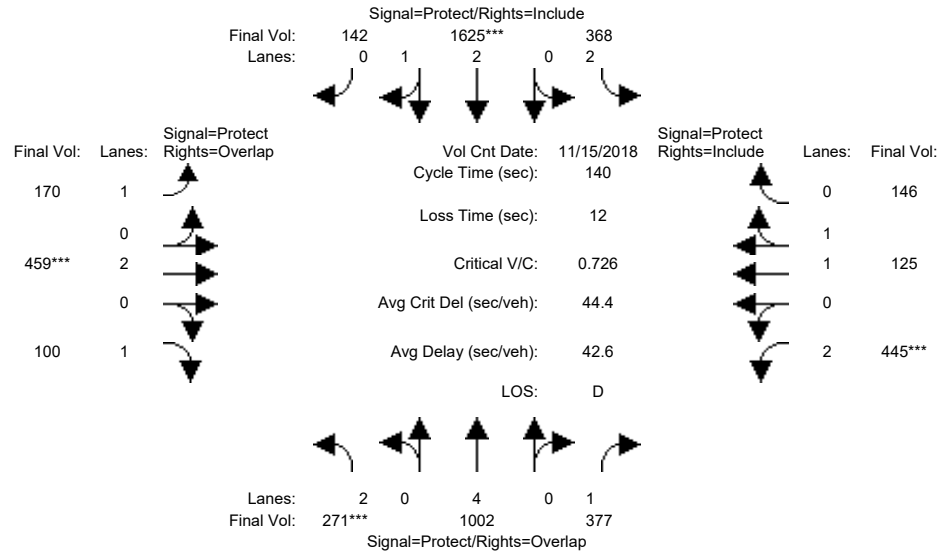
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	15	15	10	15	15	4	10	10	5	10	10
Y+R:	5.0	7.2	7.2	5.0	7.2	7.2	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module: >> Count Date: 7 Mar 2018 <<												
Base Vol:	470	1152	353	142	678	120	119	89	103	468	271	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	1152	353	142	678	120	119	89	103	468	271	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	1152	353	142	678	120	119	89	103	468	271	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	470	1152	353	142	678	120	119	89	0	468	271	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	1152	353	142	678	120	119	89	0	468	271	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	470	1152	353	142	678	120	119	89	0	468	271	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	2.55	0.45	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3800	7600	1900	3800	4843	857	1900	3800	1900	3800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.19	0.04	0.14	0.14	0.06	0.02	0.00	0.12	0.14	0.16
Crit Moves:	****			****			****					****
Green Time:	36.8	55.1	98.2	23.3	41.6	41.6	18.6	22.5	0.0	43.1	47.0	47.0
Volume/Cap:	0.52	0.43	0.30	0.25	0.52	0.52	0.52	0.16	0.00	0.45	0.47	0.52
Delay/Veh:	54.2	39.0	13.8	59.7	50.0	50.0	73.0	59.2	0.0	47.9	45.8	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	39.0	13.8	59.7	50.0	50.0	73.0	59.2	0.0	47.9	45.8	47.1
LOS by Move:	D	D	B	E	D	D	E	E	A	D	D	D
HCM2k95thQ:	17	18	14	6	18	18	11	4	0	16	18	20

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #1206: (18) GREAT AMERICA / MISSION COLLEGE



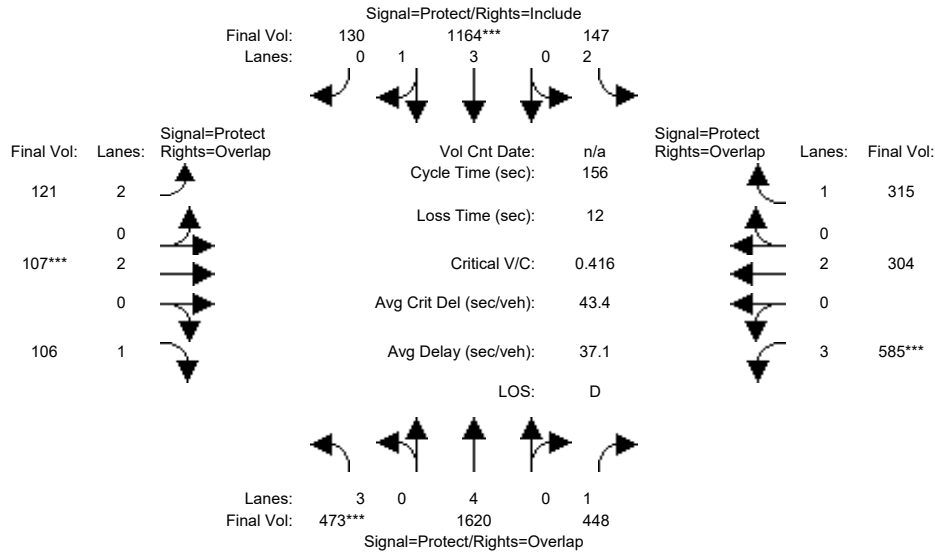
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date:	15 Nov 2018 << 5:00 - 6:00 PM											
Base Vol:	271	1002	377	368	1625	142	170	459	100	445	125	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	1002	377	368	1625	142	170	459	100	445	125	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	1002	377	368	1625	142	170	459	100	445	125	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	1002	377	368	1625	142	170	459	100	445	125	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	1002	377	368	1625	142	170	459	100	445	125	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	271	1002	377	368	1625	142	170	459	100	445	125	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	2.75	0.25	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	7600	1750	3150	5149	450	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.22	0.12	0.32	0.32	0.10	0.12	0.06	0.14	0.07	0.08
Crit Moves:	****			****			****			****		
Green Time:	16.6	41.1	68.3	36.4	60.9	60.9	27.2	23.3	39.9	27.2	23.4	23.4
Volume/Cap:	0.73	0.45	0.44	0.45	0.73	0.73	0.50	0.73	0.20	0.73	0.39	0.50
Delay/Veh:	66.5	40.4	23.8	43.8	33.8	33.8	51.5	59.5	38.2	57.2	52.4	53.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	40.4	23.8	43.8	33.8	33.8	51.5	59.5	38.2	57.2	52.4	53.7
LOS by Move:	E	D	C	D	C	C	D	E	D	E	D	D
HCM2k95thQ:	13	16	20	14	34	34	13	18	7	20	9	12

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #1206: (18) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	37	37	10	37	37	4	10	10	5	10	10
Y+R:	5.0	7.2	7.2	5.0	7.2	7.2	5.0	6.4	6.4	5.0	6.4	6.4

Volume Module:

Base Vol:	473	1620	448	147	1164	130	121	107	106	585	304	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	473	1620	448	147	1164	130	121	107	106	585	304	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	1620	448	147	1164	130	121	107	106	585	304	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	473	1620	448	147	1164	130	121	107	106	585	304	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	1620	448	147	1164	130	121	107	106	585	304	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	473	1620	448	147	1164	130	121	107	106	585	304	315

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	4.00	1.00	2.00	3.60	0.40	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	5700	7600	1900	3800	6836	764	3800	3800	1900	5700	3800	1900

Capacity Analysis Module:

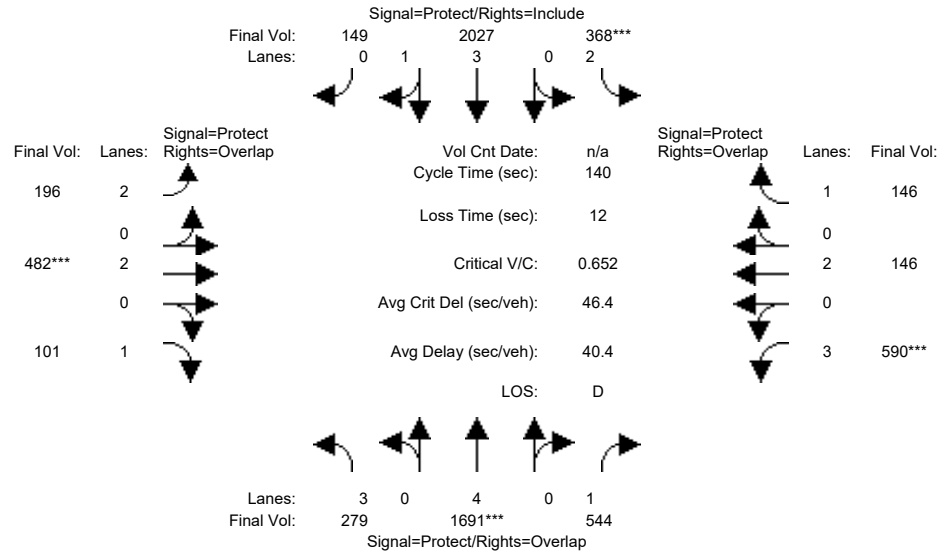
Vol/Sat:	0.08	0.21	0.24	0.04	0.17	0.17	0.03	0.03	0.06	0.10	0.08	0.17
Crit Moves:	****			****			****			****		
Green Time:	31.1	74.8	113.2	20.2	63.8	63.8	9.8	10.6	41.7	38.5	39.2	59.4
Volume/Cap:	0.42	0.44	0.32	0.30	0.42	0.42	0.51	0.42	0.21	0.42	0.32	0.44
Delay/Veh:	55.6	27.3	8.3	63.0	33.2	33.2	78.2	74.7	45.3	50.2	48.4	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.6	27.3	8.3	63.0	33.2	33.2	78.2	74.7	45.3	50.2	48.4	37.7
LOS by Move:	E	C	A	E	C	C	E	E	D	D	D	D
HCM2k95thQ:	12	22	14	7	18	18	6	6	8	14	11	19

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #1206: (18) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	37	37	7	37	37	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	279	1691	544	368	2027	149	196	482	101	590	146	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	1691	544	368	2027	149	196	482	101	590	146	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	1691	544	368	2027	149	196	482	101	590	146	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	1691	544	368	2027	149	196	482	101	590	146	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	1691	544	368	2027	149	196	482	101	590	146	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	279	1691	544	368	2027	149	196	482	101	590	146	146

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.71	0.29	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6986	513	3150	3800	1750	4551	3800	1750

Capacity Analysis Module:

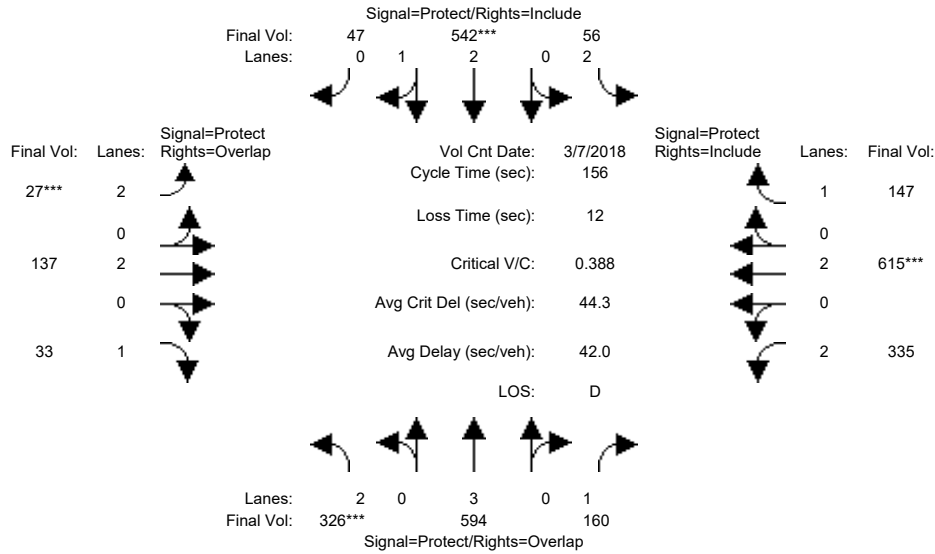
Vol/Sat:	0.06	0.22	0.31	0.12	0.29	0.29	0.06	0.13	0.06	0.13	0.04	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.7	47.8	75.7	25.1	60.2	60.2	25.7	27.2	40.0	27.9	29.4	54.5
Volume/Cap:	0.67	0.65	0.58	0.65	0.67	0.67	0.34	0.65	0.20	0.65	0.18	0.21
Delay/Veh:	66.0	39.6	22.3	56.1	32.6	32.6	50.1	54.1	38.1	53.3	45.5	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	39.6	22.3	56.1	32.6	32.6	50.1	54.1	38.1	53.3	45.5	28.6
LOS by Move:	E	D	C	E	C	C	D	D	D	D	D	C
HCM2k95thQ:	10	27	29	15	30	30	8	18	7	18	5	8

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #1207: (15) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	7	12	12	7	10	10	8	10	10
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	5.0	6.4	6.4	5.0	6.4	6.4

Volume Module: >> Count Date: 7 Mar 2018 <<

Base Vol:	326	594	160	56	542	47	27	137	33	335	615	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	594	160	56	542	47	27	137	33	335	615	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	594	160	56	542	47	27	137	33	335	615	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	594	160	56	542	47	27	137	33	335	615	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	594	160	56	542	47	27	137	33	335	615	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	594	160	56	542	47	27	137	33	335	615	147

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.76	0.24	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3800	5700	1900	3800	5245	455	3800	3800	1900	3800	3800	1900

Capacity Analysis Module:

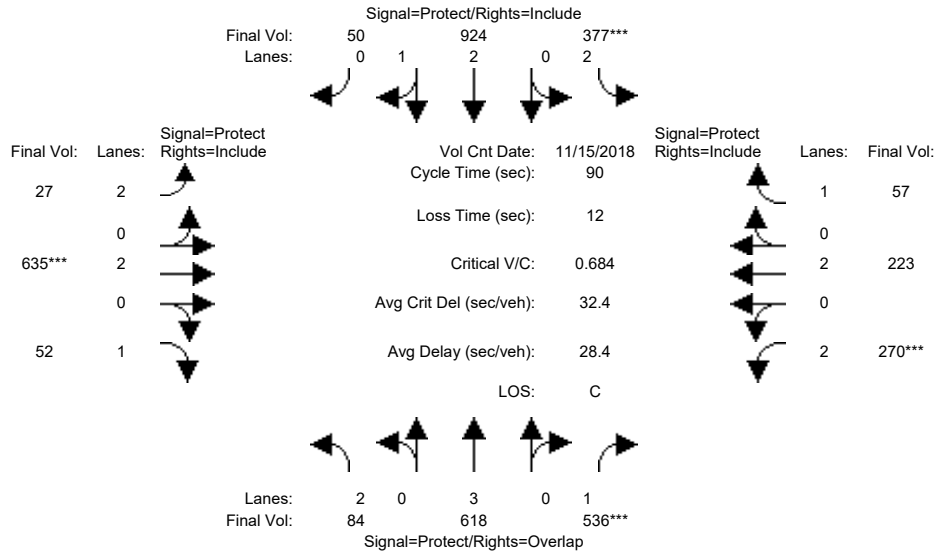
Vol/Sat:	0.09	0.10	0.08	0.01	0.10	0.10	0.01	0.04	0.02	0.09	0.16	0.08
Crit Moves:	****			****			****			****		
Green Time:	33.5	51.6	92.2	22.2	40.3	40.3	7.0	29.5	63.0	40.6	63.2	63.2
Volume/Cap:	0.40	0.32	0.14	0.10	0.40	0.40	0.16	0.19	0.04	0.34	0.40	0.19
Delay/Veh:	54.1	39.4	14.5	58.6	48.6	48.6	73.6	53.8	28.3	47.7	33.7	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	39.4	14.5	58.6	48.6	48.6	73.6	53.8	28.3	47.7	33.7	30.5
LOS by Move:	D	D	B	E	D	D	E	D	C	D	C	C
HCM2k95thQ:	12	13	7	3	14	14	2	6	2	12	18	9

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #1207: (15) GREAT AMERICA/TASMAN



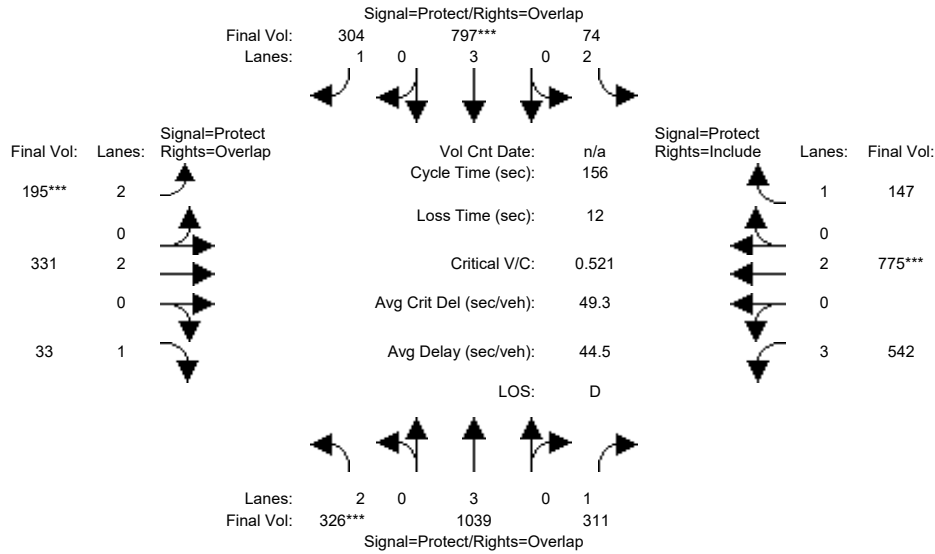
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	84	618	536	377	924	50	27	635	52	270	223	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	618	536	377	924	50	27	635	52	270	223	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	618	536	377	924	50	27	635	52	270	223	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	618	536	377	924	50	27	635	52	270	223	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	618	536	377	924	50	27	635	52	270	223	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	84	618	536	377	924	50	27	635	52	270	223	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.84	0.16	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5312	287	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.31	0.12	0.17	0.17	0.01	0.17	0.03	0.09	0.06	0.03
Crit Moves:			****	****				****		****		
Green Time:	13.8	29.0	40.3	15.7	30.9	30.9	13.7	22.0	22.0	11.3	19.6	19.6
Volume/Cap:	0.17	0.34	0.68	0.68	0.51	0.51	0.06	0.68	0.12	0.68	0.27	0.15
Delay/Veh:	33.3	23.3	22.3	38.4	23.7	23.7	32.7	33.0	26.6	42.6	29.5	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	23.3	22.3	38.4	23.7	23.7	32.7	33.0	26.6	42.6	29.5	28.7
LOS by Move:	C	C	C	D	C	C	C	C	C	D	C	C
HCM2k95thQ:	2	8	23	12	13	13	1	15	2	9	5	3

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #1207: (15) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	7	12	12	7	10	10	8	10	10
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	5.0	6.4	6.4	5.0	6.4	6.4

Volume Module:

Base Vol:	326	1039	311	74	797	304	195	331	33	542	775	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	1039	311	74	797	304	195	331	33	542	775	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	1039	311	74	797	304	195	331	33	542	775	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	1039	311	74	797	304	195	331	33	542	775	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1039	311	74	797	304	195	331	33	542	775	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	326	1039	311	74	797	304	195	331	33	542	775	147

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3800	5700	1900	3800	5700	1900	3800	3800	1900	5700	3800	1900

Capacity Analysis Module:

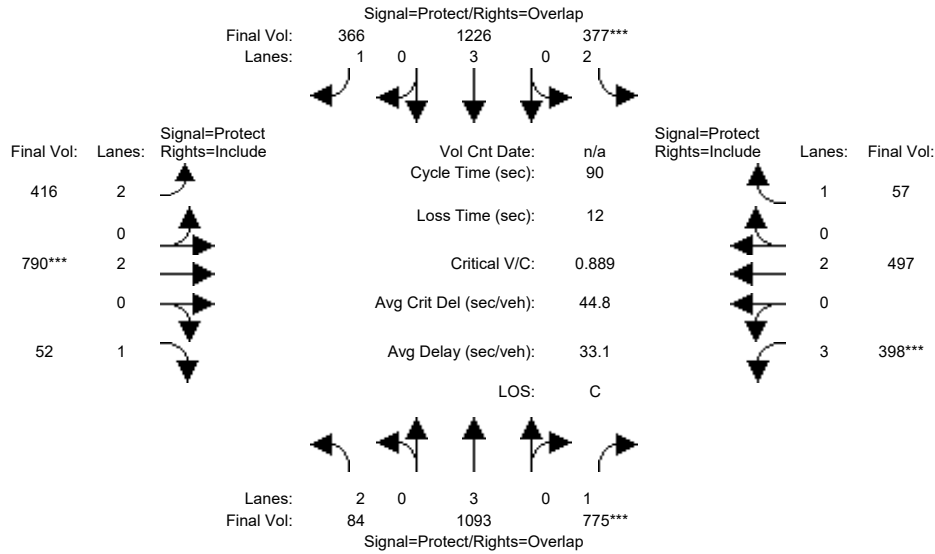
Vol/Sat:	0.09	0.18	0.16	0.02	0.14	0.16	0.05	0.09	0.02	0.10	0.20	0.08
Crit Moves:	****				****		****				****	
Green Time:	25.7	54.2	94.1	13.3	41.9	57.2	15.4	36.5	62.2	39.9	61.1	61.1
Volume/Cap:	0.52	0.52	0.27	0.23	0.52	0.44	0.52	0.37	0.04	0.37	0.52	0.20
Delay/Veh:	62.6	41.6	15.3	68.1	49.8	39.2	71.9	51.3	28.8	48.5	37.6	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	41.6	15.3	68.1	49.8	39.2	71.9	51.3	28.8	48.5	37.6	31.9
LOS by Move:	E	D	B	E	D	D	E	D	C	D	D	C
HCM2k95thQ:	13	22	13	4	19	19	9	12	2	13	23	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #1207: (15) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	84	1093	775	377	1226	366	416	790	52	398	497	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1093	775	377	1226	366	416	790	52	398	497	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1093	775	377	1226	366	416	790	52	398	497	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1093	775	377	1226	366	416	790	52	398	497	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1093	775	377	1226	366	416	790	52	398	497	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	84	1093	775	377	1226	366	416	790	52	398	497	57

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750

Capacity Analysis Module:

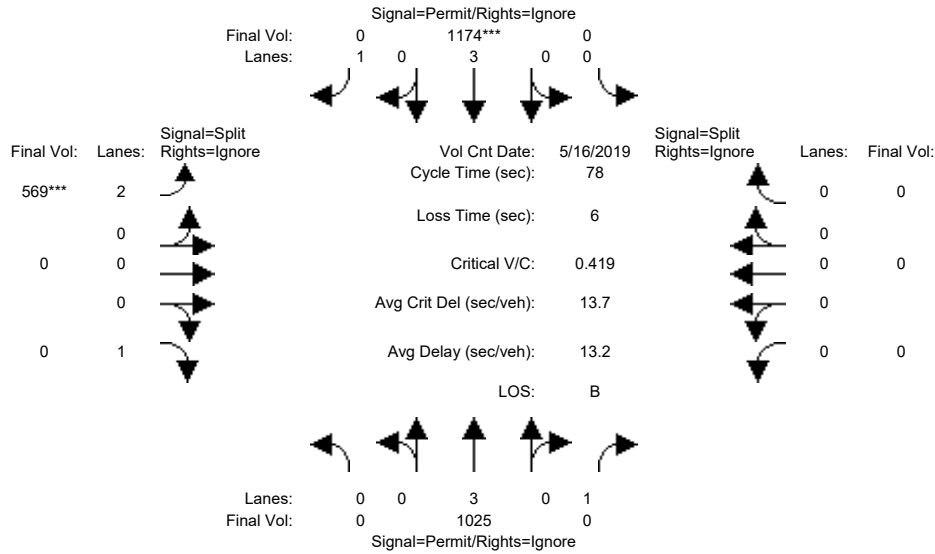
Vol/Sat:	0.03	0.19	0.44	0.12	0.22	0.21	0.13	0.21	0.03	0.09	0.13	0.03
Crit Moves:			****	****				****		****		
Green Time:	12.8	36.0	44.8	12.1	35.3	50.3	15.0	21.0	21.0	8.9	14.9	14.9
Volume/Cap:	0.19	0.48	0.89	0.89	0.55	0.37	0.79	0.89	0.13	0.89	0.79	0.20
Delay/Veh:	34.2	20.2	31.5	58.2	21.4	11.3	44.0	44.3	27.4	59.2	42.8	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.2	20.2	31.5	58.2	21.4	11.3	44.0	44.3	27.4	59.2	42.8	32.7
LOS by Move:	C	C	C	E	C	B	D	D	C	E	D	C
HCM2k95thQ:	2	14	38	13	16	11	13	21	2	10	13	3

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #1208: (20) BOWERS/101 SB



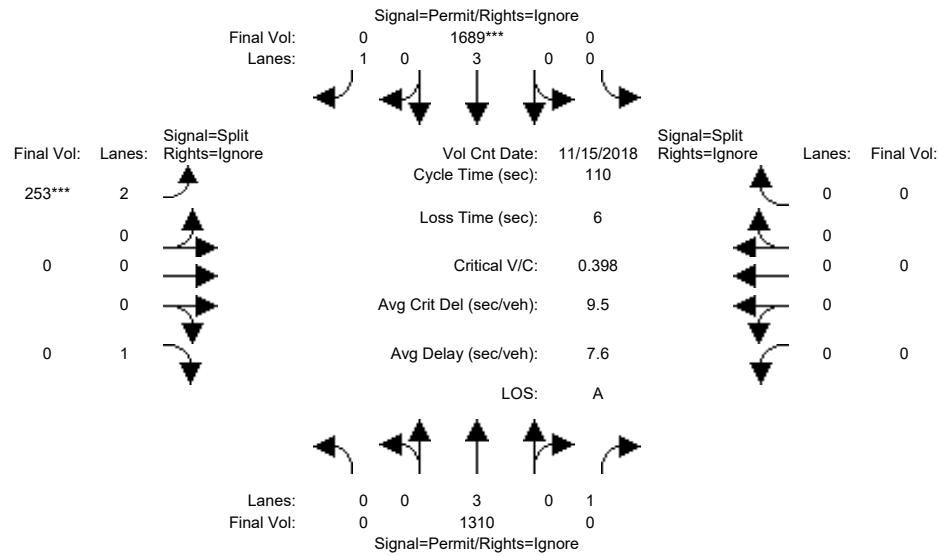
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	12	0	12	0	0	0
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	5.2	4.0	5.2	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	0	1025	248	0	1174	260	569	0	485	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1025	248	0	1174	260	569	0	485	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1025	248	0	1174	260	569	0	485	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1025	0	0	1174	0	569	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1025	0	0	1174	0	569	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1025	0	0	1174	0	569	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.00	0.00	0.21	0.00	0.18	0.00	0.00	0.00	0.00	0.00
Crit Moves:	*****											
Green Time:	0.0	38.4	0.0	0.0	38.4	0.0	33.6	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.37	0.00	0.00	0.42	0.00	0.42	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.4	0.0	0.0	12.8	0.0	15.6	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.4	0.0	0.0	12.8	0.0	15.6	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	A	A	A	A
HCM2k95thQ:	0	10	0	0	11	0	11	0	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #1208: (20) BOWERS/101 SB



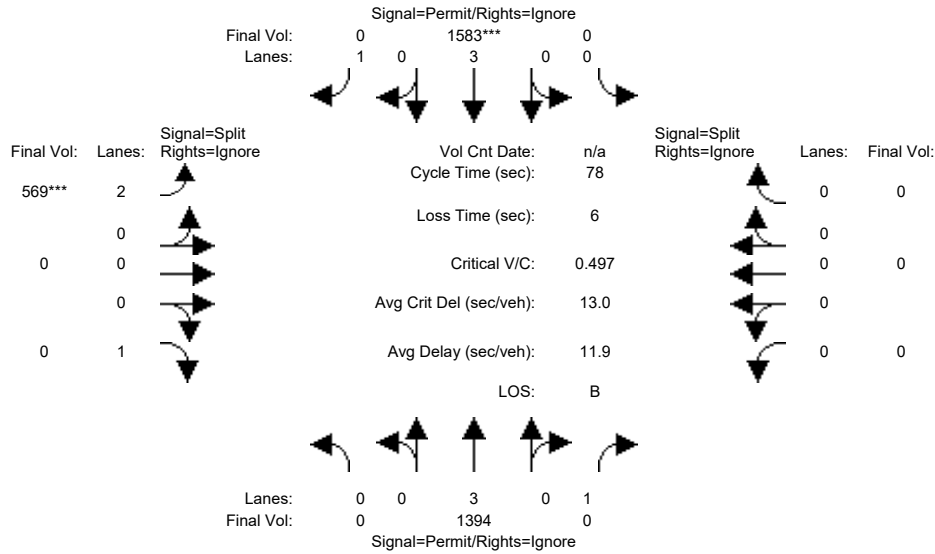
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	0	1310	789	0	1689	621	253	0	196	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1310	789	0	1689	621	253	0	196	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1310	789	0	1689	621	253	0	196	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1310	0	0	1689	0	253	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1310	0	0	1689	0	253	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1310	0	0	1689	0	253	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.30	0.00	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	81.8	0.0	0.0	81.8	0.0	22.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.31	0.00	0.00	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	4.7	0.0	0.0	5.2	0.0	38.5	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.7	0.0	0.0	5.2	0.0	38.5	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2k95thQ:	0	9	0	0	13	0	9	0	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #1208: (20) BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	12	0	12	0	0	0
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	5.2	4.0	5.2	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1394	256	0	1583	322	569	0	534	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1394	256	0	1583	322	569	0	534	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1394	256	0	1583	322	569	0	534	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1394	0	0	1583	0	569	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1394	0	0	1583	0	569	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1394	0	0	1583	0	569	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0

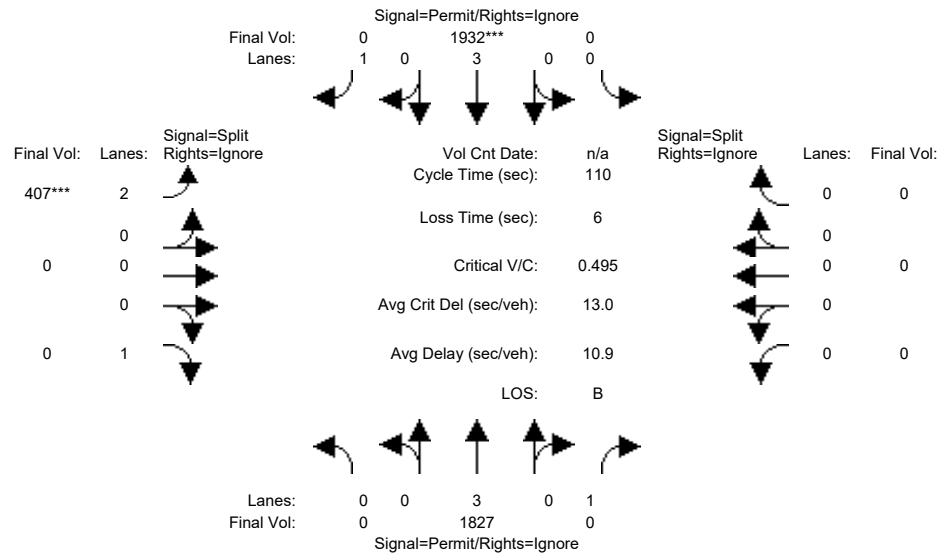
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.28	0.00	0.18	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	43.6	0.0	0.0	43.6	0.0	28.4	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.1	0.0	0.0	10.6	0.0	19.6	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.1	0.0	0.0	10.6	0.0	19.6	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	A	A	A	A
HCM2k95thQ:	0	12	0	0	14	0	13	0	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #1208: (20) BOWERS/101 SB



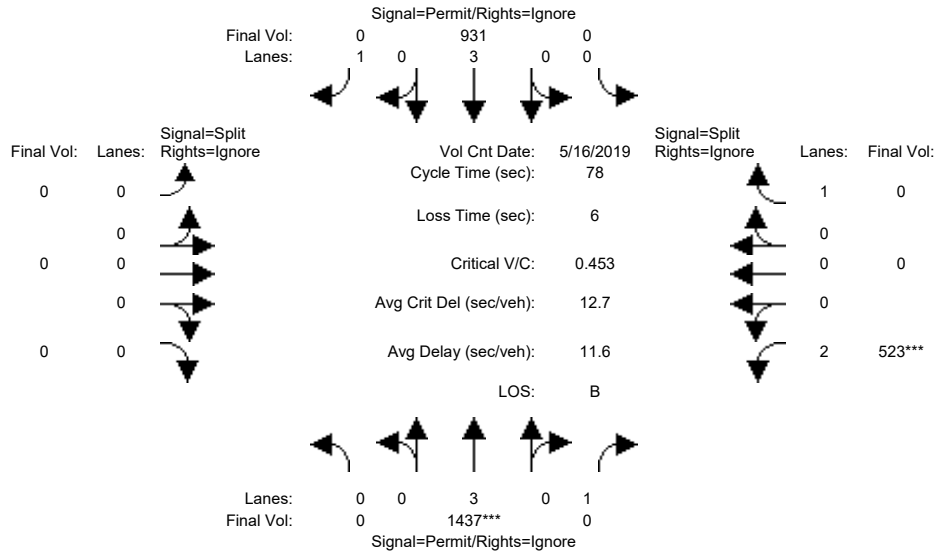
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1827	789	0	1932	713	407	0	280	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1827	789	0	1932	713	407	0	280	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1827	789	0	1932	713	407	0	280	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1827	0	0	1932	0	407	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1827	0	0	1932	0	407	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1827	0	0	1932	0	407	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.34	0.00	0.13	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	75.3	0.0	0.0	75.3	0.0	28.7	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.47	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.1	0.0	0.0	8.4	0.0	35.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	0.0	0.0	8.4	0.0	35.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	A	A	A	A
HCM2k95thQ:	0	17	0	0	19	0	14	0	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #1209: (19) GREAT AMERICA/101 NB



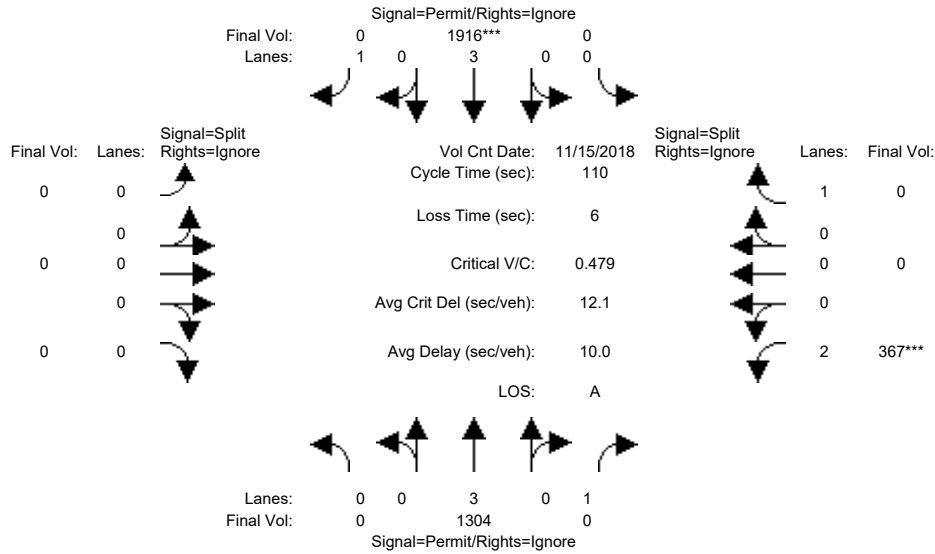
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	20	20	0	20	20	0	0	0	6	0	6
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	4.0	4.0	4.0	5.5	4.0	5.5
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	0	1437	152	0	931	284	0	0	0	523	0	1020
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1437	152	0	931	284	0	0	0	523	0	1020
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1437	152	0	931	284	0	0	0	523	0	1020
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1437	0	0	931	0	0	0	0	523	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1437	0	0	931	0	0	0	0	523	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1437	0	0	931	0	0	0	0	523	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Crit Moves:	****											
Green Time:	0.0	43.4	0.0	0.0	43.4	0.0	0.0	0.0	0.0	28.6	0.0	0.0
Volume/Cap:	0.00	0.45	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.45	0.00	0.00
Delay/Veh:	0.0	10.4	0.0	0.0	9.2	0.0	0.0	0.0	0.0	19.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.4	0.0	0.0	9.2	0.0	0.0	0.0	0.0	19.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	A	A	A	B	A	A
HCM2k95thQ:	0	13	0	0	8	0	0	0	0	12	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #1209: (19) GREAT AMERICA/101 NB



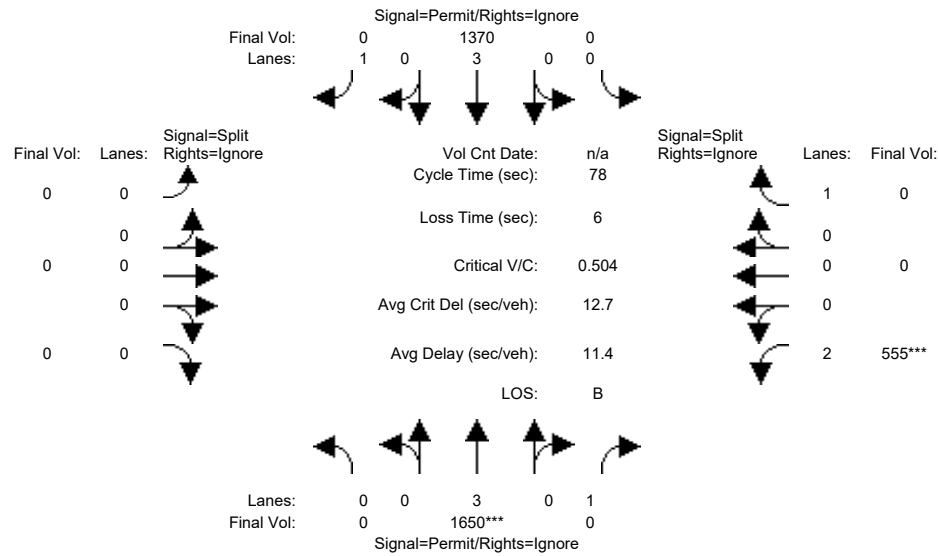
Approach:	North Bound			South Bound			East Bound			West Bound			
	L	T	R	L	T	R	L	T	R	L	T	R	
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	
Volume Module: >> Count Date: 15 Nov 2018 << 5:00 - 6:00 PM													
Base Vol:	0	1304	298	0	1916	517	0	0	0	367	0	573	
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
Initial Bse:	0	1304	298	0	1916	517	0	0	0	367	0	573	
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
ATI:	0	0	0	0	0	0	0	0	0	0	0	0	
Initial Fut:	0	1304	298	0	1916	517	0	0	0	367	0	573	
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	
PHF Volume:	0	1304	0	0	1916	0	0	0	0	367	0	0	
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0	
Reduced Vol:	0	1304	0	0	1916	0	0	0	0	367	0	0	
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	
Final Volume:	0	1304	0	0	1916	0	0	0	0	367	0	0	
Saturation Flow Module:													
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00	
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750	
Capacity Analysis Module:													
Vol/Sat:	0.00	0.23	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.12	0.00	0.00	
Crit Moves:							****						
Green Time:	0.0	77.2	0.0	0.0	77.2	0.0	0.0	0.0	0.0	26.8	0.0	0.0	
Volume/Cap:	0.00	0.33	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.48	0.00	0.00	
Delay/Veh:	0.0	6.4	0.0	0.0	7.4	0.0	0.0	0.0	0.0	36.1	0.0	0.0	
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	
AdjDel/Veh:	0.0	6.4	0.0	0.0	7.4	0.0	0.0	0.0	0.0	36.1	0.0	0.0	
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A	
HCM2k95thQ:	0	11	0	0	18	0	0	0	0	13	0	0	

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #1209: (19) GREAT AMERICA/101 NB



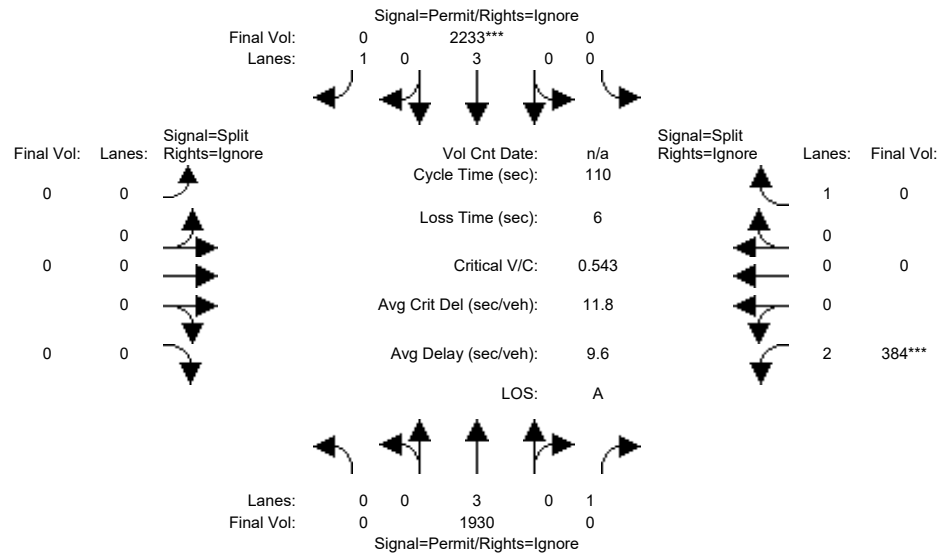
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	20	20	0	20	20	0	0	0	6	0	6
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	4.0	4.0	4.0	5.5	4.0	5.5
Volume Module:												
Base Vol:	0	1650	239	0	1370	450	0	0	0	555	0	1106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1650	239	0	1370	450	0	0	0	555	0	1106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1650	239	0	1370	450	0	0	0	555	0	1106
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1650	0	0	1370	0	0	0	0	555	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1650	0	0	1370	0	0	0	0	555	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1650	0	0	1370	0	0	0	0	555	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Moves:	****									****		
Green Time:	0.0	44.8	0.0	0.0	44.8	0.0	0.0	0.0	0.0	27.2	0.0	0.0
Volume/Cap:	0.00	0.50	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.50	0.00	0.00
Delay/Veh:	0.0	10.1	0.0	0.0	9.4	0.0	0.0	0.0	0.0	20.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.1	0.0	0.0	9.4	0.0	0.0	0.0	0.0	20.4	0.0	0.0
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	0	15	0	0	12	0	0	0	0	13	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #1209: (19) GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 5:00 - 6:00 PM

Base Vol:	0	1930	344	0	2233	678	0	0	0	384	0	637
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1930	344	0	2233	678	0	0	0	384	0	637
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1930	344	0	2233	678	0	0	0	384	0	637
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1930	0	0	2233	0	0	0	0	384	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1930	0	0	2233	0	0	0	0	384	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1930	0	0	2233	0	0	0	0	384	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750

Capacity Analysis Module:

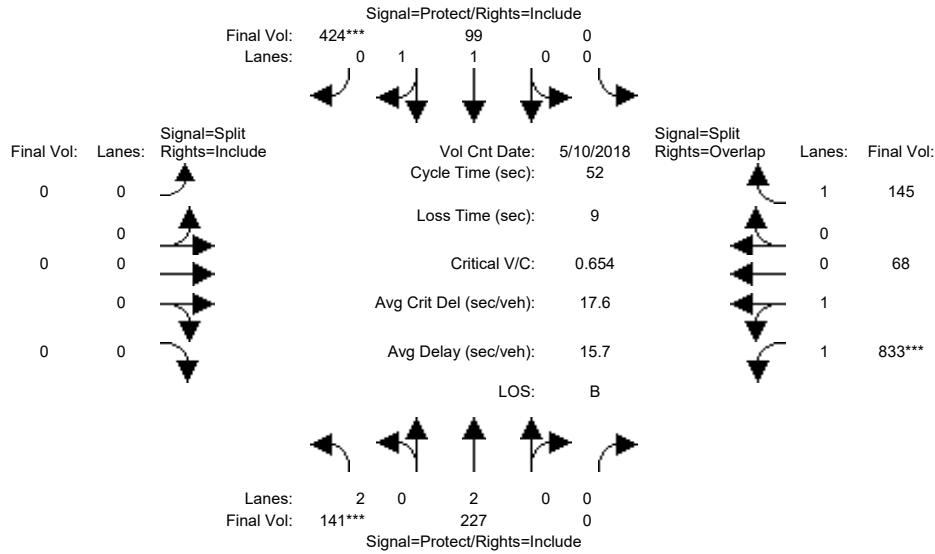
Vol/Sat:	0.00	0.34	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	79.3	0.0	0.0	79.3	0.0	0.0	0.0	0.0	24.7	0.0	0.0
Volume/Cap:	0.00	0.47	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.54	0.00	0.00
Delay/Veh:	0.0	6.6	0.0	0.0	7.2	0.0	0.0	0.0	0.0	38.6	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.6	0.0	0.0	7.2	0.0	0.0	0.0	0.0	38.6	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	17	0	0	21	0	0	0	0	14	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #3028: (10) 237/GREAT AMERICA (N)



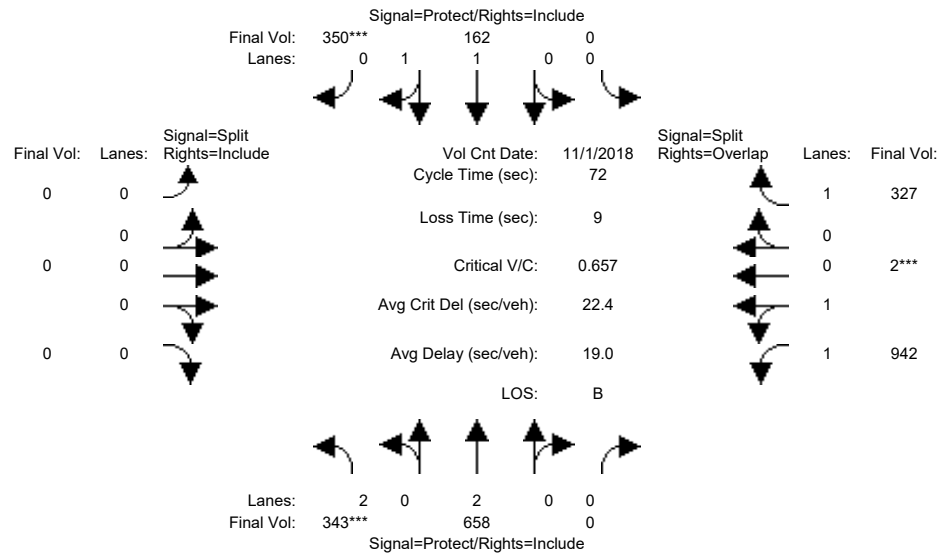
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	141	227	0	0	99	424	0	0	0	833	68	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	227	0	0	99	424	0	0	0	833	68	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	227	0	0	99	424	0	0	0	833	68	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	227	0	0	99	424	0	0	0	833	68	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	227	0	0	99	424	0	0	0	833	68	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	227	0	0	99	424	0	0	0	833	68	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.85	0.15	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3282	268	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.00	0.00	0.05	0.24	0.00	0.00	0.00	0.25	0.25	0.08
Crit Moves:	****					****				****		
Green Time:	7.0	24.6	0.0	0.0	17.6	17.6	0.0	0.0	0.0	18.4	18.4	18.4
Volume/Cap:	0.33	0.13	0.00	0.00	0.15	0.72	0.00	0.00	0.00	0.72	0.72	0.23
Delay/Veh:	20.8	7.7	0.0	0.0	12.0	18.5	0.0	0.0	0.0	16.5	16.5	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	7.7	0.0	0.0	12.0	18.5	0.0	0.0	0.0	16.5	16.5	12.0
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2k95thQ:	3	2	0	0	2	13	0	0	0	16	16	4

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #3028: (10) 237/GREAT AMERICA (N)



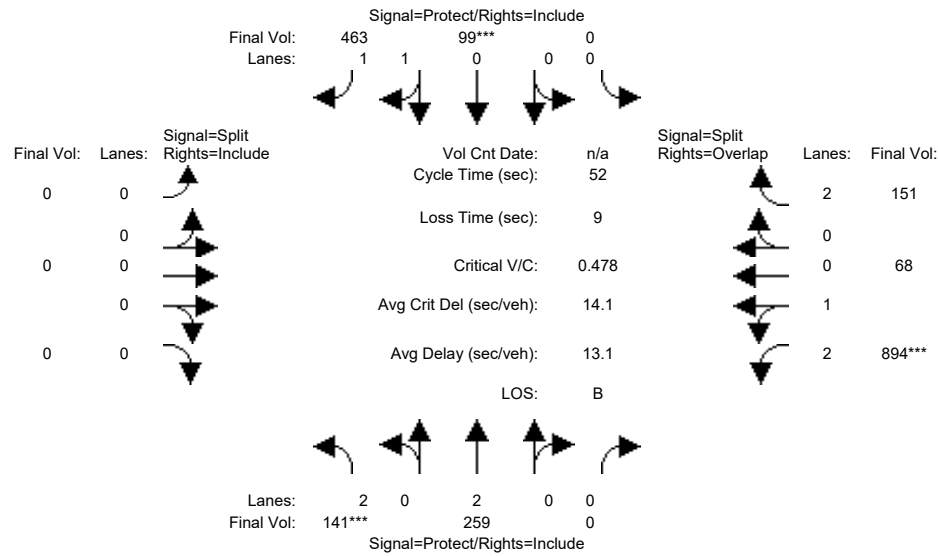
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2018 <<												
Base Vol:	343	658	0	0	162	350	0	0	0	942	2	327
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	343	658	0	0	162	350	0	0	0	942	2	327
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	658	0	0	162	350	0	0	0	942	2	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	343	658	0	0	162	350	0	0	0	942	2	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	658	0	0	162	350	0	0	0	942	2	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	343	658	0	0	162	350	0	0	0	942	2	327
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3542	8	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.00	0.00	0.09	0.20	0.00	0.00	0.00	0.27	0.27	0.19
Crit Moves:	****					****						
Green Time:	11.9	33.9	0.0	0.0	21.9	21.9	0.0	0.0	0.0	29.1	29.1	29.1
Volume/Cap:	0.66	0.37	0.00	0.00	0.28	0.66	0.00	0.00	0.00	0.66	0.66	0.46
Delay/Veh:	31.2	12.3	0.0	0.0	19.1	23.8	0.0	0.0	0.0	18.5	18.5	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	12.3	0.0	0.0	19.1	23.8	0.0	0.0	0.0	18.5	18.5	16.2
LOS by Move:	C	B	A	A	B	C	A	A	A	B	B	B
HCM2k95thQ:	9	9	0	0	5	14	0	0	0	18	18	12

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #3028: (10) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	141	259	0	0	99	463	0	0	0	894	68	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	259	0	0	99	463	0	0	0	894	68	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	259	0	0	99	463	0	0	0	894	68	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	259	0	0	99	463	0	0	0	894	68	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	259	0	0	99	463	0	0	0	894	68	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	141	259	0	0	99	463	0	0	0	894	68	151

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.86	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	0.35	1.65	0.00	0.00	0.00	2.81	0.19	2.00
Final Sat.:	3150	3800	0	0	634	2966	0	0	0	4597	350	3150

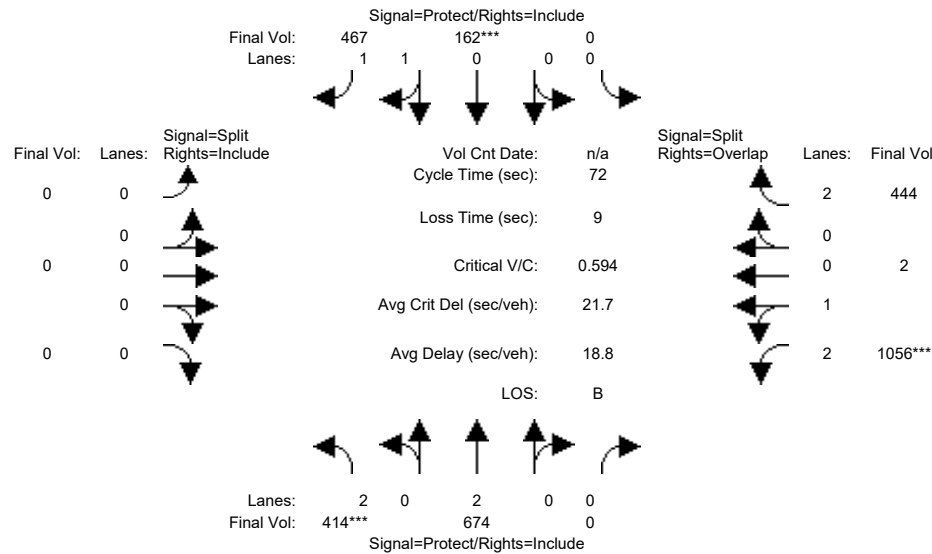
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.19	0.19	0.05
Crit Moves:	****				****					****		
Green Time:	7.0	23.0	0.0	0.0	16.0	16.0	0.0	0.0	0.0	20.0	20.0	20.0
Volume/Cap:	0.33	0.15	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.51	0.51	0.12
Delay/Veh:	20.8	8.7	0.0	0.0	15.1	15.1	0.0	0.0	0.0	12.5	12.5	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	8.7	0.0	0.0	15.1	15.1	0.0	0.0	0.0	12.5	12.5	10.4
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2k95thQ:	3	2	0	0	8	8	0	0	0	10	10	2

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #3028: (10) 237/GREAT AMERICA (N)



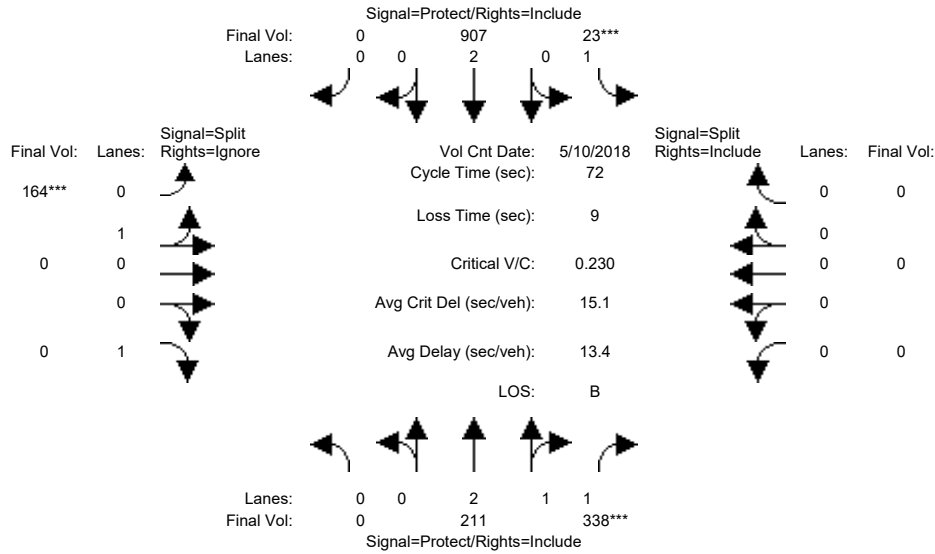
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	414	674	0	0	162	467	0	0	0	1056	2	444
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	414	674	0	0	162	467	0	0	0	1056	2	444
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	414	674	0	0	162	467	0	0	0	1056	2	444
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	414	674	0	0	162	467	0	0	0	1056	2	444
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	674	0	0	162	467	0	0	0	1056	2	444
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	414	674	0	0	162	467	0	0	0	1056	2	444
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	0.52	1.48	0.00	0.00	0.00	2.99	0.01	2.00
Final Sat.:	3150	3800	0	0	927	2673	0	0	0	4941	9	3150
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.21	0.21	0.14
Crit Moves:	****				****					****		
Green Time:	15.9	37.1	0.0	0.0	21.2	21.2	0.0	0.0	0.0	25.9	25.9	25.9
Volume/Cap:	0.59	0.34	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.59	0.59	0.39
Delay/Veh:	26.5	10.4	0.0	0.0	22.7	22.7	0.0	0.0	0.0	19.3	19.3	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	10.4	0.0	0.0	22.7	22.7	0.0	0.0	0.0	19.3	19.3	17.4
LOS by Move:	C	B	A	A	C	C	A	A	A	B	B	B
HCM2k95thQ:	10	8	0	0	12	12	0	0	0	15	15	9

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #3029: (11) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	10 May 2018	<<							
Base Vol:	0	211	338	23	907	0	164	0	441	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	211	338	23	907	0	164	0	441	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	211	338	23	907	0	164	0	441	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	211	338	23	907	0	164	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	211	338	23	907	0	164	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	211	338	23	907	0	164	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1800	0	1750	0	0	0

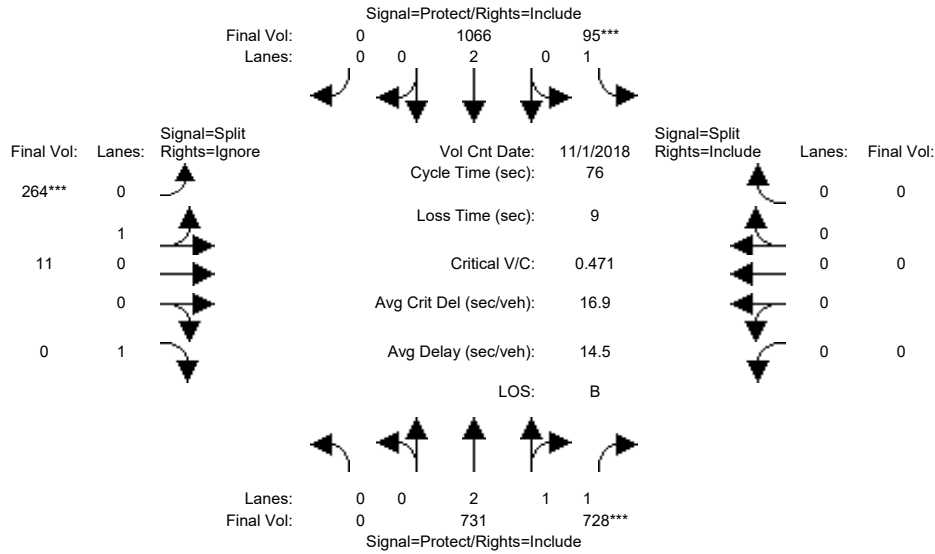
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.10	0.01	0.24	0.00	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	28.8	28.8	7.0	35.8	0.0	27.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.14	0.24	0.14	0.48	0.00	0.24	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.7	14.4	30.1	12.1	0.0	15.5	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.7	14.4	30.1	12.1	0.0	15.5	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	A	A	A	A	A
HCM2k95thQ:	0	3	5	1	12	0	5	0	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #3029: (11) 237/GREAT AMERICA (S)



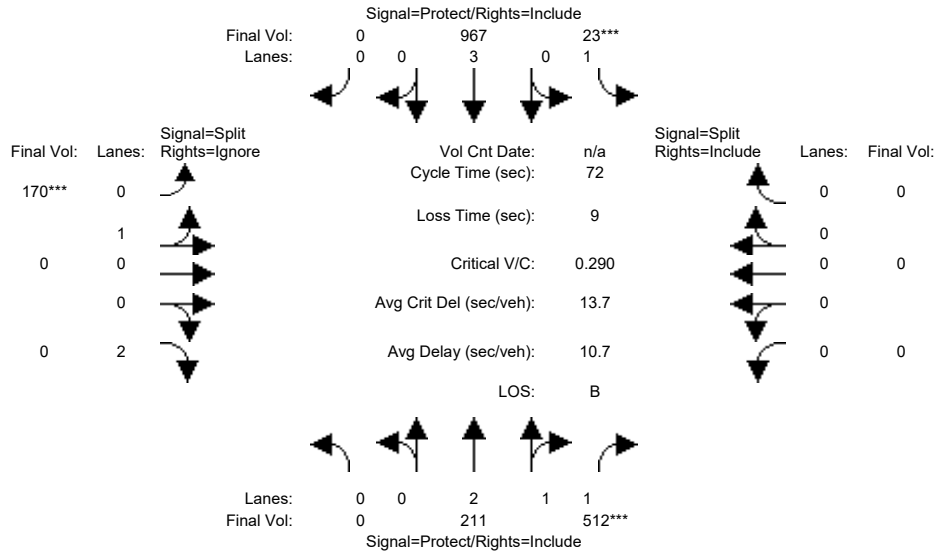
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2018 <<												
Base Vol:	0	731	728	95	1066	0	264	11	271	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	731	728	95	1066	0	264	11	271	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	731	728	95	1066	0	264	11	271	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	731	728	95	1066	0	264	11	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	731	728	95	1066	0	264	11	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	731	728	95	1066	0	264	11	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1728	72	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.21	0.05	0.28	0.00	0.15	0.15	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	33.6	33.6	8.8	42.3	0.0	24.7	24.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	0.47	0.47	0.50	0.00	0.47	0.47	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	14.8	15.1	33.2	10.6	0.0	21.1	21.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.8	15.1	33.2	10.6	0.0	21.1	21.1	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	C	C	A	A	A	A
HCM2k95thQ:	0	11	12	5	14	0	11	11	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #3029: (11) 237/GREAT AMERICA (S)



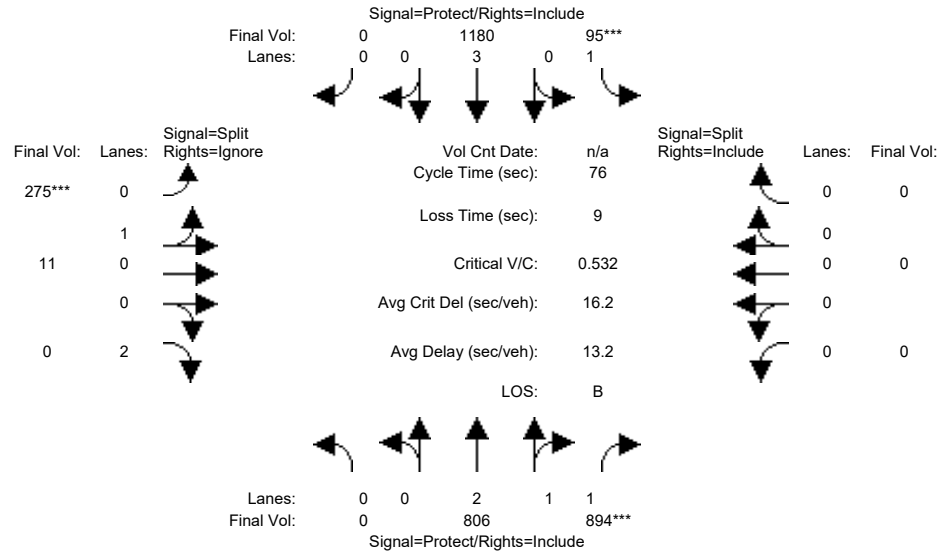
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	211	512	23	967	0	170	0	797	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	211	512	23	967	0	170	0	797	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	211	512	23	967	0	170	0	797	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	211	512	23	967	0	170	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	211	512	23	967	0	170	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	211	512	23	967	0	170	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.15	0.01	0.17	0.00	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	34.0	34.0	7.0	41.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.31	0.14	0.30	0.00	0.31	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.6	11.8	30.1	8.1	0.0	19.5	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.6	11.8	30.1	8.1	0.0	19.5	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	A	A	A	A	A
HCM2k95thQ:	0	3	7	1	7	0	6	0	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #3029: (11) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	806	894	95	1180	0	275	11	271	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	806	894	95	1180	0	275	11	271	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	806	894	95	1180	0	275	11	271	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	806	894	95	1180	0	275	11	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	806	894	95	1180	0	275	11	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	806	894	95	1180	0	275	11	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	0.96	0.04	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1731	69	3150	0	0	0

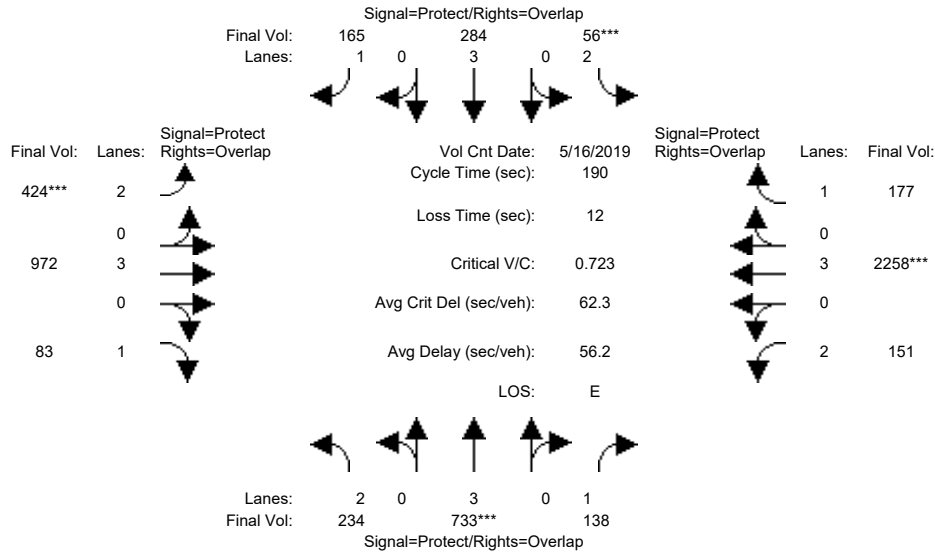
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.26	0.05	0.21	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	36.5	36.5	7.8	44.3	0.0	22.7	22.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	0.53	0.53	0.36	0.00	0.53	0.53	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.1	13.9	35.4	8.4	0.0	23.2	23.2	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.1	13.9	35.4	8.4	0.0	23.2	23.2	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	C	A	A	A	A
HCM2k95thQ:	0	11	14	5	9	0	12	12	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5329: (23) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	42	42	15	35	35	32	101	101	20	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 16 May 2019 <<

Base Vol:	234	733	138	56	284	165	424	972	83	151	2258	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	733	138	56	284	165	424	972	83	151	2258	177
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	733	138	56	284	165	424	972	83	151	2258	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	733	138	56	284	165	424	972	83	151	2258	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	733	138	56	284	165	424	972	83	151	2258	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	234	733	138	56	284	165	424	972	83	151	2258	177

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

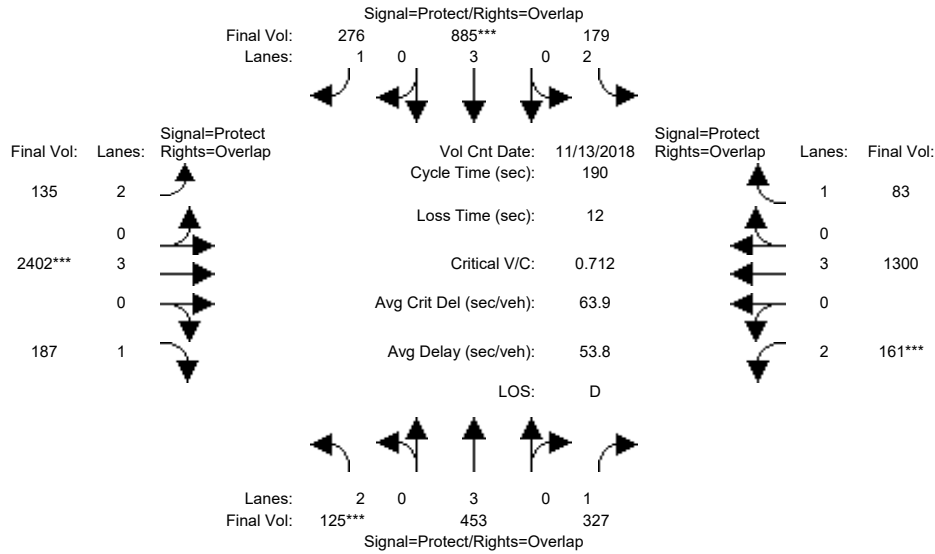
Vol/Sat:	0.07	0.13	0.08	0.02	0.05	0.09	0.13	0.17	0.05	0.05	0.40	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.0	42.0	62.0	15.0	35.0	67.0	32.0	101	123.0	20.0	89.0	104.0
Volume/Cap:	0.64	0.58	0.24	0.23	0.27	0.27	0.80	0.32	0.07	0.46	0.85	0.18
Delay/Veh:	84.1	66.8	47.0	82.5	66.7	44.2	84.3	32.3	18.6	80.9	56.2	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	66.8	47.0	82.5	66.7	44.2	84.3	32.3	18.6	80.9	56.2	28.3
LOS by Move:	F	E	D	F	E	D	F	C	B	F	E	C
HCM2k95thQ:	14	22	11	4	9	13	28	23	6	11	65	14

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5329: (23) CENTRAL EXPWY/BOWERS AVE



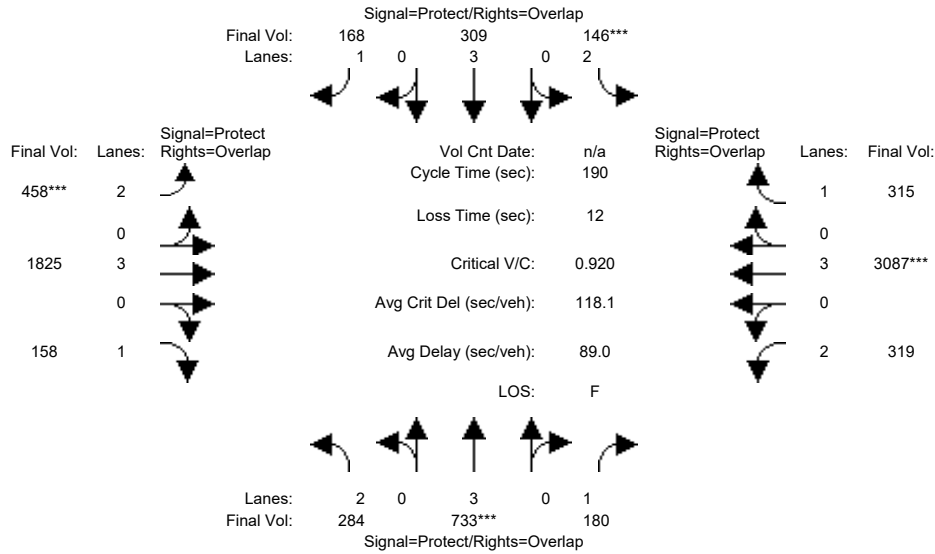
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	7.3	6.3	6.3	7.3	6.1	6.1	5.5	6.2	6.2	5.8	6.2	6.2
Volume Module: >> Count Date: 13 Nov 2018 << 5:15 - 6:15 PM												
Base Vol:	125	453	327	179	885	276	135	2402	187	161	1300	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	453	327	179	885	276	135	2402	187	161	1300	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	453	327	179	885	276	135	2402	187	161	1300	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	453	327	179	885	276	135	2402	187	161	1300	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	453	327	179	885	276	135	2402	187	161	1300	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	125	453	327	179	885	276	135	2402	187	161	1300	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.19	0.06	0.16	0.16	0.04	0.42	0.11	0.05	0.23	0.05
Crit Moves:	****			****			****			****		
Green Time:	15.0	39.1	53.1	16.0	40.1	57.8	17.7	109	123.9	14.0	105	121.2
Volume/Cap:	0.50	0.39	0.67	0.67	0.74	0.52	0.46	0.74	0.16	0.69	0.41	0.07
Delay/Veh:	85.6	65.3	64.2	91.1	72.4	55.5	88.3	57.6	29.0	94.7	16.6	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.6	65.3	64.2	91.1	72.4	55.5	88.3	57.6	29.0	94.7	16.6	6.2
LOS by Move:	F	E	E	F	E	E	F	E	C	F	B	A
HCM2k95thQ:	8	14	31	12	28	24	10	66	17	13	17	2

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5329: (23) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	42	42	15	35	35	32	101	101	20	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	284	733	180	146	309	168	458	1825	158	319	3087	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	733	180	146	309	168	458	1825	158	319	3087	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	733	180	146	309	168	458	1825	158	319	3087	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	733	180	146	309	168	458	1825	158	319	3087	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	733	180	146	309	168	458	1825	158	319	3087	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	284	733	180	146	309	168	458	1825	158	319	3087	315

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

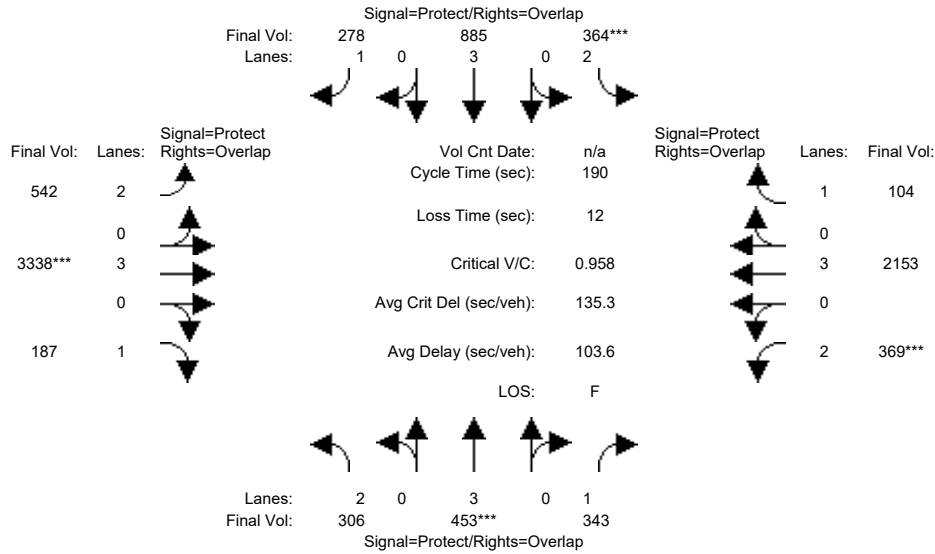
Vol/Sat:	0.09	0.13	0.10	0.05	0.05	0.10	0.15	0.32	0.09	0.10	0.54	0.18
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.0	42.0	62.0	15.0	35.0	67.0	32.0	101	123.0	20.0	89.0	104.0
Volume/Cap:	0.78	0.58	0.32	0.59	0.29	0.27	0.86	0.60	0.14	0.96	1.16	0.33
Delay/Veh:	91.9	66.8	48.4	88.1	67.0	44.3	90.6	39.6	19.5	123.8	136	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.9	66.8	48.4	88.1	67.0	44.3	90.6	39.6	19.5	123.8	136	31.2
LOS by Move:	F	E	D	F	E	D	F	D	B	F	F	C
HCM2k95thQ:	18	22	15	10	10	14	31	45	11	26	117	24

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5329: (23) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	7.3	6.3	6.3	7.3	6.1	6.1	5.5	6.2	6.2	5.8	6.2	6.2

Volume Module:

Base Vol:	306	453	343	364	885	278	542	3338	187	369	2153	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	453	343	364	885	278	542	3338	187	369	2153	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	453	343	364	885	278	542	3338	187	369	2153	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	453	343	364	885	278	542	3338	187	369	2153	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	453	343	364	885	278	542	3338	187	369	2153	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	306	453	343	364	885	278	542	3338	187	369	2153	104

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

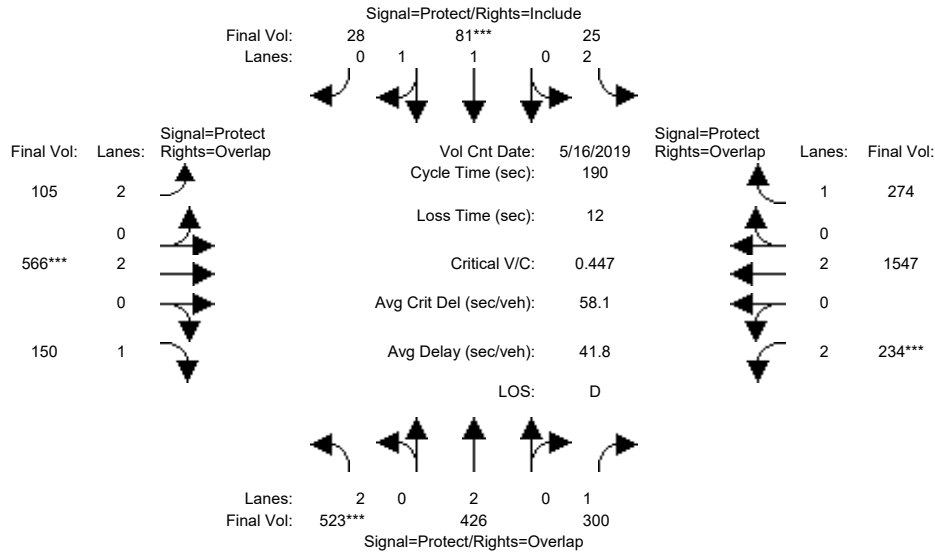
Vol/Sat:	0.10	0.08	0.20	0.12	0.16	0.16	0.17	0.59	0.11	0.12	0.38	0.06
Crit Moves:	****			****			****			****		
Green Time:	18.5	39.0	58.9	19.6	40.1	64.5	24.4	99.5	118.0	19.9	95.0	114.6
Volume/Cap:	1.00	0.39	0.63	1.12	0.74	0.47	1.34	1.12	0.17	1.12	0.76	0.10
Delay/Veh:	136.2	65.4	58.7	171.0	72.4	49.9	260.4	137	32.0	170.5	30.5	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	136.2	65.4	58.7	171.0	72.4	49.9	260.4	137	32.0	170.5	30.5	9.1
LOS by Move:	F	E	E	F	E	D	F	F	C	F	C	A
HCM2k95thQ:	22	14	31	28	27	23	49	121	17	32	46	3

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5332: (42) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	38	52	52	10	24	24	16	92	92	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	16 May 2019	<<							
Base Vol:	523	426	300	25	81	28	105	658	150	234	1799	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	523	426	300	25	81	28	105	658	150	234	1799	274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	523	426	300	25	81	28	105	658	150	234	1799	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	523	426	300	25	81	28	105	566	150	234	1547	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	523	426	300	25	81	28	105	566	150	234	1547	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	523	426	300	25	81	28	105	566	150	234	1547	274

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.47	0.53	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2749	950	3150	3800	1750	3150	3800	1750

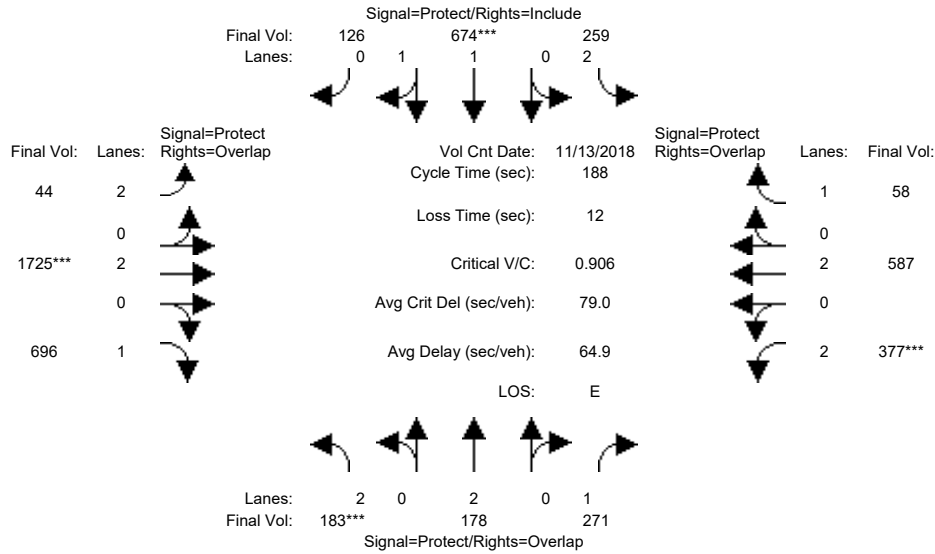
Capacity Analysis Module:												
Vol/Sat:	0.17	0.11	0.17	0.01	0.03	0.03	0.03	0.15	0.09	0.07	0.41	0.16
Crit Moves:	***			****			****			****		
Green Time:	38.0	52.0	76.0	10.0	24.0	24.0	16.0	92.0	130.0	24.0	100	110.0
Volume/Cap:	0.83	0.41	0.43	0.15	0.23	0.23	0.40	0.31	0.13	0.59	0.77	0.27
Delay/Veh:	82.0	56.7	41.7	86.4	75.0	75.0	83.4	23.6	3.4	80.6	28.0	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.0	56.7	41.7	86.4	75.0	75.0	83.4	23.6	3.4	80.6	28.0	12.6
LOS by Move:	F	E	D	F	E	E	F	C	A	F	C	B
HCM2k95thQ:	31	18	23	2	6	6	7	13	2	14	46	9

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5332: (42) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2

Volume Module:	>> Count	Date:	13 Nov 2018	<<	5:00 - 6:00 PM
Base Vol:	183 178 271	259 674 126	44 2211 696	377 638 58	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	183 178 271	259 674 126	44 2211 696	377 638 58	
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
ATI:	0 0 0	0 0 0	0 0 0	0 0 0	
Initial Fut:	183 178 271	259 674 126	44 2211 696	377 638 58	
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 0.78 1.00	1.00 0.92 1.00	
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	183 178 271	259 674 126	44 1725 696	377 587 58	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	183 178 271	259 674 126	44 1725 696	377 587 58	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	183 178 271	259 674 126	44 1725 696	377 587 58	

Saturation Flow Module:												
Sat/Lane:	1900 1900 1900	1900 1900 1900	1900 1900 1900	1900 1900 1900	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	0.83 1.00 0.92	0.83 1.00 0.92						
Lanes:	2.00 2.00 1.00	2.00 1.68 0.32	2.00 2.00 1.00	2.00 2.00 1.00	2.00 2.00 1.00	2.00 2.00 1.00						
Final Sat.:	3150 3800 1750	3150 3117 583	3150 3800 1750	3150 3800 1750	3150 3800 1750	3150 3800 1750						

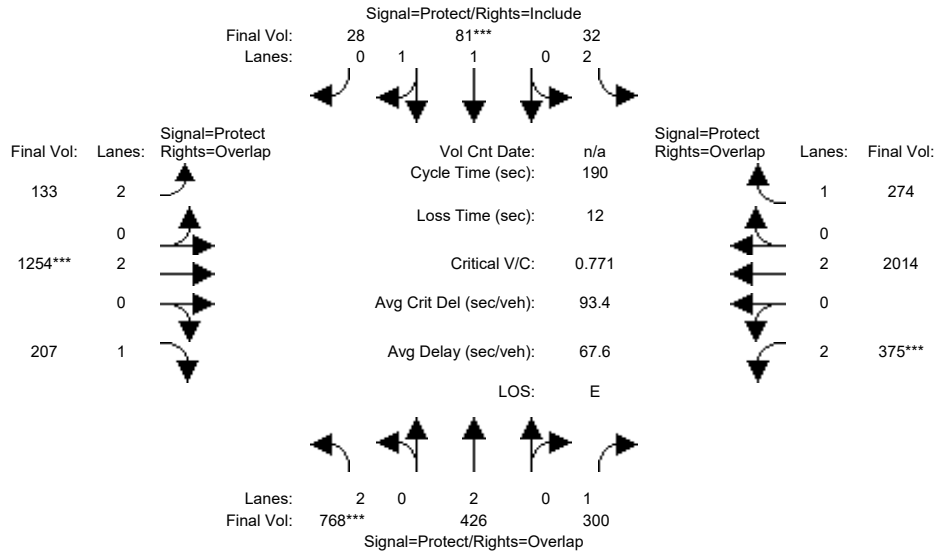
Capacity Analysis Module:												
Vol/Sat:	0.06 0.05 0.15	0.08 0.22 0.22	0.01 0.45 0.40	0.12 0.15 0.03								
Crit Moves:	***	****	****	****								
Green Time:	18.0 43.3 66.8	17.2 42.5 42.5	12.4 92.0 110.0	23.5 103 120.3								
Volume/Cap:	0.61 0.20 0.44	0.90 0.96 0.96	0.21 0.93 0.68	0.96 0.28 0.05								
Delay/Veh:	85.1 58.5 46.7	113.5 93.1 93.1	83.7 63.7 38.6	115.9 15.6 5.9								
User DelAdj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00								
AdjDel/Veh:	85.1 58.5 46.7	113.5 93.1 93.1	83.7 63.7 38.6	115.9 15.6 5.9								
LOS by Move:	F E D	F F F	F E D	F B A								
HCM2k95thQ:	12 8 22	17 40 40	3 78 55	26 11 1								

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5332: (42) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	38	52	52	10	24	24	16	92	92	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	768	426	300	32	81	28	133	1458	207	375	2342	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	768	426	300	32	81	28	133	1458	207	375	2342	274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	768	426	300	32	81	28	133	1458	207	375	2342	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	768	426	300	32	81	28	133	1254	207	375	2014	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	768	426	300	32	81	28	133	1254	207	375	2014	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	768	426	300	32	81	28	133	1254	207	375	2014	274

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.47	0.53	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2749	950	3150	3800	1750	3150	3800	1750

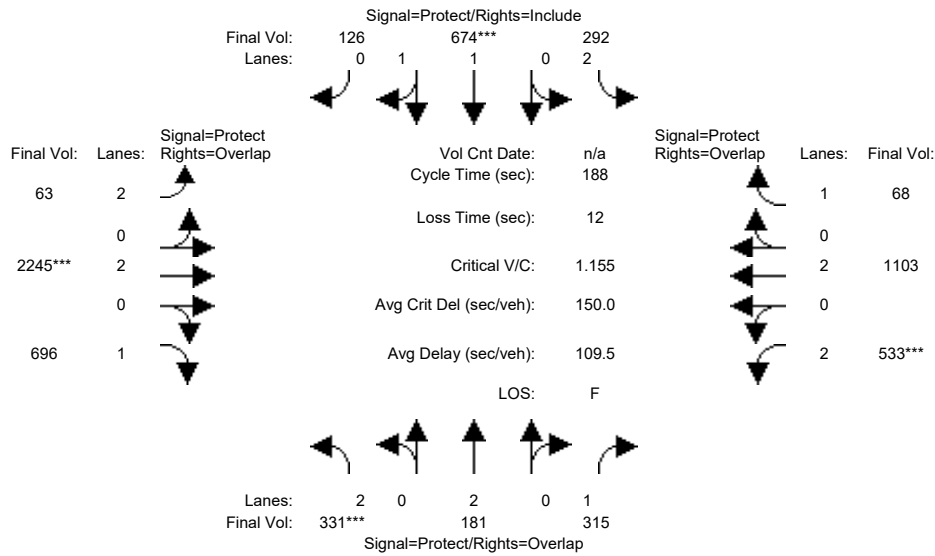
Capacity Analysis Module:												
Vol/Sat:	0.24	0.11	0.17	0.01	0.03	0.03	0.04	0.33	0.12	0.12	0.53	0.16
Crit Moves:	***				***			***			***	
Green Time:	38.0	52.0	76.0	10.0	24.0	24.0	16.0	92.0	130.0	24.0	100	110.0
Volume/Cap:	1.22	0.41	0.43	0.19	0.23	0.23	0.50	0.68	0.17	0.94	1.01	0.27
Delay/Veh:	188.5	56.7	41.7	86.7	75.0	75.0	84.7	30.9	3.5	113.1	54.4	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	188.5	56.7	41.7	86.7	75.0	75.0	84.7	30.9	3.5	113.1	54.4	12.6
LOS by Move:	F	E	D	F	E	E	F	C	A	F	D	B
HCM2k95thQ:	59	18	23	2	6	6	10	38	3	22	87	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5332: (42) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2

Volume Module:												
Base Vol:	331	181	315	292	674	126	63	2878	696	533	1199	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	331	181	315	292	674	126	63	2878	696	533	1199	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	181	315	292	674	126	63	2878	696	533	1199	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	331	181	315	292	674	126	63	2245	696	533	1103	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	181	315	292	674	126	63	2245	696	533	1103	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	331	181	315	292	674	126	63	2245	696	533	1103	68

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.68	0.32	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3117	583	3150	3800	1750	3150	3800	1750

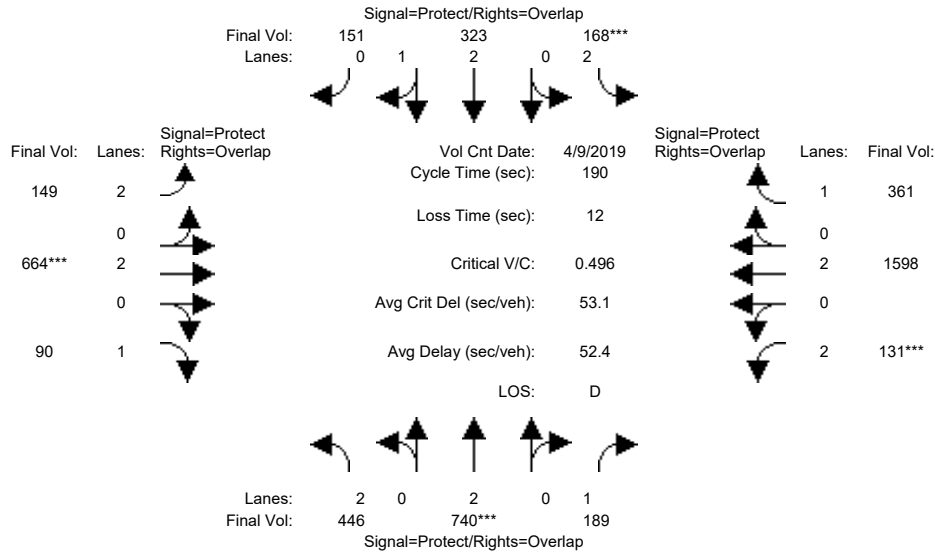
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.18	0.09	0.22	0.22	0.02	0.59	0.40	0.17	0.29	0.04
Crit Moves:	***			****			****			****		
Green Time:	18.0	39.0	66.4	14.0	35.0	35.0	13.2	95.6	113.6	27.4	110	123.8
Volume/Cap:	1.10	0.23	0.51	1.24	1.16	1.16	0.29	1.16	0.66	1.16	0.50	0.06
Delay/Veh:	165.5	62.1	48.7	227.7	165	164.7	83.7	137	35.8	174.7	14.2	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	165.5	62.1	48.7	227.7	165	164.7	83.7	137	35.8	174.7	14.2	4.7
LOS by Move:	F	E	D	F	F	F	F	F	D	F	B	A
HCM2k95thQ:	26	8	26	25	48	48	5	126	54	40	20	1

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5334: (43) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	51	51	17	41	41	18	91	91	19	92	92
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 9 Apr 2019 <<

Base Vol:	446	740	189	168	323	151	149	772	90	131	1858	361
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	446	740	189	168	323	151	149	772	90	131	1858	361
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	446	740	189	168	323	151	149	772	90	131	1858	361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	446	740	189	168	323	151	149	664	90	131	1598	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	446	740	189	168	323	151	149	664	90	131	1598	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	446	740	189	168	323	151	149	664	90	131	1598	361

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.01	0.99	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3814	1783	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

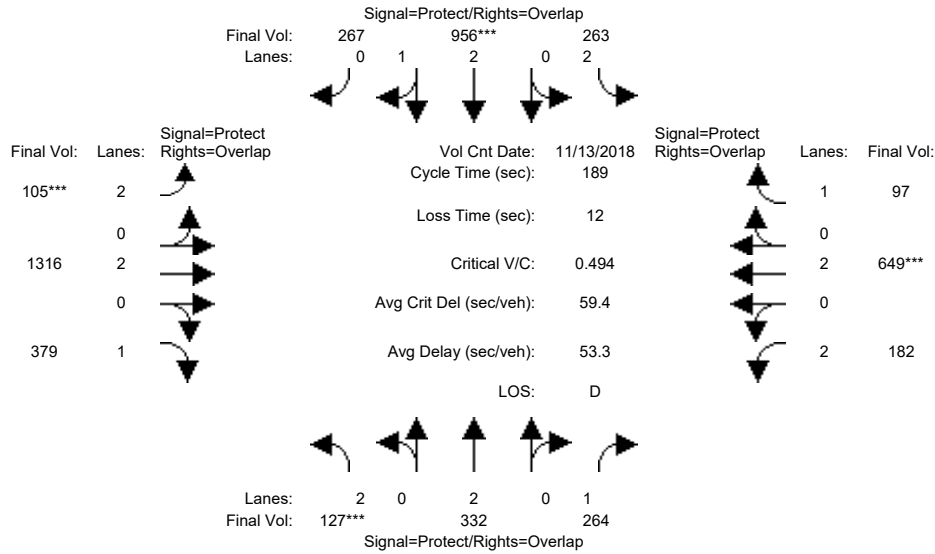
Vol/Sat:	0.14	0.19	0.11	0.05	0.08	0.08	0.05	0.17	0.05	0.04	0.42	0.21
Crit Moves:	****			****			****			****		
Green Time:	27.0	51.0	70.0	17.0	41.0	59.0	18.0	91.0	118.0	19.0	92.0	109.0
Volume/Cap:	1.00	0.73	0.29	0.60	0.39	0.27	0.50	0.36	0.08	0.42	0.87	0.36
Delay/Veh:	123.0	65.8	42.7	86.7	64.0	49.4	83.0	25.1	7.5	81.2	39.2	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.0	65.8	42.7	86.7	64.0	49.4	83.0	25.1	7.5	81.2	39.2	14.0
LOS by Move:	F	E	D	F	E	D	F	C	A	F	D	B
HCM2k95thQ:	31	33	15	11	15	13	9	16	2	8	61	14

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5334: (43) CENTRAL EXPWY/LAFAYETTE ST



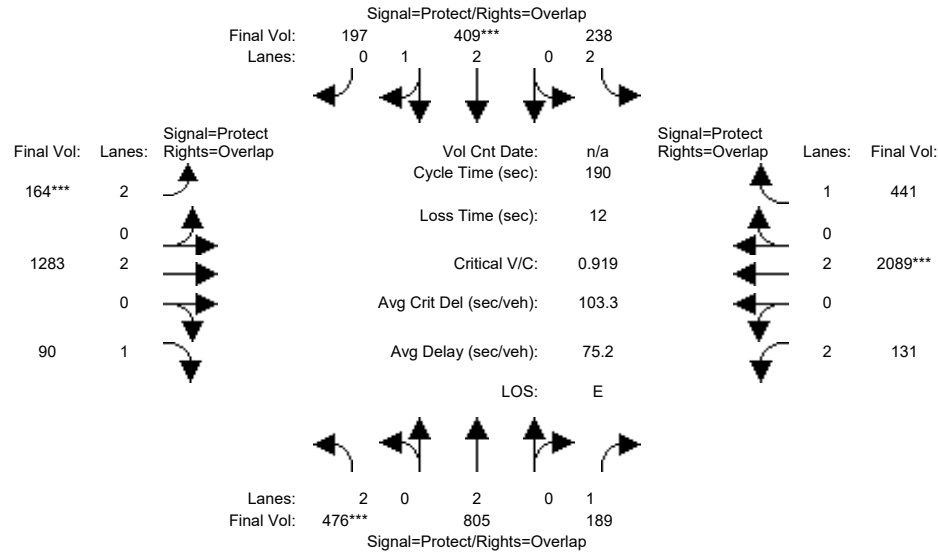
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	30	30	20	38	38	13	100	100	16	103	103
Y+R:	5.8	5.6	5.6	5.6	5.4	5.4	5.3	6.2	6.2	5.4	6.2	6.2
Volume Module: >> Count Date: 13 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	127	332	264	263	956	267	105	2122	379	182	705	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	332	264	263	956	267	105	2122	379	182	705	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	332	264	263	956	267	105	2122	379	182	705	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.62	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	332	264	263	956	267	105	1316	379	182	649	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	332	264	263	956	267	105	1316	379	182	649	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	332	264	263	956	267	105	1316	379	182	649	97
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.32	0.68	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4376	1222	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.15	0.08	0.22	0.22	0.03	0.35	0.22	0.06	0.17	0.06
Crit Moves:	****			****			****			****		
Green Time:	13.0	36.6	52.6	24.4	48.0	61.0	13.0	100	113.0	16.0	103	127.4
Volume/Cap:	0.59	0.45	0.54	0.65	0.86	0.68	0.48	0.65	0.36	0.68	0.31	0.08
Delay/Veh:	89.5	67.8	59.2	81.8	72.9	56.5	86.5	41.8	27.3	91.1	23.7	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.5	67.8	59.2	81.8	72.9	56.5	86.5	41.8	27.3	91.1	23.7	10.7
LOS by Move:	F	E	E	F	E	E	F	D	C	F	C	B
HCM2k95thQ:	9	15	24	16	39	34	7	48	27	12	18	4

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5334: (43) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	51	51	17	41	41	18	91	91	19	92	92
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	476	805	189	238	409	197	164	1492	90	131	2429	441
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	476	805	189	238	409	197	164	1492	90	131	2429	441
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	476	805	189	238	409	197	164	1492	90	131	2429	441
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	476	805	189	238	409	197	164	1283	90	131	2089	441
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	805	189	238	409	197	164	1283	90	131	2089	441
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	476	805	189	238	409	197	164	1283	90	131	2089	441

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3798	1800	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

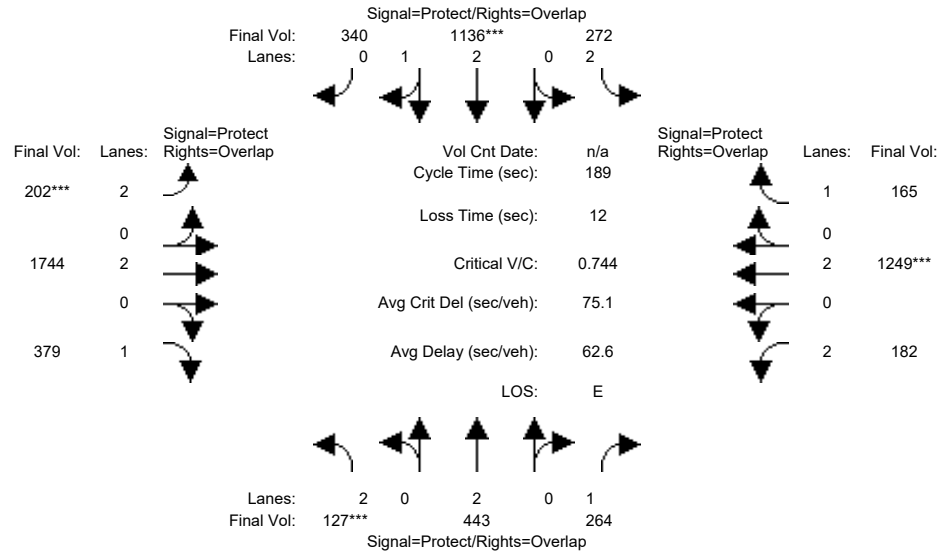
Vol/Sat:	0.15	0.21	0.11	0.08	0.11	0.11	0.05	0.34	0.05	0.04	0.55	0.25
Crit Moves:	****			****			****			****		
Green Time:	27.0	51.0	70.0	17.0	41.0	59.0	18.0	91.0	118.0	19.0	92.0	109.0
Volume/Cap:	1.06	0.79	0.29	0.84	0.50	0.35	0.55	0.71	0.08	0.42	1.14	0.44
Delay/Veh:	141.9	68.7	42.7	105.4	65.8	50.8	84.3	32.3	7.5	81.2	107	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	141.9	68.7	42.7	105.4	65.8	50.8	84.3	32.3	7.5	81.2	107	14.9
LOS by Move:	F	E	D	F	E	D	F	C	A	F	F	B
HCM2k95thQ:	35	37	15	17	19	17	10	40	2	8	116	18

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5334: (43) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	30	30	20	38	38	13	100	100	16	103	103
Y+R:	5.8	5.6	5.6	5.6	5.4	5.4	5.3	6.2	6.2	5.4	6.2	6.2

Volume Module:

Base Vol:	127	443	264	272	1136	340	202	2813	379	182	1358	165
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	443	264	272	1136	340	202	2813	379	182	1358	165
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	443	264	272	1136	340	202	2813	379	182	1358	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.62	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	443	264	272	1136	340	202	1744	379	182	1249	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	443	264	272	1136	340	202	1744	379	182	1249	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	443	264	272	1136	340	202	1744	379	182	1249	165

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.28	0.72	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4308	1289	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

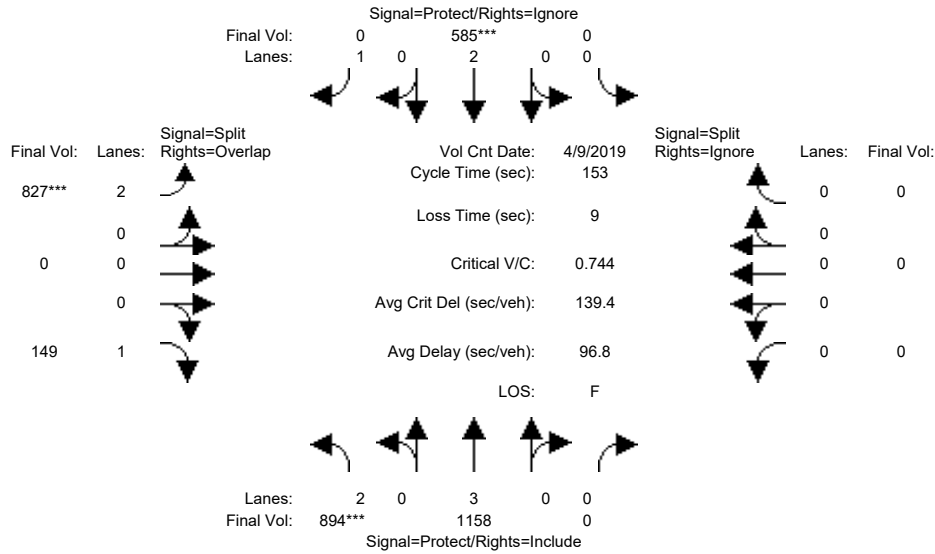
Vol/Sat:	0.04	0.12	0.15	0.09	0.26	0.26	0.06	0.46	0.22	0.06	0.33	0.09
Crit Moves:	****			****			****			****		
Green Time:	13.0	36.6	52.6	24.4	48.0	61.0	13.0	100	113.0	16.0	103	127.4
Volume/Cap:	0.59	0.60	0.54	0.67	1.04	0.82	0.93	0.87	0.36	0.68	0.60	0.14
Delay/Veh:	89.5	71.0	59.2	82.7	105	61.9	130.1	53.8	27.3	91.1	29.7	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.5	71.0	59.2	82.7	105	61.9	130.1	53.8	27.3	91.1	29.7	11.1
LOS by Move:	F	E	E	F	F	E	F	D	C	F	C	B
HCM2k95thQ:	9	21	24	17	54	44	13	67	27	12	40	7

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5335: (44) CENTRAL EXPWY/DE LA CRUZ BLVD



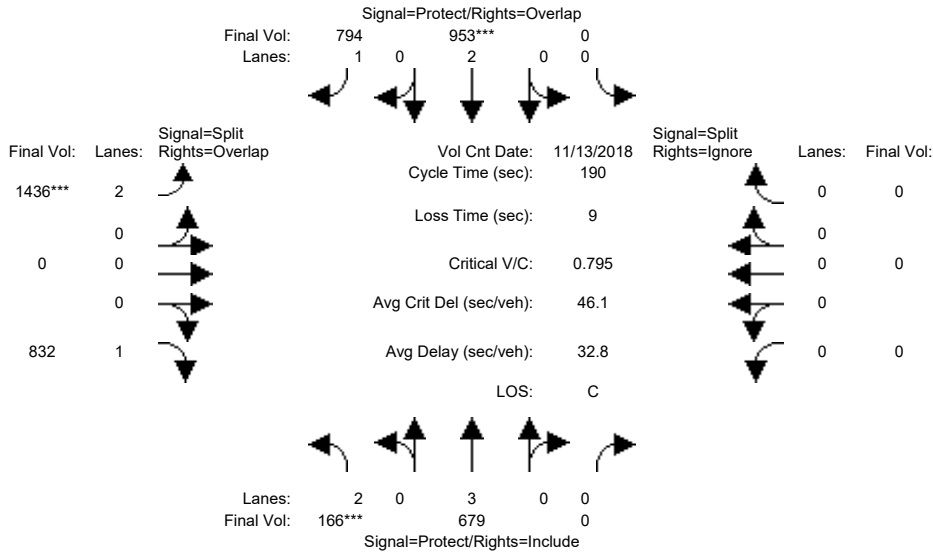
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	79	0	0	50	50	67	0	67	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Apr 2019 <<												
Base Vol:	894	1158	0	0	585	1615	962	0	149	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	894	1158	0	0	585	1615	962	0	149	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	894	1158	0	0	585	1615	962	0	149	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.86	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	894	1158	0	0	585	0	827	0	149	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	894	1158	0	0	585	0	827	0	149	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	894	1158	0	0	585	0	827	0	149	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.20	0.00	0.00	0.15	0.00	0.26	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	28.6	78.0	0.0	0.0	49.4	0.0	66.1	0.0	94.8	0.0	0.0	0.0
Volume/Cap:	1.52	0.40	0.00	0.00	0.48	0.00	0.61	0.00	0.14	0.00	0.00	0.00
Delay/Veh:	304.3	23.5	0.0	0.0	42.3	0.0	29.9	0.0	6.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	304.3	23.5	0.0	0.0	42.3	0.0	29.9	0.0	6.5	0.0	0.0	0.0
LOS by Move:	F	C	A	A	D	A	C	A	A	A	A	A
HCM2k95thQ:	75	20	0	0	19	0	27	0	3	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5335: (44) CENTRAL EXPWY/DE LA CRUZ BLVD



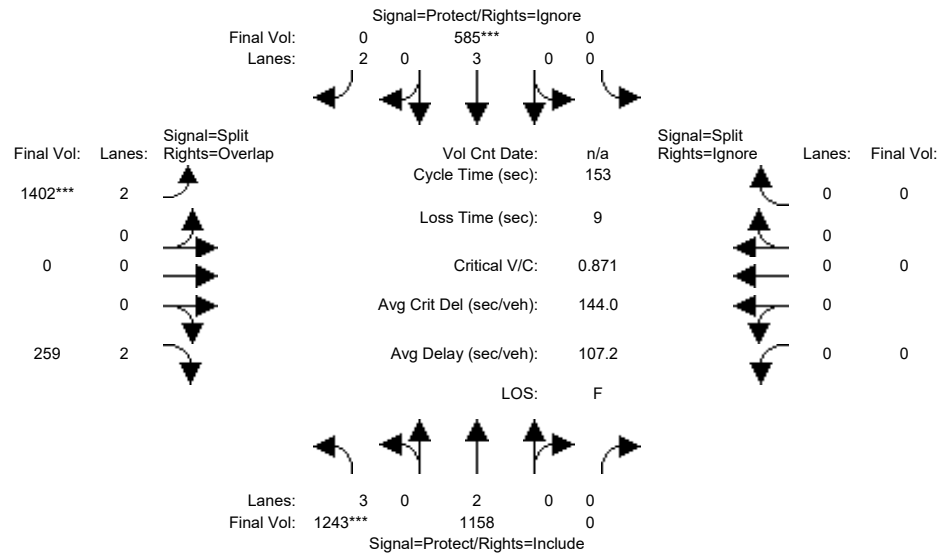
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	77	0	0	61	61	112	0	112	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 13 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	166	679	0	0	953	794	2052	0	832	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	166	679	0	0	953	794	2052	0	832	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	166	679	0	0	953	794	2052	0	832	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.70	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	166	679	0	0	953	794	1436	0	832	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	166	679	0	0	953	794	1436	0	832	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	166	679	0	0	953	794	1436	0	832	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.05	0.12	0.00	0.00	0.25	0.45	0.46	0.00	0.48	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	16.2	74.5	0.0	0.0	58.2	165.2	106.9	0.0	123.2	0.0	0.0	0.0
Volume/Cap:	0.62	0.30	0.00	0.00	0.82	0.52	0.81	0.00	0.73	0.00	0.00	0.00
Delay/Veh:	92.1	41.8	0.0	0.0	68.5	3.4	25.9	0.0	12.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.1	41.8	0.0	0.0	68.5	3.4	25.9	0.0	12.9	0.0	0.0	0.0
LOS by Move:	F	D	A	A	E	A	C	A	B	A	A	A
HCM2k95thQ:	13	17	0	0	44	23	54	0	35	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5335: (44) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	79	0	0	50	50	67	0	67	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1243	1158	0	0	585	1867	1630	0	259	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1243	1158	0	0	585	1867	1630	0	259	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1243	1158	0	0	585	1867	1630	0	259	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.86	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1243	1158	0	0	585	0	1402	0	259	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1243	1158	0	0	585	0	1402	0	259	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	1243	1158	0	0	585	0	1402	0	259	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	3150	0	3150	0	0	0

Capacity Analysis Module:

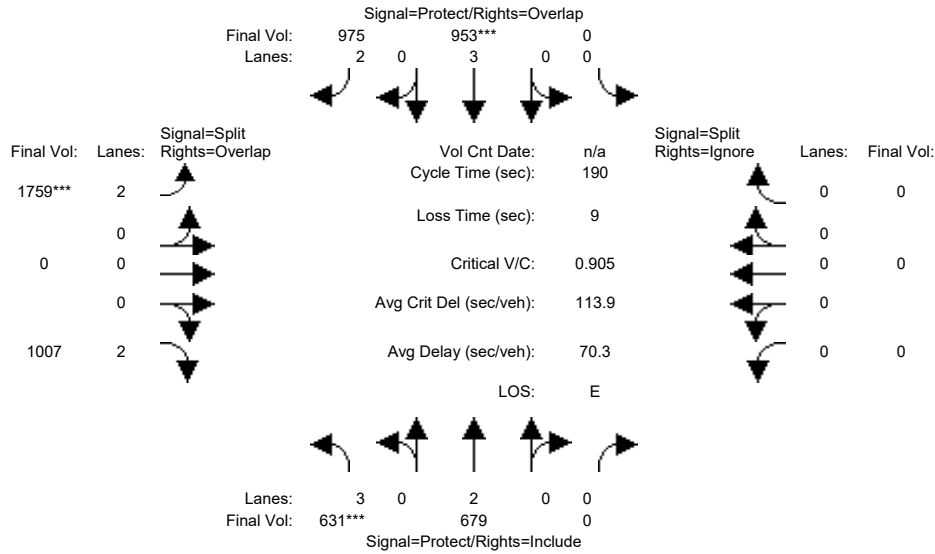
Vol/Sat:	0.27	0.30	0.00	0.00	0.10	0.00	0.45	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	28.6	78.0	0.0	0.0	49.4	0.0	66.1	0.0	94.8	0.0	0.0	0.0
Volume/Cap:	1.46	0.60	0.00	0.00	0.32	0.00	1.03	0.00	0.13	0.00	0.00	0.00
Delay/Veh:	276.4	27.3	0.0	0.0	39.7	0.0	70.0	0.0	6.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	276.4	27.3	0.0	0.0	39.7	0.0	70.0	0.0	6.5	0.0	0.0	0.0
LOS by Move:	F	C	A	A	D	A	E	A	A	A	A	A
HCM2k95thQ:	71	33	0	0	13	0	71	0	3	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5335: (44) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	77	0	0	61	61	112	0	112	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	631	679	0	0	953	975	2513	0	1007	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	631	679	0	0	953	975	2513	0	1007	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	631	679	0	0	953	975	2513	0	1007	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.70	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	631	679	0	0	953	975	1759	0	1007	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	631	679	0	0	953	975	1759	0	1007	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	631	679	0	0	953	975	1759	0	1007	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	3150	0	3150	0	0	0

Capacity Analysis Module:

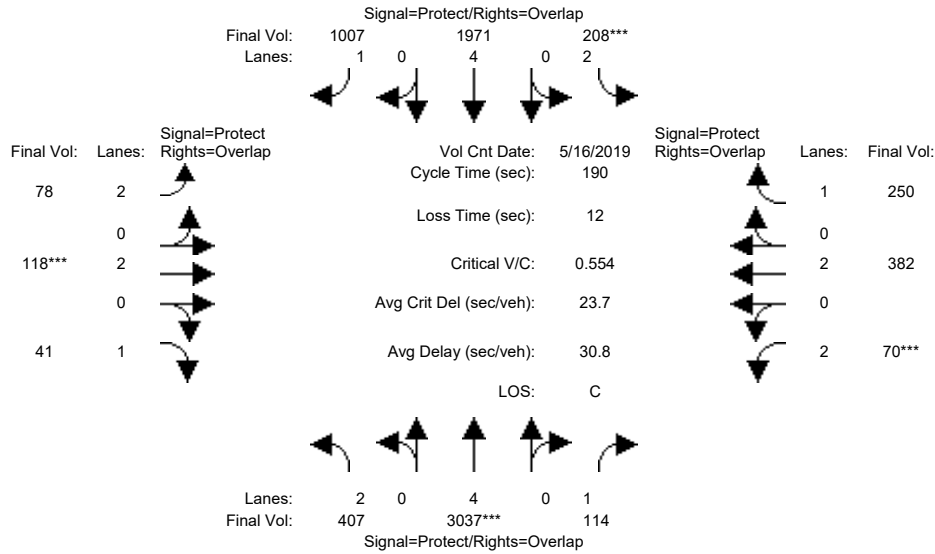
Vol/Sat:	0.14	0.18	0.00	0.00	0.17	0.31	0.56	0.00	0.32	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	16.2	74.5	0.0	0.0	58.2	165.2	106.9	0.0	123.2	0.0	0.0	0.0
Volume/Cap:	1.62	0.46	0.00	0.00	0.55	0.36	0.99	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	382.9	45.0	0.0	0.0	57.8	2.5	47.8	0.0	8.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	382.9	45.0	0.0	0.0	57.8	2.5	47.8	0.0	8.2	0.0	0.0	0.0
LOS by Move:	F	D	A	A	E	A	D	A	A	A	A	A
HCM2k95thQ:	48	26	0	0	27	13	98	0	16	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5408: (33) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	112	112	20	105	105	15	33	33	13	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 16 May 2019 <<

Base Vol:	407	3037	114	208	1971	1007	78	118	41	70	382	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	407	3037	114	208	1971	1007	78	118	41	70	382	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	407	3037	114	208	1971	1007	78	118	41	70	382	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	407	3037	114	208	1971	1007	78	118	41	70	382	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	3037	114	208	1971	1007	78	118	41	70	382	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	407	3037	114	208	1971	1007	78	118	41	70	382	250

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

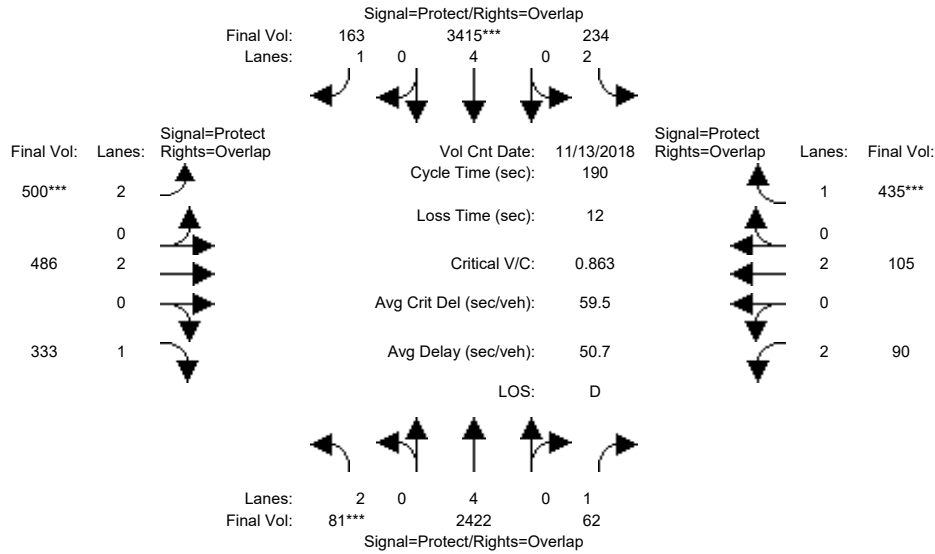
Vol/Sat:	0.13	0.40	0.07	0.07	0.26	0.58	0.02	0.03	0.02	0.02	0.10	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.0	112	125.0	20.0	105	120.0	15.0	33.0	60.0	13.0	31.0	51.0
Volume/Cap:	0.91	0.68	0.10	0.63	0.47	0.91	0.31	0.18	0.07	0.32	0.62	0.53
Delay/Veh:	102.6	16.4	4.9	85.2	17.4	26.2	83.4	67.1	45.6	85.2	75.8	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.6	16.4	4.9	85.2	17.4	26.2	83.4	67.1	45.6	85.2	75.8	60.5
LOS by Move:	F	B	A	F	B	C	F	E	D	F	E	E
HCM2k95thQ:	29	35	2	15	21	71	5	6	3	4	18	23

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5408: (33) SAN TOMAS EXP / SCOTT BL



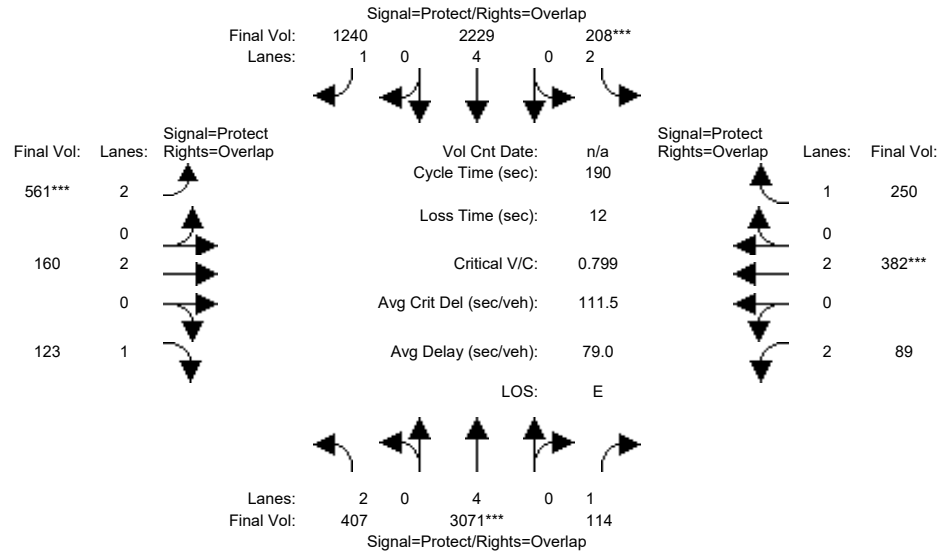
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	89	89	21	98	98	29	45	45	11	27	27
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7
Volume Module: >> Count Date: 13 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	81	2422	62	234	3415	163	500	486	333	90	105	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	2422	62	234	3415	163	500	486	333	90	105	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	2422	62	234	3415	163	500	486	333	90	105	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	81	2422	62	234	3415	163	500	486	333	90	105	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	81	2422	62	234	3415	163	500	486	333	90	105	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	81	2422	62	234	3415	163	500	486	333	90	105	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.32	0.04	0.07	0.45	0.09	0.16	0.13	0.19	0.03	0.03	0.25
Crit Moves:	****			****			****					****
Green Time:	12.0	90.6	103.6	21.4	xxxx	135.3	35.3	53.1	65.1	13.0	30.7	52.1
Volume/Cap:	0.41	0.67	0.06	0.66	0.85	0.13	0.85	0.46	0.56	0.42	0.17	0.91
Delay/Veh:	86.9	31.0	14.1	85.4	51.3	14.8	86.5	56.9	51.9	86.2	68.8	87.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.9	31.0	14.1	85.4	51.3	14.8	86.5	56.9	51.9	86.2	68.8	87.4
LOS by Move:	F	C	B	F	D	B	F	E	D	F	E	F
HCM2k95thQ:	6	37	2	17	72	10	30	20	28	6	5	46

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5408: (33) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	112	112	20	105	105	15	33	33	13	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	407	3071	114	208	2229	1240	561	160	123	89	382	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	407	3071	114	208	2229	1240	561	160	123	89	382	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	407	3071	114	208	2229	1240	561	160	123	89	382	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	407	3071	114	208	2229	1240	561	160	123	89	382	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	3071	114	208	2229	1240	561	160	123	89	382	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	407	3071	114	208	2229	1240	561	160	123	89	382	250

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

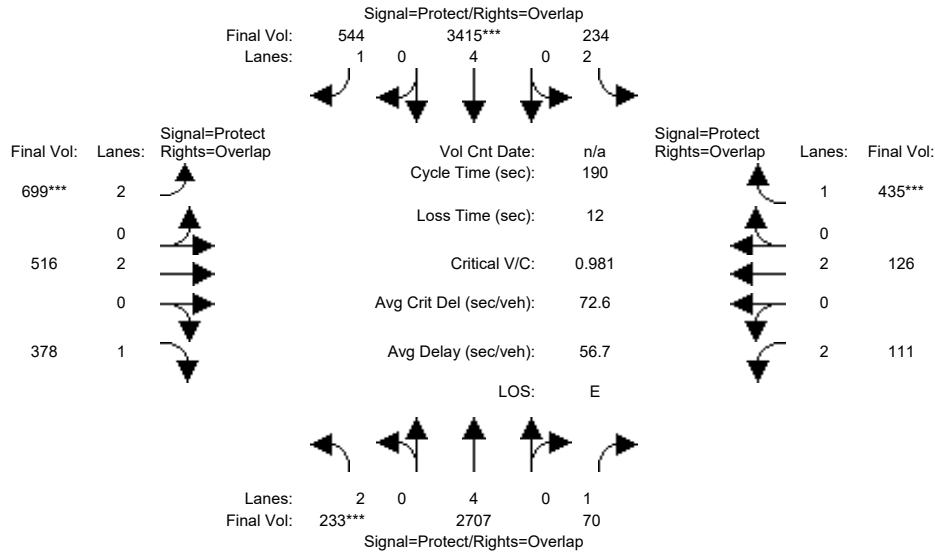
Vol/Sat:	0.13	0.40	0.07	0.07	0.29	0.71	0.18	0.04	0.07	0.03	0.10	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.0	112	125.0	20.0	105	120.0	15.0	33.0	60.0	13.0	31.0	51.0
Volume/Cap:	0.91	0.69	0.10	0.63	0.53	1.12	2.26	0.24	0.22	0.41	0.62	0.53
Delay/Veh:	102.6	16.6	4.9	85.2	18.3	84.4	665.4	67.9	48.0	86.1	75.8	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.6	16.6	4.9	85.2	18.3	84.4	665.4	67.9	48.0	86.1	75.8	60.5
LOS by Move:	F	B	A	F	B	F	F	E	D	F	E	E
HCM2k95thQ:	29	35	2	15	25	144	65	8	10	6	18	22

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5408: (33) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	89	89	21	98	98	29	45	45	11	27	27
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:

Base Vol:	233	2707	70	234	3415	544	699	516	378	111	126	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	233	2707	70	234	3415	544	699	516	378	111	126	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	233	2707	70	234	3415	544	699	516	378	111	126	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	233	2707	70	234	3415	544	699	516	378	111	126	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	233	2707	70	234	3415	544	699	516	378	111	126	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	233	2707	70	234	3415	544	699	516	378	111	126	435

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

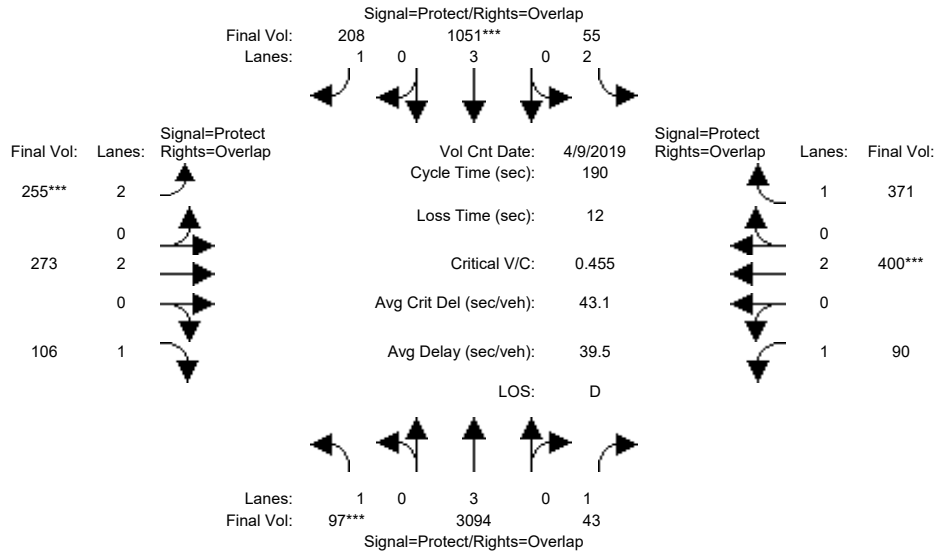
Vol/Sat:	0.07	0.36	0.04	0.07	0.45	0.31	0.22	0.14	0.22	0.04	0.03	0.25
Crit Moves:	****			****			****					****
Green Time:	13.6	90.3	103.4	21.3	98.0	138.9	40.9	53.3	67.0	13.0	27.0	48.3
Volume/Cap:	1.03	0.75	0.07	0.66	0.87	0.43	1.03	0.48	0.61	0.51	0.23	0.98
Delay/Veh:	156.2	33.5	14.3	85.5	53.3	17.9	117.2	57.2	52.6	87.5	72.5	107.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	156.2	33.5	14.3	85.5	53.3	17.9	117.2	57.2	52.6	87.5	72.5	107.0
LOS by Move:	F	C	B	F	D	B	F	E	D	F	E	F
HCM2k95thQ:	21	45	3	17	73	35	45	21	32	7	6	48

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5414: (34) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	109	109	12	104	104	20	39	39	18	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	9 Apr 2019	<<							
Base Vol:	97	3640	43	55	1237	208	255	273	106	90	400	371
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	3640	43	55	1237	208	255	273	106	90	400	371
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	3640	43	55	1237	208	255	273	106	90	400	371
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	3094	43	55	1051	208	255	273	106	90	400	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	3094	43	55	1051	208	255	273	106	90	400	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	97	3094	43	55	1051	208	255	273	106	90	400	371

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

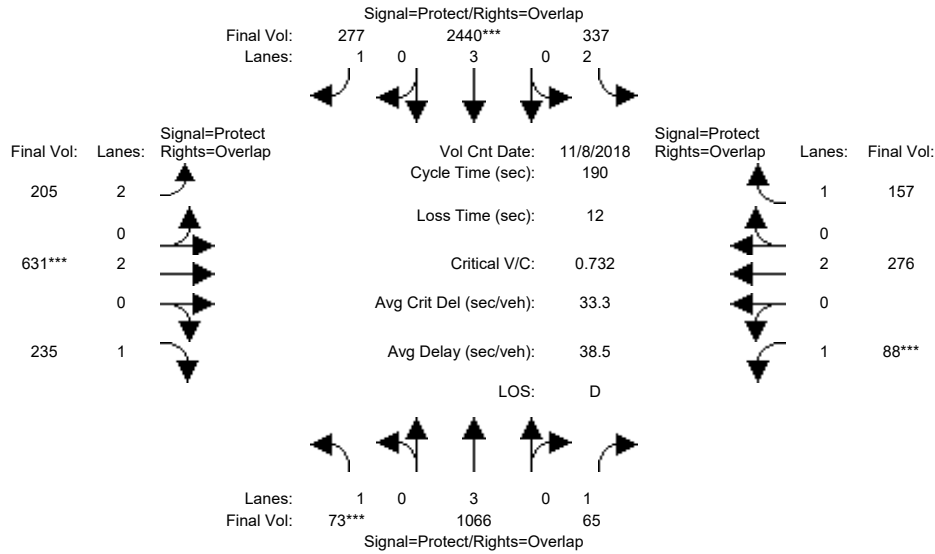
Capacity Analysis Module:												
Vol/Sat:	0.06	0.54	0.02	0.02	0.18	0.12	0.08	0.07	0.06	0.05	0.11	0.21
Crit Moves:	***			****			****			****		
Green Time:	17.0	109	127.0	12.0	104	124.0	20.0	39.0	56.0	18.0	37.0	49.0
Volume/Cap:	0.62	0.95	0.04	0.28	0.34	0.18	0.77	0.35	0.21	0.54	0.54	0.82
Delay/Veh:	90.8	30.8	4.1	85.6	16.4	5.7	93.2	64.9	50.5	85.7	69.7	77.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.8	30.8	4.1	85.6	16.4	5.7	93.2	64.9	50.5	85.7	69.7	77.9
LOS by Move:	F	C	A	F	B	A	F	E	D	F	E	E
HCM2k95thQ:	10	75	1	4	14	4	19	13	9	12	19	39

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5414: (34) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	78	78	34	102	102	14	42	42	12	40	40
Y+R:	5.3	5.8	5.8	5.6	5.8	5.8	6.0	5.6	5.6	6.0	5.6	5.6

Volume Module:	>> Count	Date:	8 Nov 2018	<< 4:45 - 5:45 PM
Base Vol:	73 1480	65	337 3343	277 205 631 235 88 276 157
Growth Adj:	1.00 1.00	1.00	1.00 1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Initial Bse:	73 1480	65	337 3343	277 205 631 235 88 276 157
Added Vol:	0 0	0	0 0	0 0 0 0 0 0 0
ATI:	0 0	0	0 0	0 0 0 0 0 0 0
Initial Fut:	73 1480	65	337 3343	277 205 631 235 88 276 157
User Adj:	1.00 0.72	1.00	1.00 0.73	1.00 1.00 1.00 1.00 1.00 1.00
PHF Adj:	1.00 1.00	1.00	1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
PHF Volume:	73 1066	65	337 2440	277 205 631 235 88 276 157
Reduct Vol:	0 0	0	0 0	0 0 0 0 0 0 0
Reduced Vol:	73 1066	65	337 2440	277 205 631 235 88 276 157
PCE Adj:	1.00 1.00	1.00	1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
MLF Adj:	1.00 1.00	1.00	1.00 1.00	1.00 1.00 1.00 1.00 1.00 1.00
Final Volume:	73 1066	65	337 2440	277 205 631 235 88 276 157

Saturation Flow Module:	
Sat/Lane:	1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900 1900
Adjustment:	0.92 1.00 0.92 0.83 1.00 0.92 0.83 1.00 0.92 0.92 1.00 0.92
Lanes:	1.00 3.00 1.00 2.00 3.00 1.00 2.00 2.00 1.00 1.00 2.00 1.00
Final Sat.:	1750 5700 1750 3150 5700 1750 3150 3800 1750 1750 3800 1750

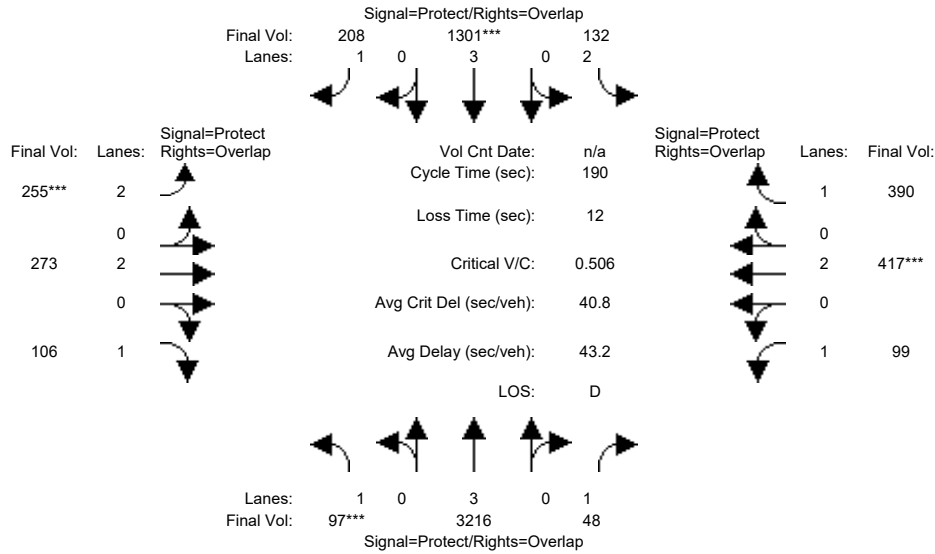
Capacity Analysis Module:	
Vol/Sat:	0.04 0.19 0.04 0.11 0.43 0.16 0.07 0.17 0.13 0.05 0.07 0.09
Crit Moves:	*** **
Green Time:	11.0 84.9 98.0 37.0 111 125.5 14.5 43.0 54.0 13.0 41.5 78.5
Volume/Cap:	0.72 0.42 0.07 0.55 0.73 0.24 0.85 0.73 0.47 0.73 0.33 0.22
Delay/Veh:	110.1 30.1 17.2 70.0 18.5 5.4 110.6 71.4 56.9 107.4 62.8 36.1
User DelAdj:	1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00 1.00
AdjDel/Veh:	110.1 30.1 17.2 70.0 18.5 5.4 110.6 71.4 56.9 107.4 62.8 36.1
LOS by Move:	F C B E B A F E E F E D
HCM2k95thQ:	9 20 3 17 38 5 17 31 22 13 13 12

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5414: (34) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	109	109	12	104	104	20	39	39	18	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	97	3784	48	132	1531	208	255	273	106	99	417	390
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	3784	48	132	1531	208	255	273	106	99	417	390
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	3784	48	132	1531	208	255	273	106	99	417	390
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	3216	48	132	1301	208	255	273	106	99	417	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	3216	48	132	1301	208	255	273	106	99	417	390
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	97	3216	48	132	1301	208	255	273	106	99	417	390

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

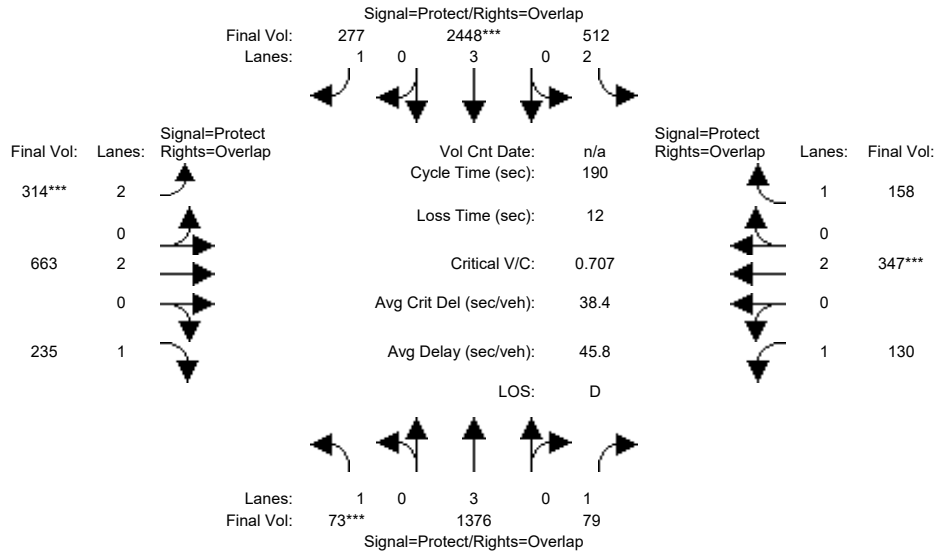
Capacity Analysis Module:												
Vol/Sat:	0.06	0.56	0.03	0.04	0.23	0.12	0.08	0.07	0.06	0.06	0.11	0.22
Crit Moves:	***			****			****			****		
Green Time:	17.0	109	127.0	12.0	104	124.0	20.0	39.0	56.0	18.0	37.0	49.0
Volume/Cap:	0.62	0.98	0.04	0.66	0.42	0.18	0.77	0.35	0.21	0.60	0.56	0.86
Delay/Veh:	90.8	37.3	4.1	95.2	17.4	5.7	93.2	64.9	50.5	88.4	70.2	83.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.8	37.3	4.1	95.2	17.4	5.7	93.2	64.9	50.5	88.4	70.2	83.1
LOS by Move:	F	D	A	F	B	A	F	E	D	F	E	F
HCM2k95thQ:	10	88	1	9	18	4	19	13	9	13	20	42

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5414: (34) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	78	78	34	102	102	14	42	42	12	40	40
Y+R:	5.3	5.8	5.8	5.6	5.8	5.8	6.0	5.6	5.6	6.0	5.6	5.6

Volume Module:												
Base Vol:	73	1911	79	512	3353	277	314	663	235	130	347	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1911	79	512	3353	277	314	663	235	130	347	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1911	79	512	3353	277	314	663	235	130	347	158
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1376	79	512	2448	277	314	663	235	130	347	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1376	79	512	2448	277	314	663	235	130	347	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	1376	79	512	2448	277	314	663	235	130	347	158

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

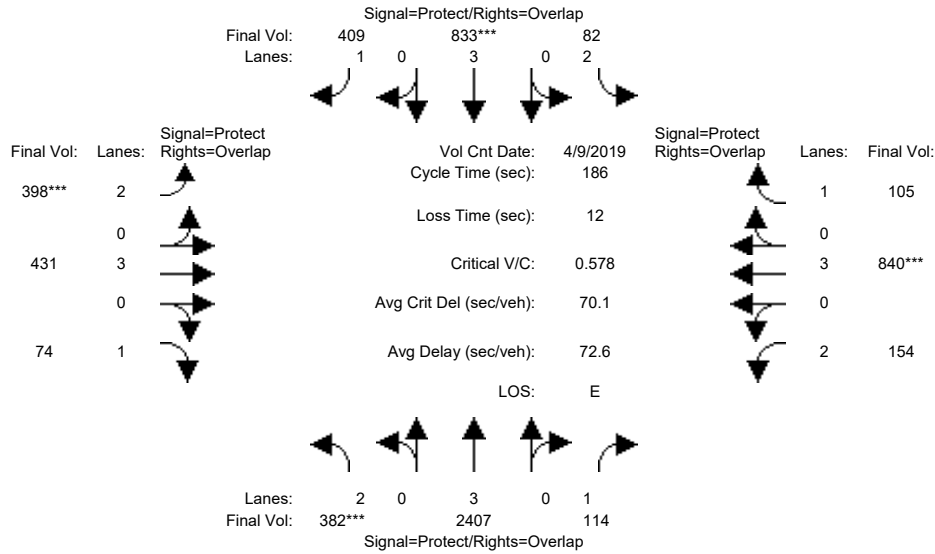
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.05	0.16	0.43	0.16	0.10	0.17	0.13	0.07	0.09	0.09
Crit Moves:	***			****			****			****		
Green Time:	11.0	79.4	95.5	34.6	103	127.0	23.9	47.8	58.8	16.1	40.0	74.6
Volume/Cap:	0.72	0.58	0.09	0.89	0.79	0.24	0.79	0.69	0.43	0.88	0.43	0.23
Delay/Veh:	110.1	37.4	18.8	91.9	25.7	4.8	91.0	66.6	52.8	126.4	65.5	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.1	37.4	18.8	91.9	25.7	4.8	91.0	66.6	52.8	126.4	65.5	38.7
LOS by Move:	F	D	B	F	C	A	F	E	D	F	E	D
HCM2k95thQ:	9	29	3	32	51	5	22	31	21	19	16	12

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5416: (35) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	97	97	15	85	85	26	36	36	26	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 9 Apr 2019 <<

Base Vol:	382	2832	114	82	980	409	398	431	74	154	840	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	2832	114	82	980	409	398	431	74	154	840	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	2832	114	82	980	409	398	431	74	154	840	105
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	2407	114	82	833	409	398	431	74	154	840	105
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	2407	114	82	833	409	398	431	74	154	840	105
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	382	2407	114	82	833	409	398	431	74	154	840	105

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	4731	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

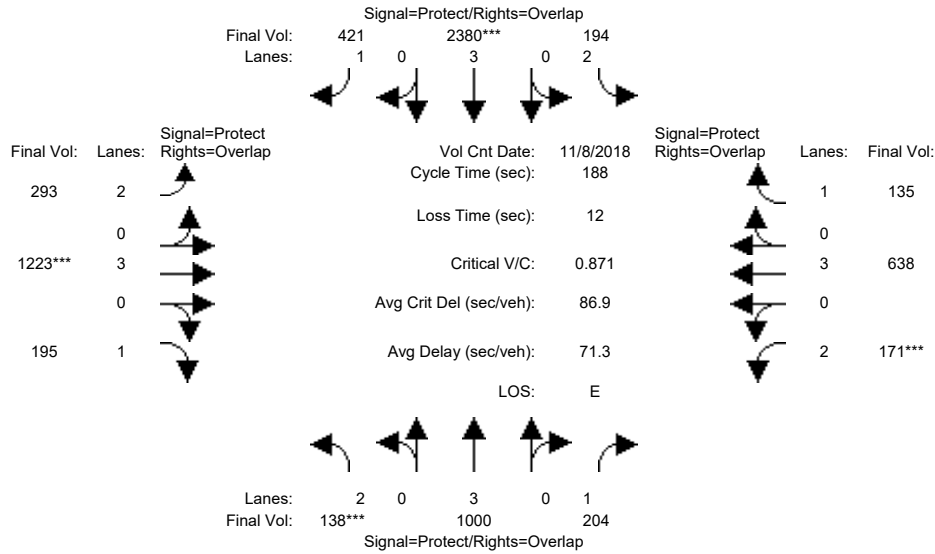
Vol/Sat:	0.12	0.51	0.07	0.03	0.15	0.23	0.13	0.08	0.04	0.05	0.15	0.06
Crit Moves:	****				****		****				****	
Green Time:	27.0	97.0	123.0	15.0	85.0	111.0	26.0	36.0	63.0	26.0	36.0	51.0
Volume/Cap:	0.84	0.98	0.10	0.32	0.32	0.39	0.90	0.39	0.12	0.35	0.76	0.22
Delay/Veh:	98.7	87.8	26.3	81.4	38.3	27.6	100.4	65.7	42.6	72.8	74.1	52.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.7	87.8	26.3	81.4	38.3	27.6	100.4	65.7	42.6	72.8	74.1	52.4
LOS by Move:	F	F	C	F	D	C	F	E	D	E	E	D
HCM2k95thQ:	23	73	10	5	21	30	26	13	6	9	27	9

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5416: (35) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	75	75	20	82	82	23	53	53	16	46	46
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6

Volume Module:	>>	Count	Date:	8 Nov 2018	<<	5:00 - 6:00 PM						
Base Vol:	138	1191	204	194	2903	421	293	1223	195	171	638	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	1191	204	194	2903	421	293	1223	195	171	638	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	1191	204	194	2903	421	293	1223	195	171	638	135
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	1000	204	194	2380	421	293	1223	195	171	638	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1000	204	194	2380	421	293	1223	195	171	638	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	1000	204	194	2380	421	293	1223	195	171	638	135

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750

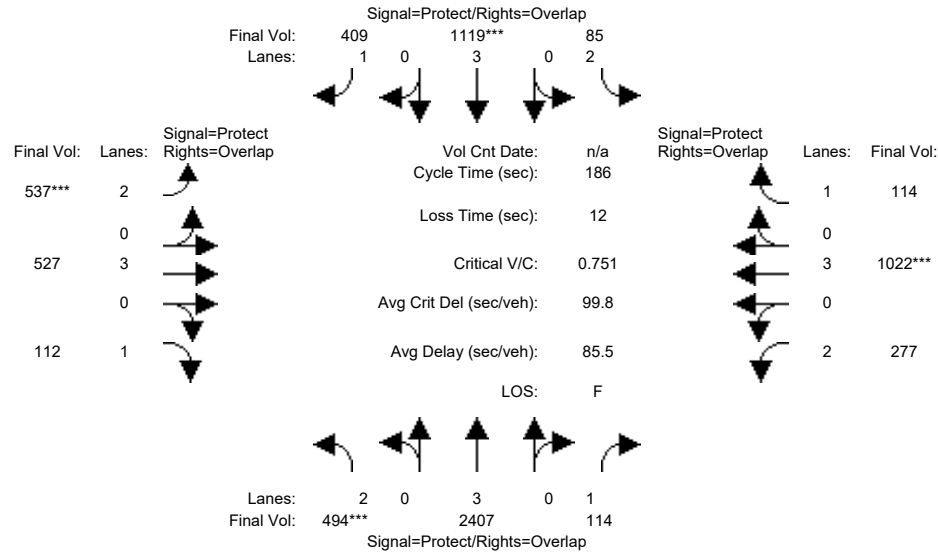
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.18	0.12	0.06	0.50	0.24	0.09	0.21	0.11	0.05	0.11	0.08
Crit Moves:	****			****			****			****		
Green Time:	13.0	84.5	100.5	22.5	94.0	117.0	23.0	53.0	66.0	16.0	46.0	68.5
Volume/Cap:	0.63	0.39	0.22	0.51	1.01	0.39	0.76	0.76	0.32	0.64	0.46	0.21
Delay/Veh:	91.2	41.0	29.8	85.9	98.4	37.3	88.4	63.9	44.8	88.3	60.6	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.2	41.0	29.8	85.9	98.4	37.3	88.4	63.9	44.8	88.3	60.6	41.3
LOS by Move:	F	D	C	F	F	D	F	E	D	F	E	D
HCM2k95thQ:	9	26	16	12	76	35	18	35	16	11	18	11

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5416: (35) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	97	97	15	85	85	26	36	36	26	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	494	2832	114	85	1316	409	537	527	112	277	1022	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	494	2832	114	85	1316	409	537	527	112	277	1022	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	494	2832	114	85	1316	409	537	527	112	277	1022	114
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	494	2407	114	85	1119	409	537	527	112	277	1022	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	494	2407	114	85	1119	409	537	527	112	277	1022	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	494	2407	114	85	1119	409	537	527	112	277	1022	114

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	4731	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

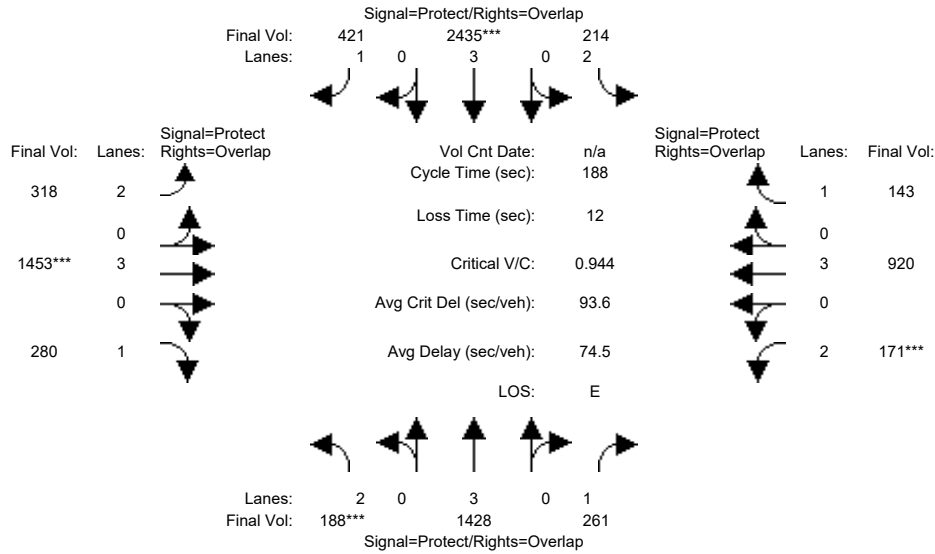
Vol/Sat:	0.16	0.51	0.07	0.03	0.20	0.23	0.17	0.09	0.06	0.09	0.18	0.07
Crit Moves:	****			****			****			****		
Green Time:	27.0	97.0	123.0	15.0	85.0	111.0	26.0	36.0	63.0	26.0	36.0	51.0
Volume/Cap:	1.08	0.98	0.10	0.33	0.43	0.39	1.22	0.48	0.19	0.63	0.93	0.24
Delay/Veh:	153.9	87.8	26.3	81.6	40.7	27.6	197.8	67.0	43.6	78.4	86.7	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	153.9	87.8	26.3	81.6	40.7	27.6	197.8	67.0	43.6	78.4	86.7	52.7
LOS by Move:	F	F	C	F	D	C	F	E	D	E	F	D
HCM2k95thQ:	36	77	10	5	28	30	43	16	9	17	35	10

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5416: (35) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	75	75	20	82	82	23	53	53	16	46	46
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6

Volume Module:

Base Vol:	188	1700	261	214	2969	421	318	1453	280	171	920	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	1700	261	214	2969	421	318	1453	280	171	920	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	1700	261	214	2969	421	318	1453	280	171	920	143
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	1428	261	214	2435	421	318	1453	280	171	920	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	1428	261	214	2435	421	318	1453	280	171	920	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	188	1428	261	214	2435	421	318	1453	280	171	920	143

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

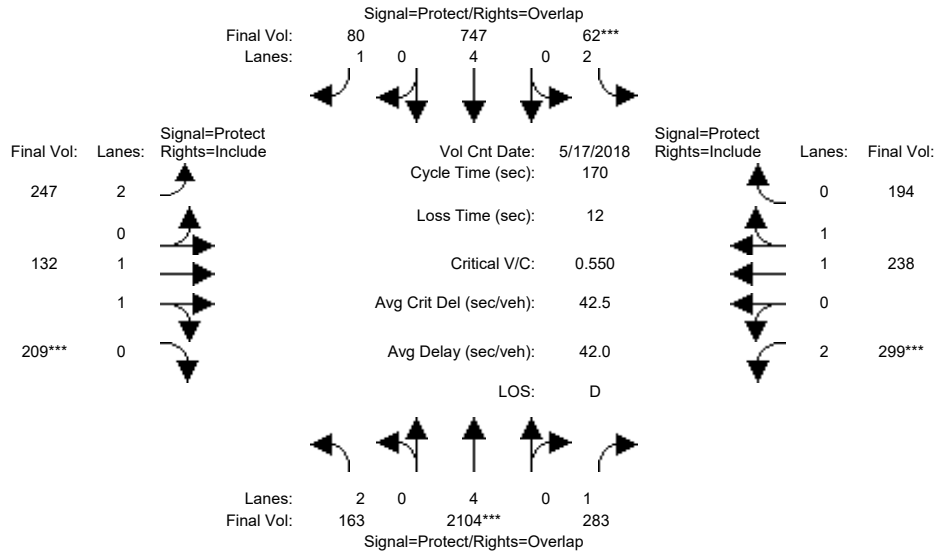
Vol/Sat:	0.06	0.25	0.15	0.07	0.51	0.24	0.10	0.25	0.16	0.05	0.16	0.08
Crit Moves:	****			****			****			****		
Green Time:	13.0	84.5	100.5	22.5	94.0	117.0	23.0	53.0	66.0	16.0	46.0	68.5
Volume/Cap:	0.86	0.56	0.28	0.57	1.03	0.39	0.83	0.90	0.46	0.64	0.66	0.22
Delay/Veh:	114.6	45.3	31.0	87.2	105	37.3	94.1	72.7	47.7	88.3	65.1	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.6	45.3	31.0	87.2	105	37.3	94.1	72.7	47.7	88.3	65.1	41.5
LOS by Move:	F	D	C	F	F	D	F	E	D	F	E	D
HCM2k95thQ:	14	37	20	13	78	35	20	44	23	11	27	11

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	73	73	16	69	69	23	38	38	23	38	38
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3

Volume Module: >> Count Date: 17 May 2018 <<

Base Vol:	163	2104	283	62	747	80	247	132	209	299	238	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	2104	283	62	747	80	247	132	209	299	238	194
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	2104	283	62	747	80	247	132	209	299	238	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	2104	283	62	747	80	247	132	209	299	238	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	2104	283	62	747	80	247	132	209	299	238	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	163	2104	283	62	747	80	247	132	209	299	238	194

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.00	1.00	2.00	1.08	0.92
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	1900	1750	3150	2037	1661

Capacity Analysis Module:

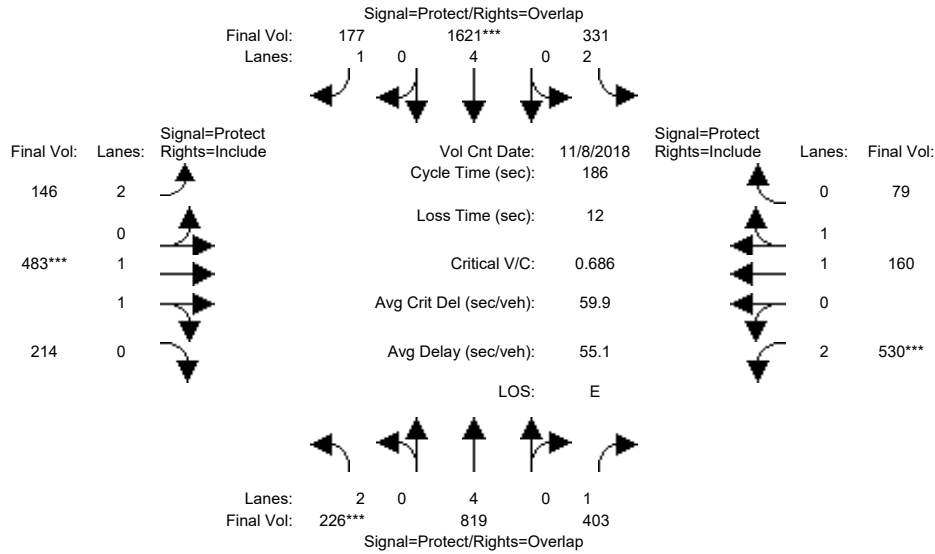
Vol/Sat:	0.05	0.28	0.16	0.02	0.10	0.05	0.08	0.07	0.12	0.09	0.12	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.3	77.4	104.0	16.0	74.1	98.5	24.3	38.0	38.0	26.6	40.2	40.2
Volume/Cap:	0.46	0.61	0.26	0.21	0.23	0.08	0.55	0.31	0.53	0.61	0.49	0.49
Delay/Veh:	71.3	35.2	15.4	71.5	30.0	15.8	69.1	55.2	59.1	69.1	56.5	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.3	35.2	15.4	71.5	30.0	15.8	69.1	55.2	59.1	69.1	56.5	56.5
LOS by Move:	E	D	B	E	C	B	E	E	E	E	E	E
HCM2k95thQ:	9	37	18	4	13	5	13	11	19	16	18	18

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	52	52	25	68	68	39	46	46	37	44	44
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2

Volume Module: >> Count Date: 8 Nov 2018 <<

Base Vol:	226	819	403	331	1621	177	146	483	214	530	160	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	819	403	331	1621	177	146	483	214	530	160	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	819	403	331	1621	177	146	483	214	530	160	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	819	403	331	1621	177	146	483	214	530	160	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	819	403	331	1621	177	146	483	214	530	160	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	226	819	403	331	1621	177	146	483	214	530	160	79

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.37	0.63	2.00	1.32	0.68
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2563	1136	3150	2476	1223

Capacity Analysis Module:

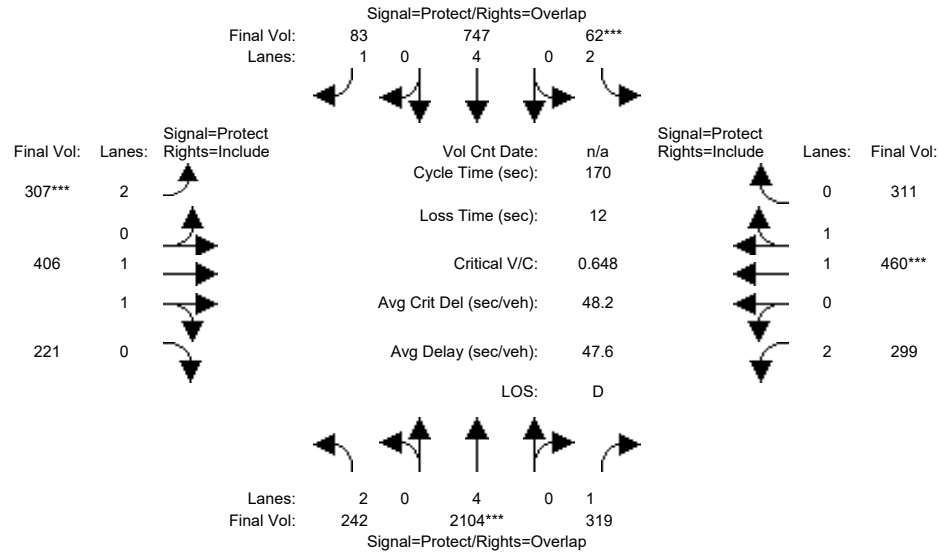
Vol/Sat:	0.07	0.11	0.23	0.11	0.21	0.10	0.05	0.19	0.19	0.17	0.06	0.06
Crit Moves:	****			****			****			****		
Green Time:	19.0	58.8	99.8	28.2	68.0	108.9	40.9	46.0	46.0	41.0	46.1	46.1
Volume/Cap:	0.70	0.34	0.43	0.69	0.58	0.17	0.21	0.76	0.76	0.76	0.26	0.26
Delay/Veh:	87.6	48.9	26.3	79.1	47.9	17.9	59.5	68.7	68.7	73.0	56.4	56.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	48.9	26.3	79.1	47.9	17.9	59.5	68.7	68.7	73.0	56.4	56.4
LOS by Move:	F	D	C	E	D	B	E	E	E	E	E	E
HCM2k95thQ:	15	17	31	20	33	13	8	32	32	30	10	10

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	73	73	16	69	69	23	38	38	23	38	38
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3

Volume Module:

Base Vol:	242	2104	319	62	747	83	307	406	221	299	460	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	2104	319	62	747	83	307	406	221	299	460	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	2104	319	62	747	83	307	406	221	299	460	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	2104	319	62	747	83	307	406	221	299	460	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	2104	319	62	747	83	307	406	221	299	460	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	242	2104	319	62	747	83	307	406	221	299	460	311

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.28	0.72	2.00	1.17	0.83
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2395	1304	3150	2206	1492

Capacity Analysis Module:

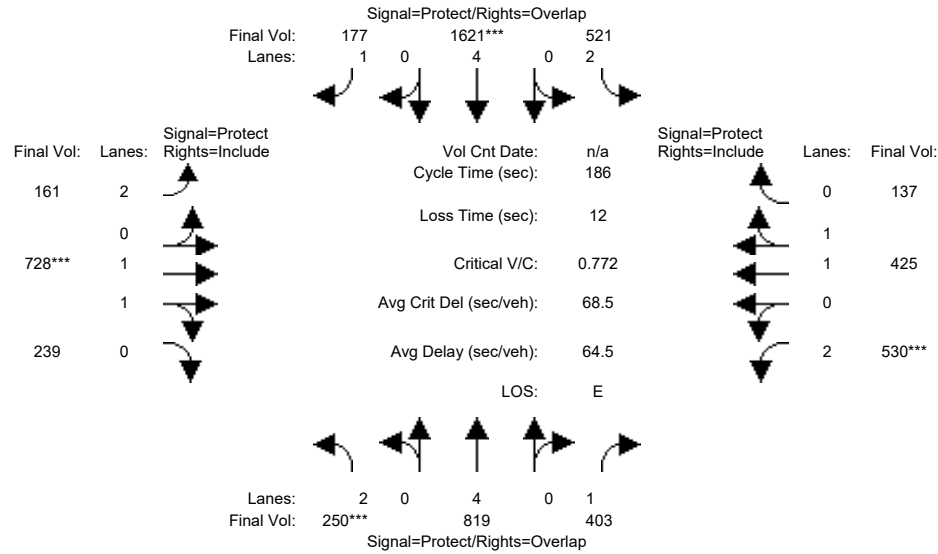
Vol/Sat:	0.08	0.28	0.18	0.02	0.10	0.05	0.10	0.17	0.17	0.09	0.21	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.4	73.0	99.0	16.0	70.6	93.6	23.0	43.0	43.0	26.0	46.0	46.0
Volume/Cap:	0.71	0.64	0.31	0.21	0.24	0.09	0.72	0.67	0.67	0.62	0.77	0.77
Delay/Veh:	80.0	38.7	18.3	71.5	32.3	18.1	76.3	59.0	59.0	69.8	60.9	60.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.0	38.7	18.3	71.5	32.3	18.1	76.3	59.0	59.0	69.8	60.9	60.9
LOS by Move:	E	D	B	E	C	B	E	E	E	E	E	E
HCM2k95thQ:	14	38	21	4	14	6	17	26	26	16	33	33

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	52	52	25	68	68	39	46	46	37	44	44
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2

Volume Module:

Base Vol:	250	819	403	521	1621	177	161	728	239	530	425	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	819	403	521	1621	177	161	728	239	530	425	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	819	403	521	1621	177	161	728	239	530	425	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	819	403	521	1621	177	161	728	239	530	425	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	819	403	521	1621	177	161	728	239	530	425	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	250	819	403	521	1621	177	161	728	239	530	425	137

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.49	0.51	2.00	1.50	0.50
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2785	914	3150	2797	902

Capacity Analysis Module:

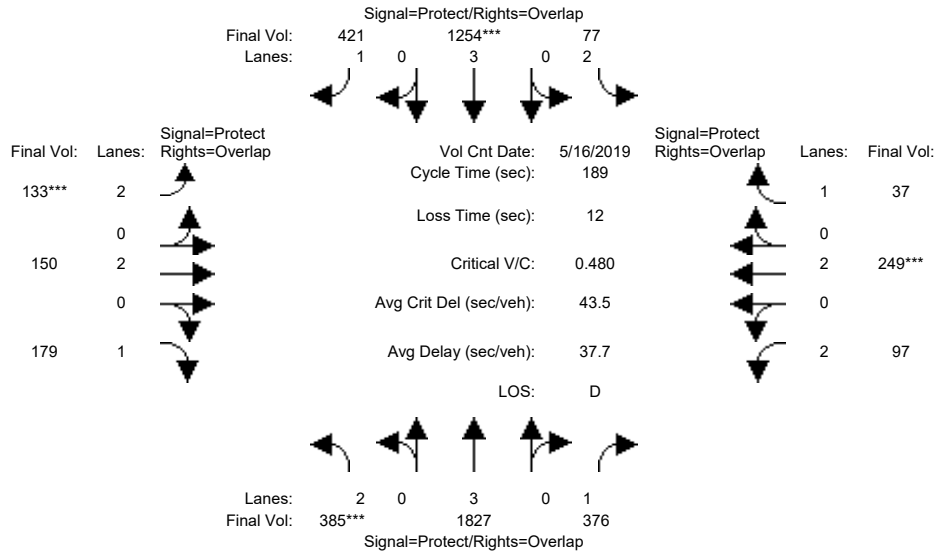
Vol/Sat:	0.08	0.11	0.23	0.17	0.21	0.10	0.05	0.26	0.26	0.17	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	19.0	54.7	91.7	32.3	68.0	108.9	40.9	50.0	50.0	37.0	46.1	46.1
Volume/Cap:	0.78	0.37	0.47	0.95	0.58	0.17	0.23	0.97	0.97	0.85	0.61	0.61
Delay/Veh:	92.8	52.1	31.5	102.7	47.9	17.9	59.8	89.3	89.3	82.1	63.3	63.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.8	52.1	31.5	102.7	47.9	17.9	59.8	89.3	89.3	82.1	63.3	63.3
LOS by Move:	F	D	C	F	D	B	E	F	F	F	E	E
HCM2k95thQ:	16	18	32	34	33	13	9	50	50	31	25	25

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5611: (5) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	100	100	17	92	92	15	34	34	14	32	32
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7

Volume Module:	>>	Count	Date:	16 May 2019	<<											
Base Vol:	385	2100	376	77	1441	421	133	150	179	97	249	37				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	385	2100	376	77	1441	421	133	150	179	97	249	37				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
ATI:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	385	2100	376	77	1441	421	133	150	179	97	249	37				
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	385	1827	376	77	1254	421	133	150	179	97	249	37				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	385	1827	376	77	1254	421	133	150	179	97	249	37				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	385	1827	376	77	1254	421	133	150	179	97	249	37				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750

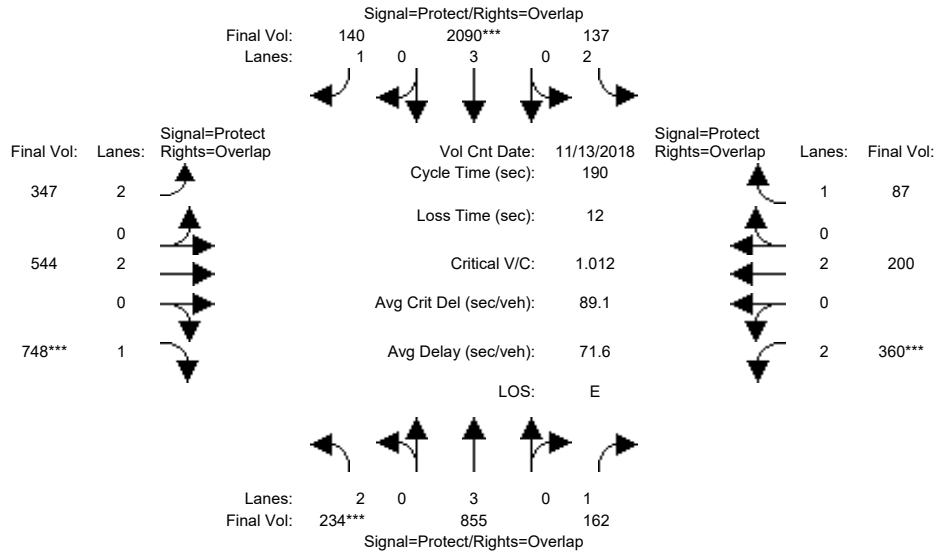
Capacity Analysis Module:												
Vol/Sat:	0.12	0.32	0.21	0.02	0.22	0.24	0.04	0.04	0.11	0.03	0.07	0.02
Crit Moves:	***				***		***				***	
Green Time:	38.0	111	124.8	18.9	92.0	107.0	15.0	33.3	71.3	13.7	32.0	50.9
Volume/Cap:	0.61	0.55	0.33	0.24	0.45	0.42	0.53	0.22	0.30	0.42	0.39	0.08
Delay/Veh:	71.0	32.6	21.4	78.9	25.2	15.5	85.8	66.9	41.5	85.1	70.2	51.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.0	32.6	21.4	78.9	25.2	15.5	85.8	66.9	41.5	85.1	70.2	51.6
LOS by Move:	E	C	C	E	C	B	F	E	D	F	E	D
HCM2k95thQ:	23	43	26	5	21	17	10	7	14	6	12	3

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5611: (5) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7

Volume Module:	>>	Count	Date:	13 Nov 2018	<<	4:30 - 5:30 PM						
Base Vol:	234	1276	162	137	2612	140	347	544	748	360	200	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1276	162	137	2612	140	347	544	748	360	200	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1276	162	137	2612	140	347	544	748	360	200	87
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	855	162	137	2090	140	347	544	748	360	200	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	855	162	137	2090	140	347	544	748	360	200	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	234	855	162	137	2090	140	347	544	748	360	200	87

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750

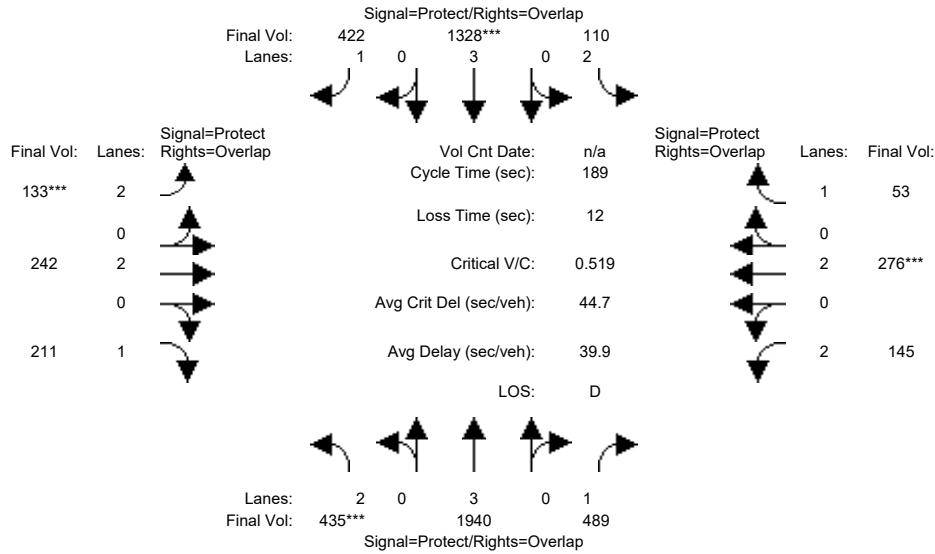
Capacity Analysis Module:												
Vol/Sat:	0.07	0.15	0.09	0.04	0.37	0.08	0.11	0.14	0.47	0.11	0.05	0.05
Crit Moves:	***			****			****		****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	0.64	0.33	0.16	0.55	0.88	0.14	0.74	0.51	1.18	0.90	0.21	0.15
Delay/Veh:	84.1	28.0	11.6	86.9	63.1	26.1	83.2	58.1	155.5	105.4	55.7	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	28.0	11.6	86.9	63.1	26.1	83.2	58.1	155.5	105.4	55.7	44.4
LOS by Move:	F	C	B	F	E	C	F	E	F	F	E	D
HCM2k95thQ:	16	15	5	9	59	10	23	23	96	24	9	7

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5611: (5) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	100	100	17	92	92	15	34	34	14	32	32
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7

Volume Module:												
Base Vol:	435	2230	489	110	1526	422	133	242	211	145	276	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	435	2230	489	110	1526	422	133	242	211	145	276	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	435	2230	489	110	1526	422	133	242	211	145	276	53
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	435	1940	489	110	1328	422	133	242	211	145	276	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	435	1940	489	110	1328	422	133	242	211	145	276	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	435	1940	489	110	1328	422	133	242	211	145	276	53

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750

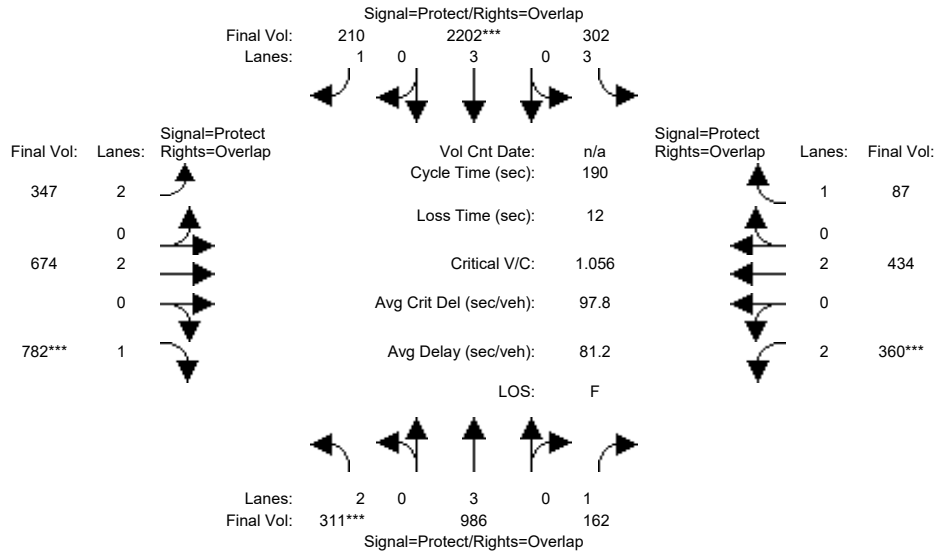
Capacity Analysis Module:												
Vol/Sat:	0.14	0.34	0.28	0.03	0.23	0.24	0.04	0.06	0.13	0.05	0.07	0.03
Crit Moves:	***			****			****			****		
Green Time:	38.0	111	124.8	18.9	92.0	107.0	15.0	33.3	71.3	13.7	32.0	50.9
Volume/Cap:	0.69	0.58	0.42	0.35	0.48	0.43	0.53	0.36	0.35	0.63	0.43	0.11
Delay/Veh:	73.7	33.6	23.4	80.0	25.7	15.5	85.8	68.8	42.6	91.0	70.8	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.7	33.6	23.4	80.0	25.7	15.5	85.8	68.8	42.6	91.0	70.8	52.1
LOS by Move:	E	C	C	E	C	B	F	E	D	F	E	D
HCM2k95thQ:	27	46	34	7	23	18	10	12	17	9	13	5

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5611: (5) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7

Volume Module:												
Base Vol:	311	1472	162	302	2753	210	347	674	782	360	434	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	1472	162	302	2753	210	347	674	782	360	434	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	1472	162	302	2753	210	347	674	782	360	434	87
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	311	986	162	302	2202	210	347	674	782	360	434	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	986	162	302	2202	210	347	674	782	360	434	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	311	986	162	302	2202	210	347	674	782	360	434	87

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.56	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3186	5700	1750	3150	3800	1601	3150	3800	1750

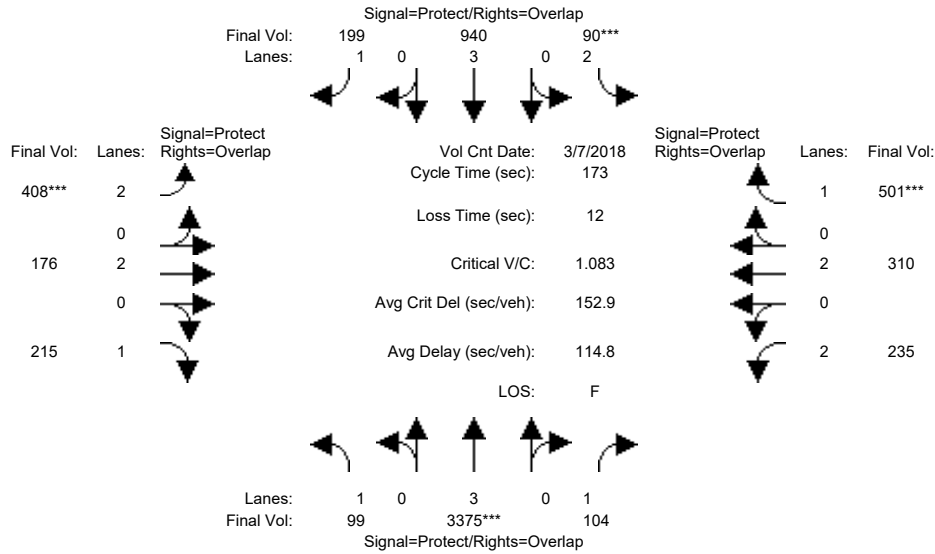
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.09	0.09	0.39	0.12	0.11	0.18	0.49	0.11	0.11	0.05
Crit Moves:	***			****			****		****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	0.85	0.38	0.16	1.20	0.93	0.21	0.74	0.64	1.24	0.90	0.45	0.15
Delay/Veh:	99.7	28.8	11.6	209.5	68.0	27.3	83.2	61.3	177.5	105.4	59.8	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.7	28.8	11.6	209.5	68.0	27.3	83.2	61.3	177.5	105.4	59.8	44.4
LOS by Move:	F	C	B	F	E	C	F	E	F	F	E	D
HCM2k95thQ:	23	18	5	19	68	16	23	30	105	23	18	7

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5613: (52) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:	>>	Count	Date:	7 Mar 2018	<<	8:00 AM - 9:00 AM						
Base Vol:	99	3879	104	90	1081	199	408	176	215	235	310	501
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	99	3879	104	90	1081	199	408	176	215	235	310	501
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	99	3879	104	90	1081	199	408	176	215	235	310	501
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	99	3375	104	90	940	199	408	176	215	235	310	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	3375	104	90	940	199	408	176	215	235	310	501
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	3375	104	90	940	199	408	176	215	235	310	501

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

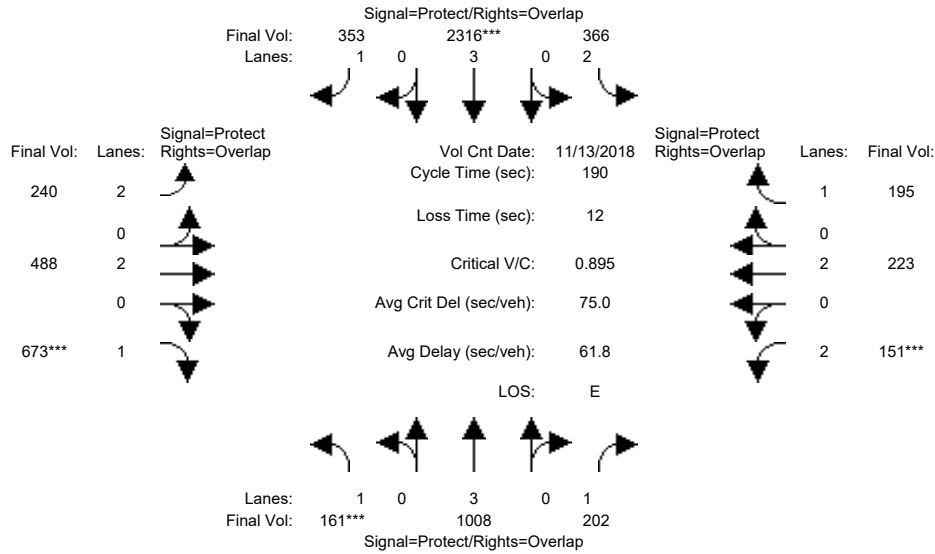
Capacity Analysis Module:												
Vol/Sat:	0.06	0.59	0.06	0.03	0.16	0.11	0.13	0.05	0.12	0.07	0.08	0.29
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.1	80.5	97.8	13.2	79.7	102.8	23.1	38.5	52.6	17.3	32.5	45.7
Volume/Cap:	0.69	1.27	0.11	0.37	0.36	0.19	0.97	0.21	0.40	0.75	0.43	1.08
Delay/Veh:	91.2	163	11.4	77.0	24.9	9.6	110.6	55.0	48.3	85.1	62.5	129.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.2	163	11.4	77.0	24.9	9.6	110.6	55.0	48.3	85.1	62.5	129.9
LOS by Move:	F	F	B	E	C	A	F	D	D	F	E	F
HCM2k95thQ:	10	128	3	5	15	6	29	7	18	16	14	59

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5613: (52) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	13 Nov 2018	<<	5:00 PM - 6:00 PM						
Base Vol:	161	1245	202	366	3216	353	240	488	673	151	223	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	161	1245	202	366	3216	353	240	488	673	151	223	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	161	1245	202	366	3216	353	240	488	673	151	223	195
User Adj:	1.00	0.81	1.00	1.00	0.72	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	161	1008	202	366	2316	353	240	488	673	151	223	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	161	1008	202	366	2316	353	240	488	673	151	223	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	161	1008	202	366	2316	353	240	488	673	151	223	195

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

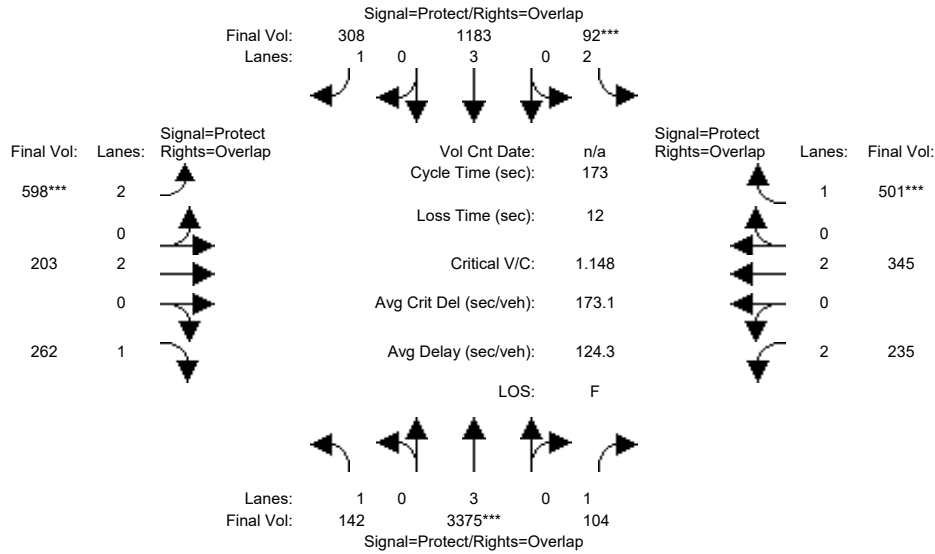
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.12	0.12	0.41	0.20	0.08	0.13	0.38	0.05	0.06	0.11
Crit Moves:	***			****			****			****		
Green Time:	17.0	90.0	104.0	27.0	100	118.7	18.7	47.0	64.0	14.0	42.3	69.3
Volume/Cap:	1.03	0.37	0.21	0.82	0.77	0.32	0.78	0.52	1.14	0.65	0.26	0.31
Delay/Veh:	166.1	25.8	15.2	90.3	47.0	24.4	95.2	62.3	145.7	92.0	61.1	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	166.1	25.8	15.2	90.3	47.0	24.4	95.2	62.3	145.7	92.0	61.1	43.4
LOS by Move:	F	C	B	F	D	C	F	E	F	F	E	D
HCM2k95thQ:	22	17	8	22	59	25	18	22	85	12	10	16

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5613: (52) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module: 8:00 AM - 9:00 AM												
Base Vol:	142	3879	104	92	1360	308	598	203	262	235	345	501
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	3879	104	92	1360	308	598	203	262	235	345	501
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	3879	104	92	1360	308	598	203	262	235	345	501
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	3375	104	92	1183	308	598	203	262	235	345	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	3375	104	92	1183	308	598	203	262	235	345	501
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	142	3375	104	92	1183	308	598	203	262	235	345	501

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

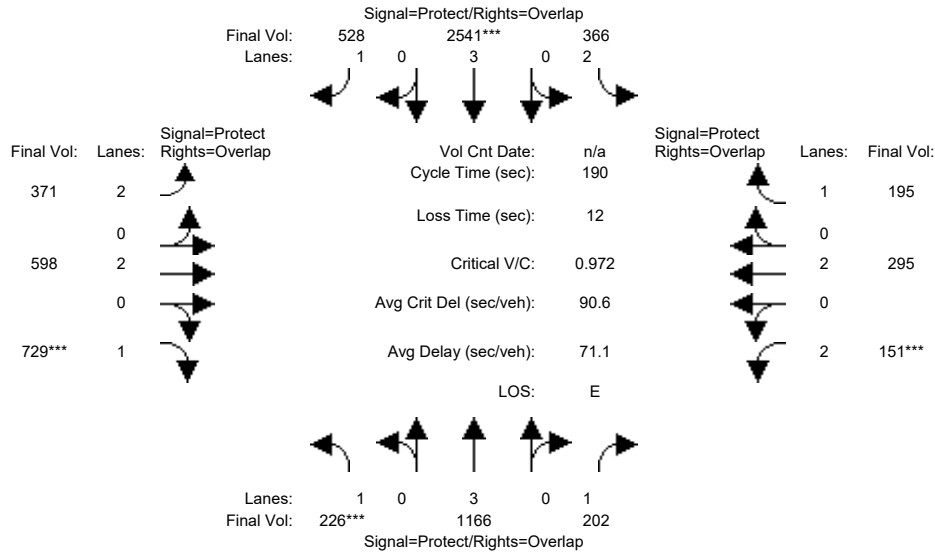
Capacity Analysis Module:												
Vol/Sat:	0.08	0.59	0.06	0.03	0.21	0.18	0.19	0.05	0.15	0.07	0.09	0.29
Crit Moves:	****			****			****			****		
Green Time:	14.1	80.5	97.8	13.2	79.7	102.8	23.1	38.5	52.6	17.3	32.5	45.7
Volume/Cap:	1.00	1.27	0.11	0.38	0.45	0.30	1.42	0.24	0.49	0.75	0.48	1.08
Delay/Veh:	153.4	163	11.4	77.0	26.2	10.3	278.3	55.4	50.0	85.1	63.3	129.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	153.4	163	11.4	77.0	26.2	10.3	278.3	55.4	50.0	85.1	63.3	129.9
LOS by Move:	F	F	B	E	C	B	F	E	D	F	E	F
HCM2k95thQ:	18	133	3	5	20	9	53	9	22	16	16	59

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5613: (52) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 5:00 PM - 6:00 PM												
Base Vol:	226	1457	202	366	3216	528	371	598	729	151	295	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	1457	202	366	3216	528	371	598	729	151	295	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	1457	202	366	3216	528	371	598	729	151	295	195
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	1166	202	366	2541	528	371	598	729	151	295	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	1166	202	366	2541	528	371	598	729	151	295	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	226	1166	202	366	2541	528	371	598	729	151	295	195

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

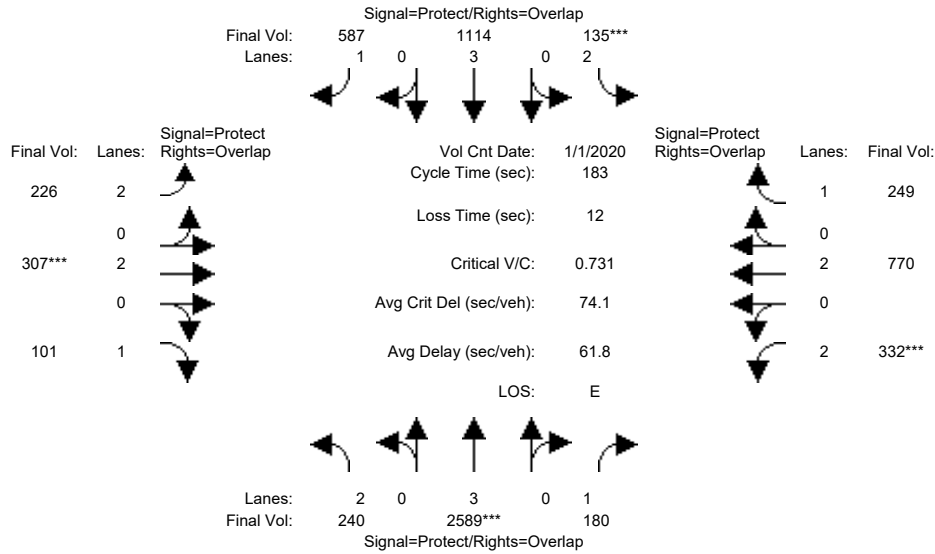
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.12	0.12	0.45	0.30	0.12	0.16	0.42	0.05	0.08	0.11
Crit Moves:	***			****			****		****	****		
Green Time:	19.8	92.2	106.2	27.7	100	123.1	23.1	44.2	64.0	14.0	35.1	62.7
Volume/Cap:	1.24	0.42	0.21	0.80	0.85	0.47	0.97	0.68	1.24	0.65	0.42	0.34
Delay/Veh:	229.5	25.1	14.0	88.0	51.4	25.6	120.9	68.5	183.6	92.0	68.9	48.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	229.5	25.1	14.0	88.0	51.4	25.6	120.9	68.5	183.6	92.0	68.9	48.3
LOS by Move:	F	C	B	F	D	C	F	E	F	F	E	D
HCM2k95thQ:	35	20	8	22	67	37	29	28	99	12	14	17

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5625: (53) Lawrence Expwy & Homestead Rd



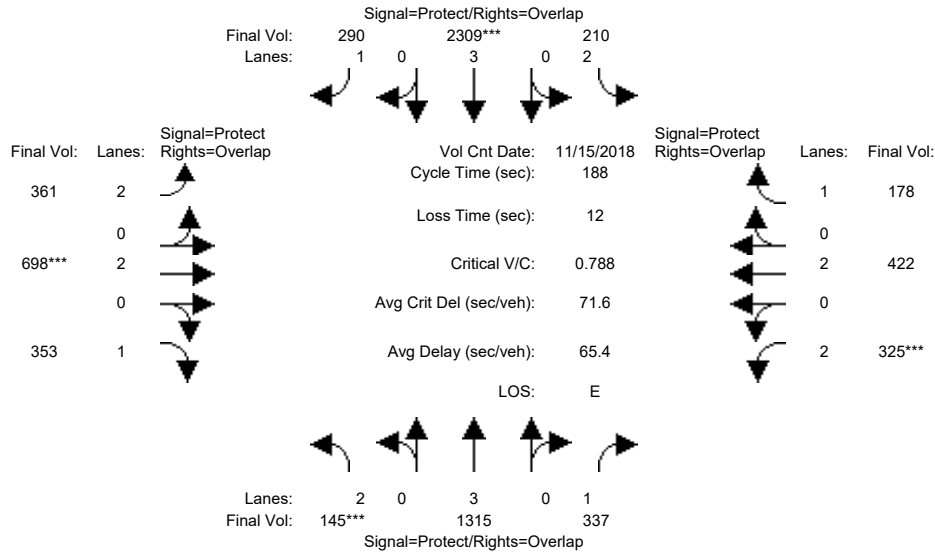
Street Name:	Lawrence Expwy						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	18	85	85	13	75	75	15	40	40	21	46	46
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9
Volume Module: >> Count	Date: 1 Jan 2020 << 8:00 AM - 9:00 AM											
Base Vol:	240	2976	180	135	1281	587	226	307	101	332	770	249
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	240	2976	180	135	1281	587	226	307	101	332	770	249
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	240	2976	180	135	1281	587	226	307	101	332	770	249
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	240	2589	180	135	1114	587	226	307	101	332	770	249
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	240	2589	180	135	1114	587	226	307	101	332	770	249
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	240	2589	180	135	1114	587	226	307	101	332	770	249
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.45	0.10	0.04	0.20	0.34	0.07	0.08	0.06	0.11	0.20	0.14
Crit Moves:	****			****			****			****		
Green Time:	17.6	85.1	105.7	12.5	79.5	94.3	14.8	40.4	58.0	20.6	46.1	58.6
Volume/Cap:	0.79	0.98	0.18	0.63	0.45	0.65	0.89	0.37	0.18	0.94	0.80	0.44
Delay/Veh:	94.2	70.1	24.7	88.8	31.3	25.7	112.2	60.7	45.5	112.3	69.2	49.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.2	70.1	24.7	88.8	31.3	25.7	112.2	60.7	45.5	112.3	69.2	49.9
LOS by Move:	F	E	C	F	C	C	F	E	D	F	E	D
HCM2k95thQ:	14	71	13	9	21	34	19	14	8	25	36	21

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5625: (53) Lawrence Expwy & Homestead Rd



Street Name:	Lawrence Expwy						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	80	80	20	91	91	22	42	42	17	37	37
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9

Volume Module:	>> Count	Date:	15 Nov 2018	<< 5:15 PM	6:15 PM
Base Vol:	145 1708 337	210 2960 290	361 698 353	325 422 178	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	145 1708 337	210 2960 290	361 698 353	325 422 178	
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
ATI:	0 0 0	0 0 0	0 0 0	0 0 0	
Initial Fut:	145 1708 337	210 2960 290	361 698 353	325 422 178	
User Adj:	1.00 0.77 1.00	1.00 0.78 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	145 1315 337	210 2309 290	361 698 353	325 422 178	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	145 1315 337	210 2309 290	361 698 353	325 422 178	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	145 1315 337	210 2309 290	361 698 353	325 422 178	

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

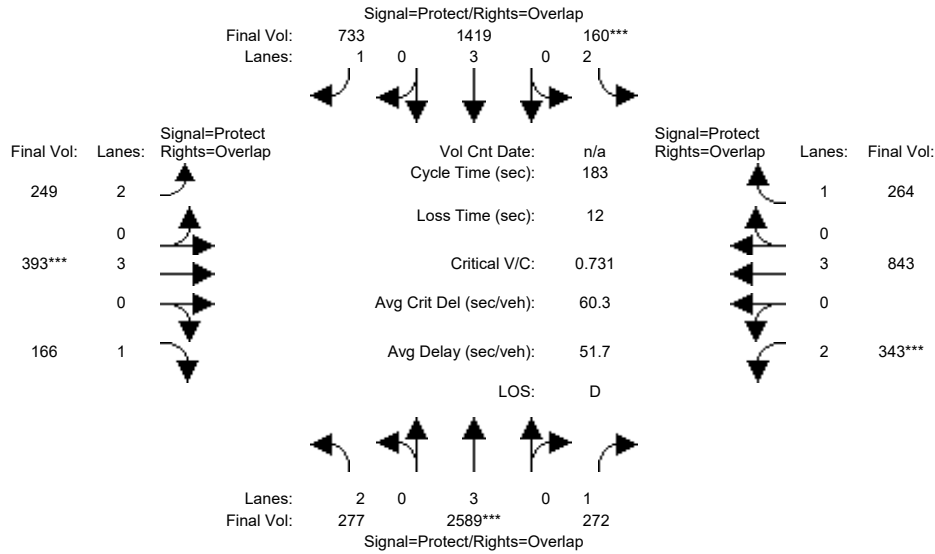
Capacity Analysis Module:												
Vol/Sat:	0.05	0.23	0.19	0.07	0.41	0.17	0.11	0.18	0.20	0.10	0.11	0.10
Crit Moves:	***			****			****			****		
Green Time:	14.0	87.1	111.2	21.8	94.8	119.9	25.0	43.0	57.0	24.2	42.1	63.9
Volume/Cap:	0.62	0.50	0.33	0.58	0.80	0.26	0.86	0.80	0.67	0.80	0.50	0.30
Delay/Veh:	93.9	55.6	38.4	87.9	66.8	32.3	96.1	73.9	60.4	90.6	64.1	45.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.9	55.6	38.4	87.9	66.8	32.3	96.1	73.9	60.4	90.6	64.1	45.9
LOS by Move:	F	E	D	F	E	C	F	E	E	F	E	D
HCM2k95thQ:	10	37	29	13	64	25	26	34	33	23	19	15

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5625: (53) Lawrence Expwy & Homestead Rd



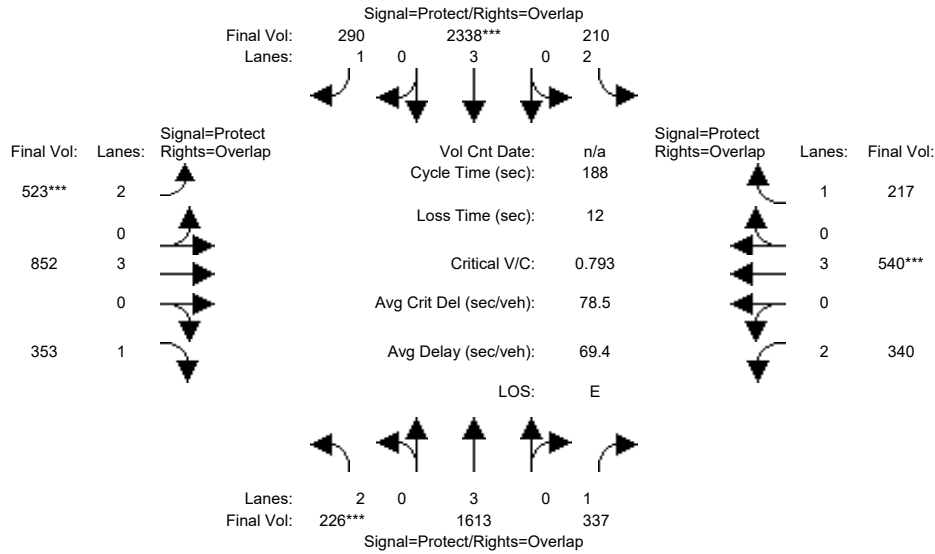
Street Name:	Lawrence Expwy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	85	85	13	75	75	15	40	40	21	46	46
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9
Volume Module: 8:00 AM - 9:00 AM												
Base Vol:	277	2976	272	160	1631	733	249	393	166	343	843	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	277	2976	272	160	1631	733	249	393	166	343	843	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	277	2976	272	160	1631	733	249	393	166	343	843	264
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	277	2589	272	160	1419	733	249	393	166	343	843	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	277	2589	272	160	1419	733	249	393	166	343	843	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	277	2589	272	160	1419	733	249	393	166	343	843	264
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.45	0.16	0.05	0.25	0.42	0.08	0.07	0.09	0.11	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	21.2	96.6	117.2	13.0	88.4	103.2	14.8	40.4	61.6	20.6	46.1	59.1
Volume/Cap:	0.76	0.86	0.24	0.72	0.52	0.74	0.98	0.31	0.28	0.97	0.59	0.47
Delay/Veh:	87.3	50.5	20.9	93.7	26.0	22.7	133.7	59.8	44.7	119.8	60.7	50.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	50.5	20.9	93.7	26.0	22.7	133.7	59.8	44.7	119.8	60.7	50.0
LOS by Move:	F	D	C	F	C	C	F	E	D	F	E	D
HCM2k95thQ:	16	65	18	11	25	42	21	12	14	27	25	22

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5625: (53) Lawrence Expwy & Homestead Rd



Street Name:	Lawrence Expwy						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	80	80	20	91	91	22	42	42	17	37	37
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9

Volume Module: 5:15 PM - 6:15 PM												
Base Vol:	226	2016	337	210	2960	290	523	852	353	340	540	217
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	2016	337	210	2960	290	523	852	353	340	540	217
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	2016	337	210	2960	290	523	852	353	340	540	217
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	1613	337	210	2338	290	523	852	353	340	540	217
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	1613	337	210	2338	290	523	852	353	340	540	217
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	226	1613	337	210	2338	290	523	852	353	340	540	217

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

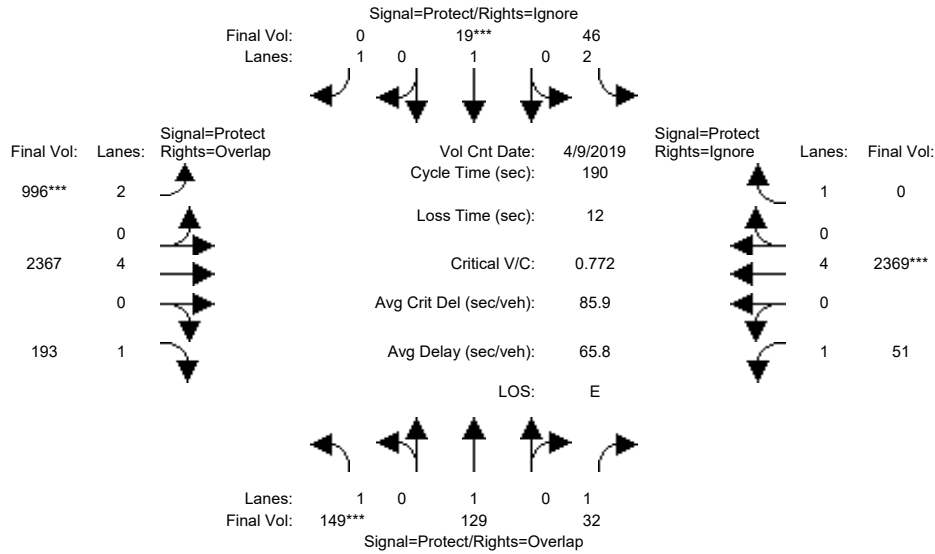
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.19	0.07	0.41	0.17	0.17	0.15	0.20	0.11	0.09	0.12
Crit Moves:	***			****			****			****		
Green Time:	14.5	84.4	107.4	21.1	91.0	124.5	33.5	47.5	62.0	23.0	37.0	58.1
Volume/Cap:	0.93	0.63	0.34	0.59	0.85	0.25	0.93	0.59	0.61	0.88	0.48	0.40
Delay/Veh:	130.4	62.0	40.6	88.8	71.6	29.8	98.5	62.3	54.8	101.9	67.3	51.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	130.4	62.0	40.6	88.8	71.6	29.8	98.5	62.3	54.8	101.9	67.3	51.7
LOS by Move:	F	E	D	F	E	C	F	E	D	F	E	D
HCM2k95thQ:	16	45	29	14	68	25	36	25	31	25	17	19

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5805: (32) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	12	12	12	60	122	122	12	74	74
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8

Volume Module:	>>	Count	Date:	9 Apr 2019	<<							
Base Vol:	149	129	32	46	19	294	996	2367	193	51	2369	633
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	129	32	46	19	294	996	2367	193	51	2369	633
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	129	32	46	19	294	996	2367	193	51	2369	633
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	149	129	32	46	19	0	996	2367	193	51	2369	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	129	32	46	19	0	996	2367	193	51	2369	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	149	129	32	46	19	0	996	2367	193	51	2369	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750

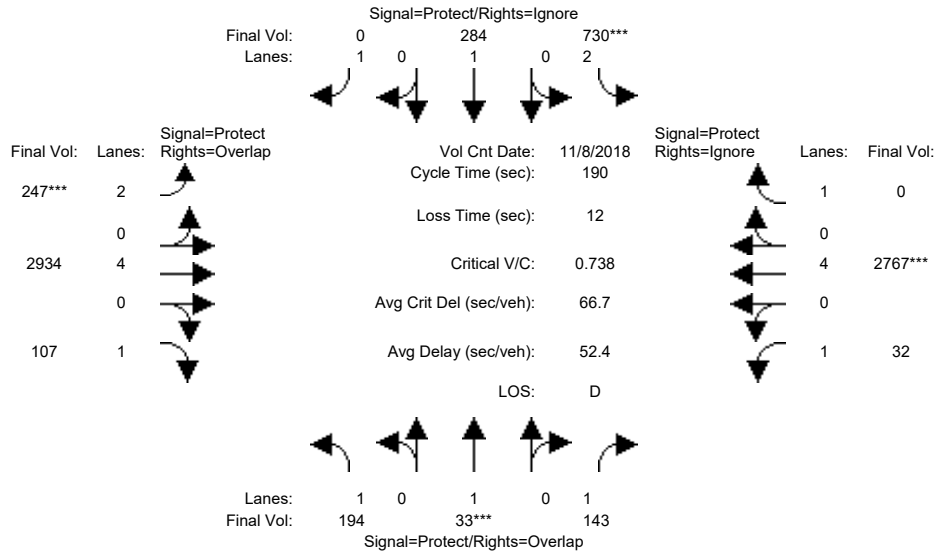
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.02	0.01	0.01	0.00	0.32	0.31	0.11	0.03	0.31	0.00
Crit Moves:	****			****			****			****		
Green Time:	32.0	32.0	44.0	12.0	12.0	0.0	60.0	122	154.0	12.0	74.0	0.0
Volume/Cap:	0.51	0.40	0.08	0.23	0.16	0.00	1.00	0.49	0.14	0.46	0.80	0.00
Delay/Veh:	73.2	71.3	57.2	85.2	84.8	0.0	113.8	38.9	14.8	92.8	75.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.2	71.3	57.2	85.2	84.8	0.0	113.8	38.9	14.8	92.8	75.0	0.0
LOS by Move:	E	E	E	F	F	A	F	D	B	F	E	A
HCM2k95thQ:	16	13	3	3	2	0	63	46	16	7	54	0

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5805: (32) MONTAGUE EXPWY/MISSION COLLEGE BLVD



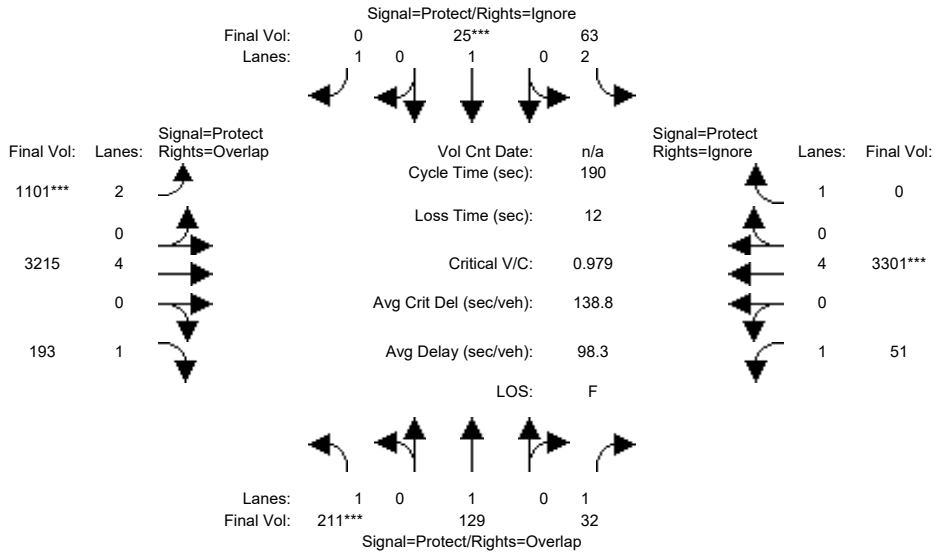
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	26	26	39	39	39	24	95	95	9	80	80
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	194	33	143	730	284	845	247	2934	107	32	2767	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	33	143	730	284	845	247	2934	107	32	2767	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	33	143	730	284	845	247	2934	107	32	2767	134
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	194	33	143	730	284	0	247	2934	107	32	2767	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	33	143	730	284	0	247	2934	107	32	2767	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	194	33	143	730	284	0	247	2934	107	32	2767	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.02	0.08	0.23	0.15	0.00	0.08	0.39	0.06	0.02	0.36	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	29.6	26.0	35.0	48.0	44.4	0.0	24.0	95.0	124.6	9.0	80.0	0.0
Volume/Cap:	0.71	0.13	0.44	0.92	0.64	0.00	0.62	0.77	0.09	0.39	0.86	0.00
Delay/Veh:	84.7	72.3	69.8	84.5	68.7	0.0	81.7	30.7	5.1	90.8	60.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.7	72.3	69.8	84.5	68.7	0.0	81.7	30.7	5.1	90.8	60.6	0.0
LOS by Move:	F	E	E	F	E	A	F	C	A	F	E	A
HCM2k95thQ:	23	3	15	45	27	0	16	48	2	5	62	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5805: (32) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	12	12	12	60	122	122	12	74	74
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8

Volume Module:

Base Vol:	211	129	32	63	25	323	1101	3215	193	51	3301	633
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	129	32	63	25	323	1101	3215	193	51	3301	633
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	129	32	63	25	323	1101	3215	193	51	3301	633
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	211	129	32	63	25	0	1101	3215	193	51	3301	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	129	32	63	25	0	1101	3215	193	51	3301	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	211	129	32	63	25	0	1101	3215	193	51	3301	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750

Capacity Analysis Module:

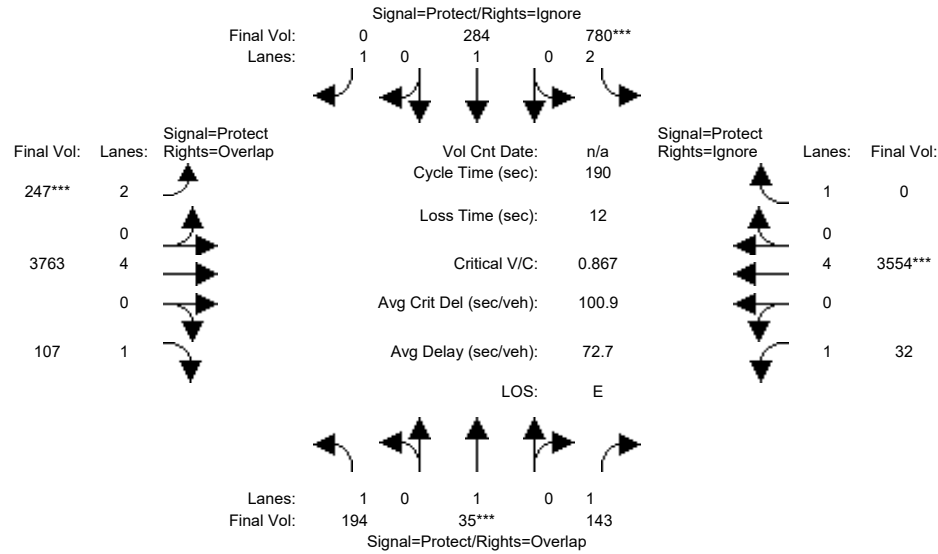
Vol/Sat:	0.12	0.07	0.02	0.02	0.01	0.00	0.35	0.42	0.11	0.03	0.43	0.00
Crit Moves:	****				****		****				****	
Green Time:	32.0	32.0	44.0	12.0	12.0	0.0	60.0	122	154.0	12.0	74.0	0.0
Volume/Cap:	0.72	0.40	0.08	0.32	0.21	0.00	1.11	0.66	0.14	0.46	1.12	0.00
Delay/Veh:	82.8	71.3	57.2	86.0	85.4	0.0	147.5	46.7	14.8	92.8	140	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.8	71.3	57.2	86.0	85.4	0.0	147.5	46.7	14.8	92.8	140	0.0
LOS by Move:	F	E	E	F	F	A	F	D	B	F	F	A
HCM2k95thQ:	24	13	3	5	3	0	75	64	16	7	92	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5805: (32) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	26	26	39	39	39	24	95	95	9	80	80
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8

Volume Module: 4:45 - 5:45 PM

Base Vol:	194	35	143	780	284	845	247	3763	107	32	3554	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	35	143	780	284	845	247	3763	107	32	3554	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	35	143	780	284	845	247	3763	107	32	3554	152
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	194	35	143	780	284	0	247	3763	107	32	3554	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	35	143	780	284	0	247	3763	107	32	3554	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	194	35	143	780	284	0	247	3763	107	32	3554	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750

Capacity Analysis Module:

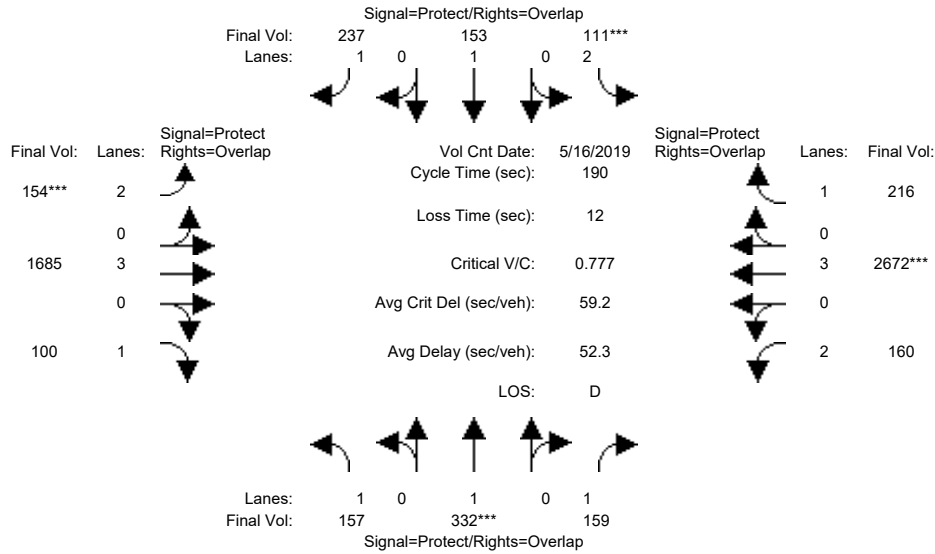
Vol/Sat:	0.11	0.02	0.08	0.25	0.15	0.00	0.08	0.50	0.06	0.02	0.47	0.00
Crit Moves:	****			****			****				****	
Green Time:	28.1	26.0	35.3	44.3	42.2	0.0	24.0	98.4	126.5	9.3	83.7	0.0
Volume/Cap:	0.75	0.13	0.44	1.06	0.67	0.00	0.62	0.96	0.09	0.37	1.06	0.00
Delay/Veh:	89.0	72.3	69.5	123.6	71.8	0.0	81.7	39.2	4.4	90.2	97.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.0	72.3	69.5	123.6	71.8	0.0	81.7	39.2	4.4	90.2	97.5	0.0
LOS by Move:	F	E	E	F	E	A	F	D	A	F	F	A
HCM2k95thQ:	23	4	15	55	27	0	16	82	2	5	93	0

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5806: (45) DE LA CRUZ BL / MONTAGUE EXP



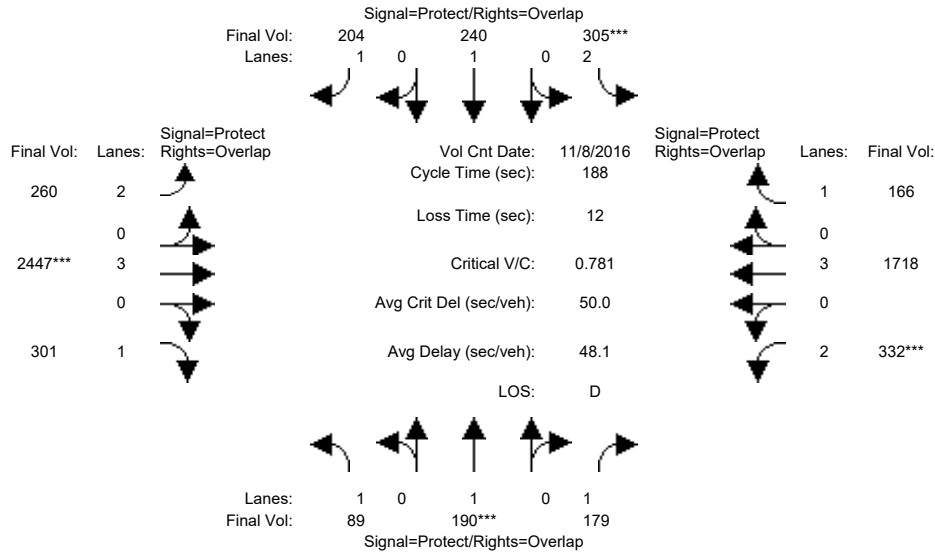
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	157	332	159	111	153	237	154	1937	100	160	3071	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	332	159	111	153	237	154	1937	100	160	3071	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	332	159	111	153	237	154	1937	100	160	3071	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	332	159	111	153	237	154	1685	100	160	2672	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	332	159	111	153	237	154	1685	100	160	2672	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	157	332	159	111	153	237	154	1685	100	160	2672	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.17	0.09	0.04	0.08	0.14	0.05	0.30	0.06	0.05	0.47	0.12
Crit Moves:	****			****			****			****		
Green Time:	24.5	49.2	64.0	13.1	37.4	53.4	16.0	91.0	115.5	14.8	89.8	102.9
Volume/Cap:	0.70	0.67	0.27	0.51	0.41	0.48	0.58	0.62	0.09	0.65	0.99	0.23
Delay/Veh:	88.3	66.9	46.2	87.4	67.4	57.6	87.0	37.1	15.5	91.2	55.5	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.3	66.9	46.2	87.4	67.4	57.6	87.0	37.1	15.5	91.2	55.5	16.0
LOS by Move:	F	E	D	F	E	E	F	D	B	F	E	B
HCM2k95thQ:	18	31	16	9	16	25	11	39	5	12	86	9

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5806: (45) DE LA CRUZ BL / MONTAGUE EXP



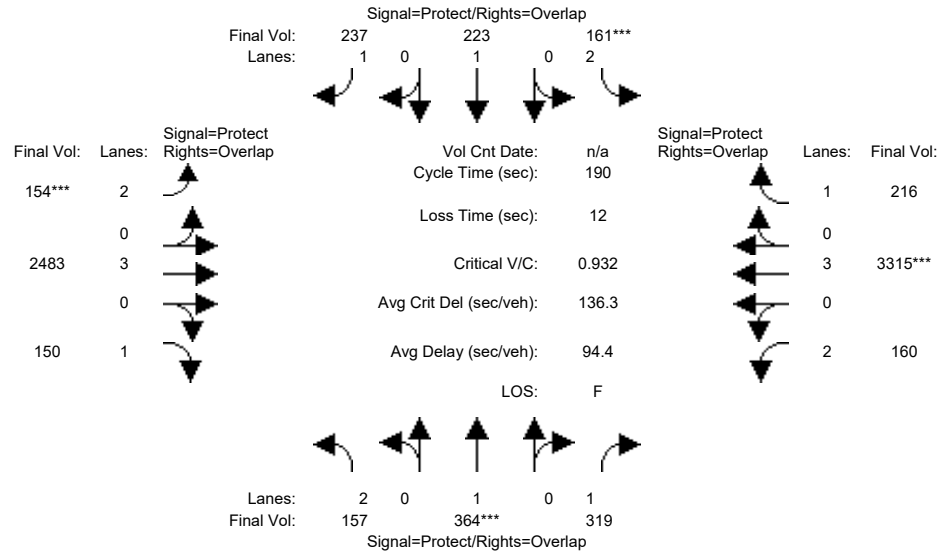
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	39	39	20	46	46	22	85	85	22	85	85
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2016 << 4:45 - 5:45 PM												
Base Vol:	89	190	179	305	240	204	260	3059	301	332	2527	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	190	179	305	240	204	260	3059	301	332	2527	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	190	179	305	240	204	260	3059	301	332	2527	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	190	179	305	240	204	260	2447	301	332	1718	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	190	179	305	240	204	260	2447	301	332	1718	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	89	190	179	305	240	204	260	2447	301	332	1718	166
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.10	0.10	0.13	0.12	0.08	0.43	0.17	0.11	0.30	0.09
Crit Moves:	****			****			****			****		
Green Time:	12.4	39.0	61.9	21.0	47.6	71.4	23.8	93.1	105.5	22.9	92.1	113.2
Volume/Cap:	0.77	0.48	0.31	0.87	0.50	0.31	0.65	0.87	0.31	0.87	0.62	0.16
Delay/Veh:	112.9	66.5	47.4	101.8	60.8	41.2	81.9	35.5	14.6	99.5	43.4	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.9	66.5	47.4	101.8	60.8	41.2	81.9	35.5	14.6	99.5	43.4	23.1
LOS by Move:	F	E	D	F	E	D	F	D	B	F	D	C
HCM2k95thQ:	11	17	15	23	21	16	17	61	12	25	44	12

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5806: (45) DE LA CRUZ BL / MONTAGUE EXP



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	157	364	319	161	223	237	154	2854	150	160	3810	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	364	319	161	223	237	154	2854	150	160	3810	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	364	319	161	223	237	154	2854	150	160	3810	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	364	319	161	223	237	154	2483	150	160	3315	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	364	319	161	223	237	154	2483	150	160	3315	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	364	319	161	223	237	154	2483	150	160	3315	216

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

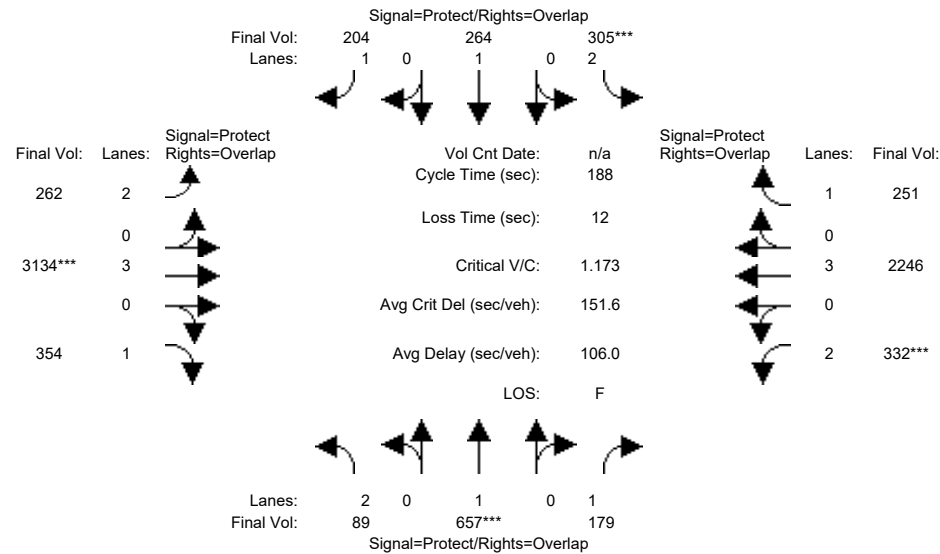
Vol/Sat:	0.05	0.19	0.18	0.05	0.12	0.14	0.05	0.44	0.09	0.05	0.58	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.5	49.2	64.0	13.1	37.4	53.4	16.0	91.0	115.5	14.8	89.8	102.9
Volume/Cap:	0.39	0.74	0.54	0.74	0.60	0.48	0.58	0.91	0.14	0.65	1.23	0.23
Delay/Veh:	76.5	70.4	52.1	99.6	72.1	57.6	87.0	50.8	16.0	91.2	148	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.5	70.4	52.1	99.6	72.1	57.6	87.0	50.8	16.0	91.2	148	16.0
LOS by Move:	E	E	D	F	E	E	F	D	B	F	F	B
HCM2k95thQ:	10	35	31	13	23	25	11	72	8	12	133	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5806: (45) DE LA CRUZ BL / MONTAGUE EXP



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	39	39	20	46	46	22	85	85	22	85	85
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	89	657	179	305	264	204	262	3918	354	332	3303	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	657	179	305	264	204	262	3918	354	332	3303	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	657	179	305	264	204	262	3918	354	332	3303	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	657	179	305	264	204	262	3134	354	332	2246	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	657	179	305	264	204	262	3134	354	332	2246	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	89	657	179	305	264	204	262	3134	354	332	2246	251

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

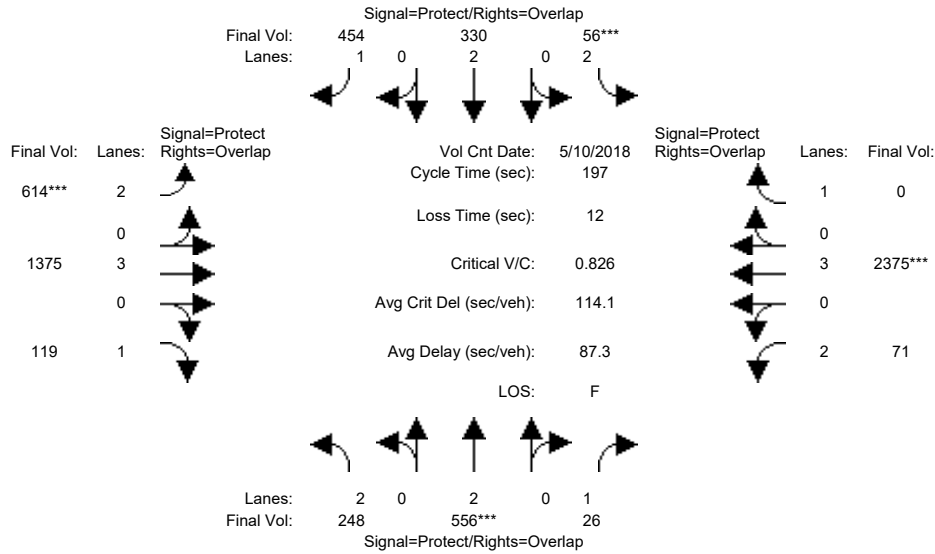
Vol/Sat:	0.03	0.35	0.10	0.10	0.14	0.12	0.08	0.55	0.20	0.11	0.39	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.3	49.0	71.0	20.0	54.7	76.7	22.0	85.0	99.3	22.0	85.0	105.0
Volume/Cap:	0.37	1.33	0.27	0.91	0.48	0.29	0.71	1.22	0.38	0.90	0.87	0.26
Delay/Veh:	83.6	230	40.8	110.8	55.5	37.5	86.3	144	19.2	106.1	58.8	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.6	230	40.8	110.8	55.5	37.5	86.3	144	19.2	106.1	58.8	28.4
LOS by Move:	F	F	D	F	E	D	F	F	B	F	E	C
HCM2k95thQ:	6	87	14	24	22	15	18	124	16	25	65	19

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5807: (47) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8

Volume Module:	>> Count Date: 10 May 2018 <<											
Base Vol:	248	556	26	56	330	454	614	1580	119	71	2730	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	556	26	56	330	454	614	1580	119	71	2730	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	556	26	56	330	454	614	1580	119	71	2730	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	556	26	56	330	454	614	1375	119	71	2375	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	556	26	56	330	454	614	1375	119	71	2375	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	248	556	26	56	330	454	614	1375	119	71	2375	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

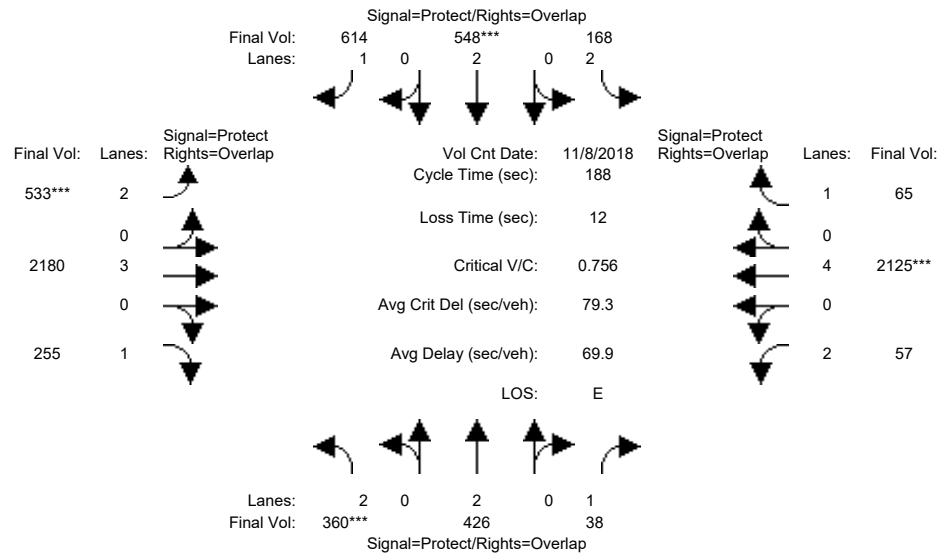
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.01	0.02	0.09	0.26	0.19	0.24	0.07	0.02	0.42	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	16.1	42.1	54.8	22.4	48.3	82.3	34.0	96.2	112.3	12.7	74.9	0.0
Volume/Cap:	0.96	0.68	0.05	0.16	0.35	0.62	1.13	0.49	0.12	0.35	1.10	0.00
Delay/Veh:	136.1	73.8	52.1	79.0	61.7	46.7	160.9	34.1	19.6	89.2	112	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	136.1	73.8	52.1	79.0	61.7	46.7	160.9	34.1	19.6	89.2	112	0.0
LOS by Move:	F	E	D	E	E	D	F	C	B	F	F	A
HCM2k95thQ:	18	26	2	4	15	38	46	31	7	5	85	0

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5807: (47) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	38	38	32	48	48	29	84	84	10	65	65
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8

Volume Module:	>>	Count	Date:	8 Nov 2018	<<	4:45 - 5:45 PM						
Base Vol:	360	426	38	168	548	614	533	2831	255	57	2125	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	360	426	38	168	548	614	533	2831	255	57	2125	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	360	426	38	168	548	614	533	2831	255	57	2125	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	360	426	38	168	548	614	533	2180	255	57	2125	65
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	426	38	168	548	614	533	2180	255	57	2125	65
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	360	426	38	168	548	614	533	2180	255	57	2125	65

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	7600	1750

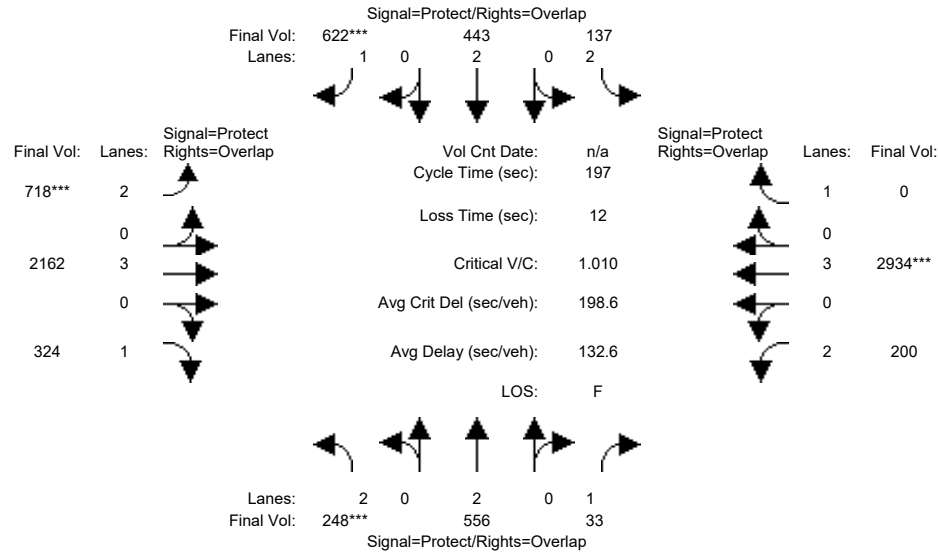
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.11	0.11	0.02	0.05	0.14	0.35	0.17	0.38	0.15	0.02	0.28	0.04
Crit Moves:	****			****			****			****		
Green Time:	25.4	39.8	50.8	33.6	48.0	85.6	37.6	91.7	117.1	10.9	65.0	98.6
Volume/Cap:	0.85	0.53	0.08	0.30	0.56	0.77	0.85	0.78	0.23	0.31	0.81	0.07
Delay/Veh:	93.9	66.4	51.3	67.3	61.7	47.6	94.8	66.8	33.0	89.4	77.5	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.9	66.4	51.3	67.3	61.7	47.6	94.8	66.8	33.0	89.4	77.5	38.4
LOS by Move:	F	E	D	E	E	D	F	E	C	F	E	D
HCM2k95thQ:	23	19	3	10	24	52	32	61	22	4	48	6

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5807: (47) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8

Volume Module:

Base Vol:	248	556	33	137	443	622	718	2485	324	200	3372	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	556	33	137	443	622	718	2485	324	200	3372	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	556	33	137	443	622	718	2485	324	200	3372	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	556	33	137	443	622	718	2162	324	200	2934	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	556	33	137	443	622	718	2162	324	200	2934	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	248	556	33	137	443	622	718	2162	324	200	2934	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

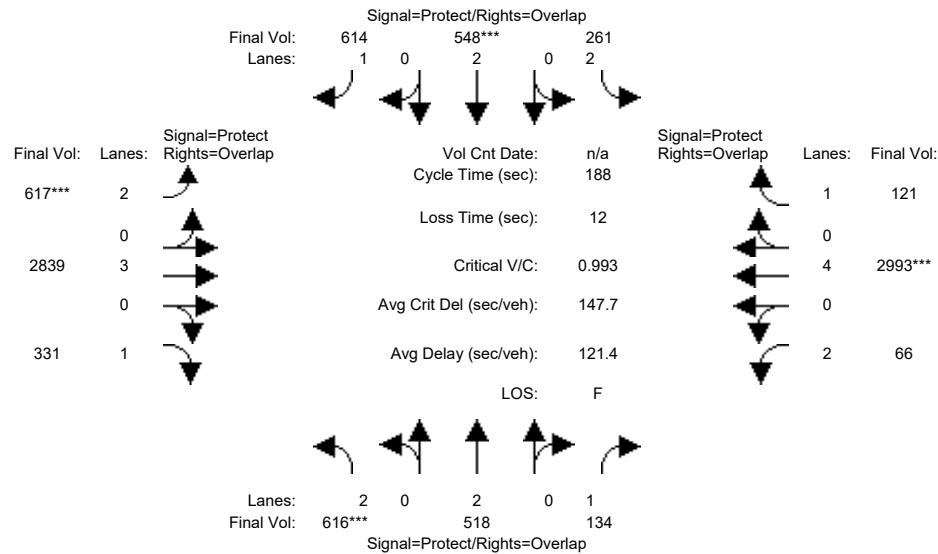
Vol/Sat:	0.08	0.15	0.02	0.04	0.12	0.36	0.23	0.38	0.19	0.06	0.51	0.00
Crit Moves:	****					****	****				****	
Green Time:	16.1	42.1	54.8	22.4	48.3	82.3	34.0	96.2	112.3	12.7	74.9	0.0
Volume/Cap:	0.96	0.68	0.07	0.38	0.48	0.85	1.32	0.78	0.32	0.98	1.35	0.00
Delay/Veh:	136.1	73.8	52.4	81.6	63.9	61.2	238.3	43.0	22.5	150.5	223	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	136.1	73.8	52.4	81.6	63.9	61.2	238.3	43.0	22.5	150.5	223	0.0
LOS by Move:	F	E	D	F	E	E	F	D	C	F	F	A
HCM2k95thQ:	19	27	3	9	20	59	60	56	19	14	130	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5807: (47) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	38	38	32	48	48	29	84	84	10	65	65
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8

Volume Module:												
Base Vol:	616	518	134	261	548	614	617	3687	331	66	2993	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	616	518	134	261	548	614	617	3687	331	66	2993	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	616	518	134	261	548	614	617	3687	331	66	2993	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	616	518	134	261	548	614	617	2839	331	66	2993	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	616	518	134	261	548	614	617	2839	331	66	2993	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	616	518	134	261	548	614	617	2839	331	66	2993	121

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	7600	1750

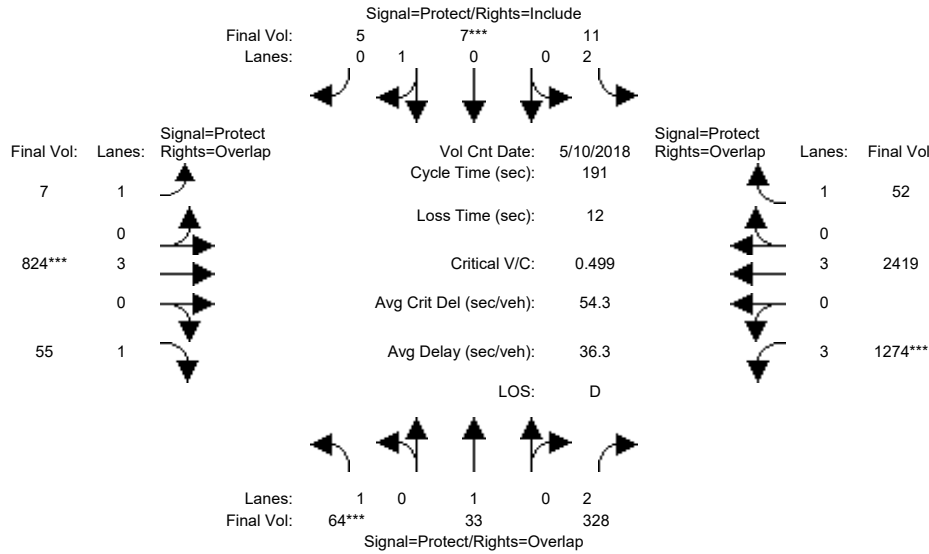
Capacity Analysis Module:												
Vol/Sat:	0.20	0.14	0.08	0.08	0.14	0.35	0.20	0.50	0.19	0.02	0.39	0.07
Crit Moves:	****				****		****				****	
Green Time:	31.5	43.1	53.1	36.3	48.0	79.5	31.5	86.5	118.0	10.0	65.0	101.3
Volume/Cap:	1.17	0.59	0.27	0.43	0.56	0.83	1.17	1.08	0.30	0.39	1.14	0.13
Delay/Veh:	172.9	65.7	52.7	67.2	61.7	56.0	183.3	124	34.3	90.8	151	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	172.9	65.7	52.7	67.2	61.7	56.0	183.3	124	34.3	90.8	151	38.3
LOS by Move:	F	E	D	E	E	E	F	F	C	F	F	D
HCM2k95thQ:	47	23	12	15	24	55	46	97	28	4	82	11

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5808: (49) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	94	10	7	100	10
Y+R:	5.8	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8

Volume Module:	>>	Count	Date:	10 May 2018	<<							
Base Vol:	64	33	377	11	7	5	7	947	55	1274	2780	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	33	377	11	7	5	7	947	55	1274	2780	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	33	377	11	7	5	7	947	55	1274	2780	52
User Adj:	1.00	1.00	0.87	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	33	328	11	7	5	7	824	55	1274	2419	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	33	328	11	7	5	7	824	55	1274	2419	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	33	328	11	7	5	7	824	55	1274	2419	52

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.58	0.42	1.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	3150	3150	1050	750	1750	5700	1750	4551	5700	1750

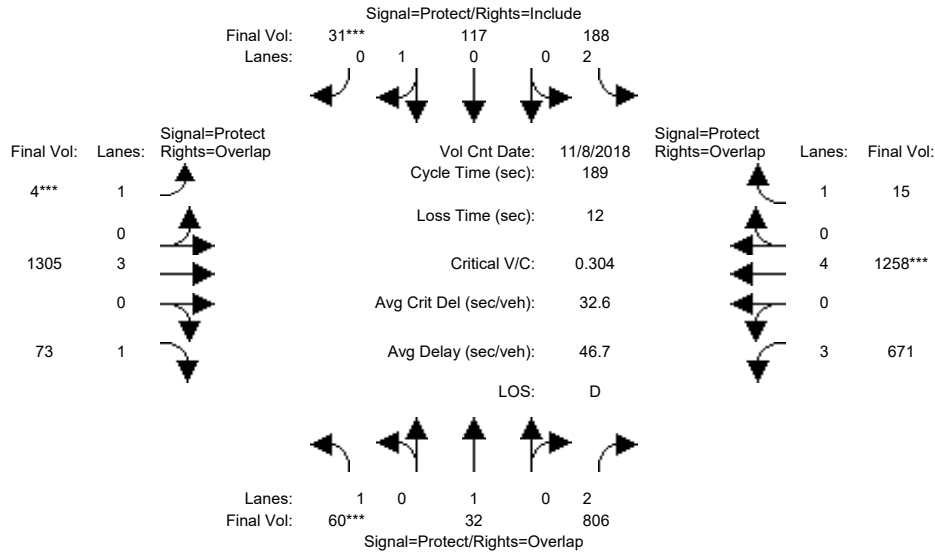
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.10	0.00	0.01	0.01	0.00	0.14	0.03	0.28	0.42	0.03
Crit Moves:	***				***			***		***		
Green Time:	17.1	21.8	90.5	6.1	14.5	14.5	10.1	66.3	83.4	68.7	124	130.3
Volume/Cap:	0.41	0.15	0.22	0.11	0.09	0.09	0.08	0.42	0.07	0.78	0.65	0.04
Delay/Veh:	83.9	76.6	29.6	90.3	82.4	82.4	86.4	47.7	31.3	56.8	20.7	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.9	76.6	29.6	90.3	82.4	82.4	86.4	47.7	31.3	56.8	20.7	10.0
LOS by Move:	F	E	C	F	F	F	F	D	C	E	C	A
HCM2k95thQ:	7	3	12	1	1	1	1	21	4	43	44	2

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5808: (49) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	22	22	25	35	35	7	77	77	40	111	111
Y+R:	5.9	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8

Volume Module:	>>	Count	Date:	8 Nov 2018	<<	4:30 - 5:30 PM						
Base Vol:	60	32	983	188	117	31	4	1652	73	671	1258	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	60	32	983	188	117	31	4	1652	73	671	1258	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	60	32	983	188	117	31	4	1652	73	671	1258	15
User Adj:	1.00	1.00	0.82	1.00	1.00	1.00	1.00	0.79	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	60	32	806	188	117	31	4	1305	73	671	1258	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	32	806	188	117	31	4	1305	73	671	1258	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	32	806	188	117	31	4	1305	73	671	1258	15

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.79	0.21	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1423	377	1750	5700	1750	4551	7600	1750

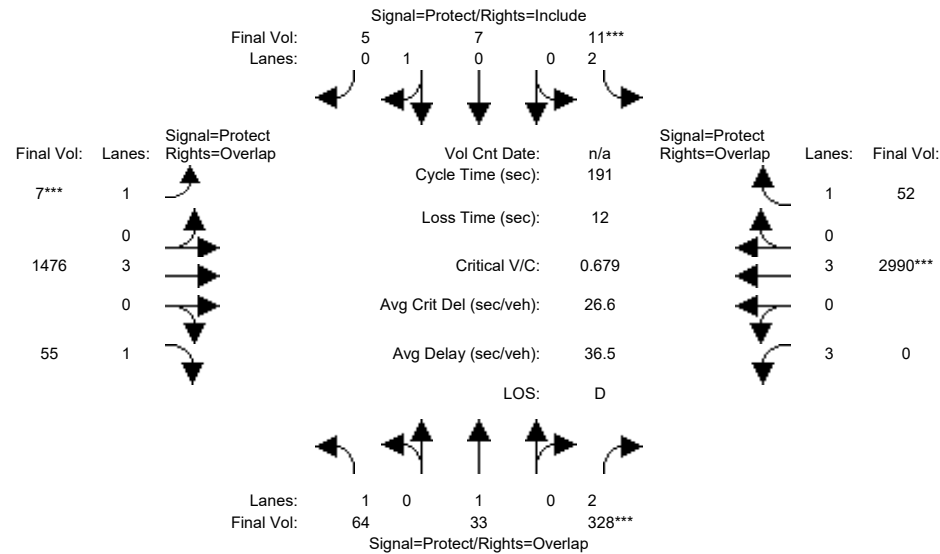
Capacity Analysis Module:												
Vol/Sat:	0.03	0.02	0.26	0.06	0.08	0.08	0.00	0.23	0.04	0.15	0.17	0.01
Crit Moves:	***					***	***				***	
Green Time:	17.4	27.6	68.0	31.4	41.6	41.6	7.0	77.7	95.0	40.3	111	142.4
Volume/Cap:	0.37	0.12	0.71	0.36	0.37	0.37	0.06	0.56	0.08	0.69	0.28	0.01
Delay/Veh:	82.2	70.3	54.2	70.3	63.2	63.2	88.2	42.8	24.4	71.7	26.5	10.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.2	70.3	54.2	70.3	63.2	63.2	88.2	42.8	24.4	71.7	26.5	10.9
LOS by Move:	F	E	D	E	E	E	F	D	C	E	C	B
HCM2k95thQ:	7	3	40	11	14	14	0	32	5	27	21	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5808: (49) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	94	10	7	100	10
Y+R:	5.8	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8

Volume Module:												
Base Vol:	64	33	377	11	7	5	7	1696	55	0	3437	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	33	377	11	7	5	7	1696	55	0	3437	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	33	377	11	7	5	7	1696	55	0	3437	52
User Adj:	1.00	1.00	0.87	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	33	328	11	7	5	7	1476	55	0	2990	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	33	328	11	7	5	7	1476	55	0	2990	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	33	328	11	7	5	7	1476	55	0	2990	52

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.58	0.42	1.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	3150	3150	1050	750	1750	5700	1750	4551	5700	1750

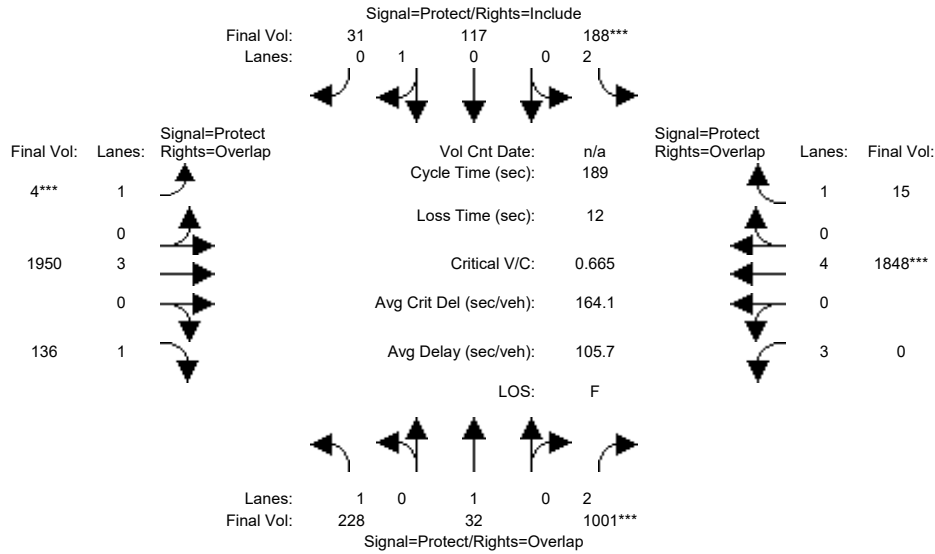
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.10	0.00	0.01	0.01	0.00	0.26	0.03	0.00	0.52	0.03
Crit Moves:			****	****			****			****		
Green Time:	17.1	21.8	90.5	6.1	14.5	14.5	10.1	66.3	83.4	68.7	124	130.3
Volume/Cap:	0.41	0.15	0.22	0.11	0.09	0.09	0.08	0.75	0.07	0.00	0.81	0.04
Delay/Veh:	83.9	76.6	29.6	90.3	82.4	82.4	86.4	56.5	31.3	0.0	25.9	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.9	76.6	29.6	90.3	82.4	82.4	86.4	56.5	31.3	0.0	25.9	10.0
LOS by Move:	F	E	C	F	F	F	F	E	C	A	C	A
HCM2k95thQ:	7	3	12	1	1	1	1	41	4	0	62	2

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5808: (49) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	22	22	25	35	35	7	77	77	40	111	111
Y+R:	5.9	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8

Volume Module:												
Base Vol:	228	32	1221	188	117	31	4	2468	136	0	1848	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	32	1221	188	117	31	4	2468	136	0	1848	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	32	1221	188	117	31	4	2468	136	0	1848	15
User Adj:	1.00	1.00	0.82	1.00	1.00	1.00	1.00	0.79	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	32	1001	188	117	31	4	1950	136	0	1848	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	32	1001	188	117	31	4	1950	136	0	1848	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	228	32	1001	188	117	31	4	1950	136	0	1848	15

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.79	0.21	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1423	377	1750	5700	1750	4551	7600	1750

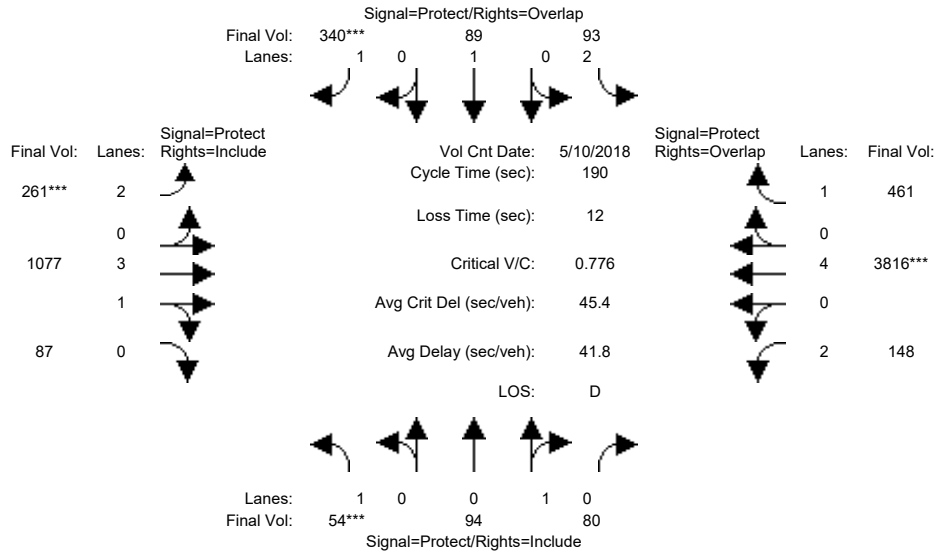
Capacity Analysis Module:												
Vol/Sat:	0.13	0.02	0.32	0.06	0.08	0.08	0.00	0.34	0.08	0.00	0.24	0.01
Crit Moves:			****	****			****			****		
Green Time:	24.0	34.0	34.0	25.0	35.0	35.0	7.0	118	142.0	0.0	111	136.0
Volume/Cap:	1.03	0.09	1.77	0.45	0.44	0.44	0.06	0.55	0.10	0.00	0.41	0.01
Delay/Veh:	149.8	64.8	429.8	76.4	69.3	69.3	88.2	20.5	6.4	0.0	29.2	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	149.8	64.8	429.8	76.4	69.3	69.3	88.2	20.5	6.4	0.0	29.2	12.9
LOS by Move:	F	E	F	E	E	E	F	C	A	A	C	B
HCM2k95thQ:	30	3	100	12	15	15	0	34	4	0	31	1

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5809: (50) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	102	10	7	104	10
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8

Volume Module:	>> Count Date: 10 May 2018 << 7:00-9:00											
Base Vol:	54	94	80	93	89	340	261	1077	87	148	3816	461
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	94	80	93	89	340	261	1077	87	148	3816	461
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	94	80	93	89	340	261	1077	87	148	3816	461
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	94	80	93	89	340	261	1077	87	148	3816	461
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	94	80	93	89	340	261	1077	87	148	3816	461
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	54	94	80	93	89	340	261	1077	87	148	3816	461

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.54	0.46	2.00	1.00	1.00	2.00	3.69	0.31	2.00	4.00	1.00
Final Sat.:	1750	972	828	3150	1900	1750	3150	6939	560	3150	7600	1750

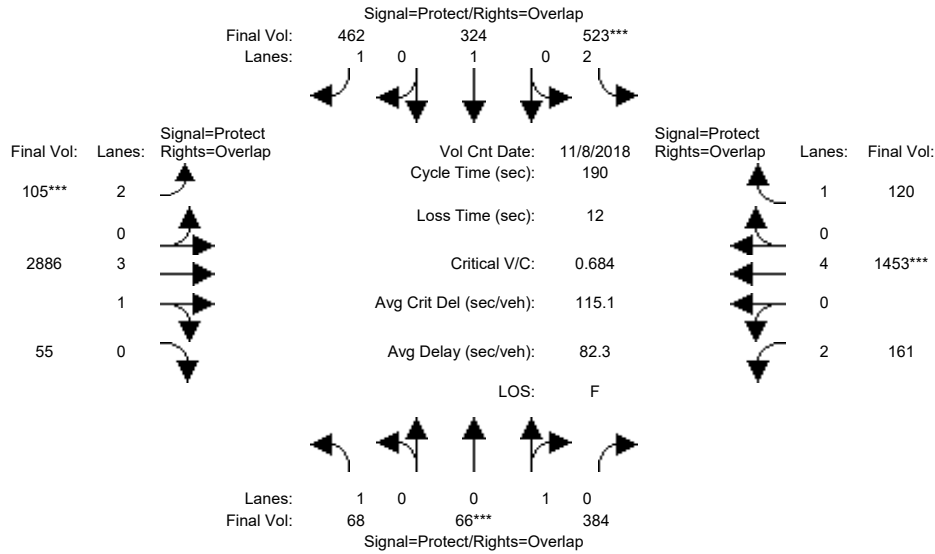
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.03	0.05	0.19	0.08	0.16	0.16	0.05	0.50	0.26
Crit Moves:	****					****	****			****		
Green Time:	13.3	28.8	28.8	11.9	27.6	47.1	19.5	111	110.5	16.2	108	119.4
Volume/Cap:	0.44	0.64	0.64	0.47	0.32	0.78	0.81	0.27	0.27	0.55	0.89	0.42
Delay/Veh:	87.3	80.7	80.7	87.8	73.5	75.7	97.4	19.7	19.7	85.8	38.5	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	80.7	80.7	87.8	73.5	75.7	97.4	19.7	19.7	85.8	38.5	18.1
LOS by Move:	F	F	F	F	E	E	F	B	B	F	D	B
HCM2k95thQ:	7	20	20	6	9	34	17	15	15	11	76	25

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5809: (50) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



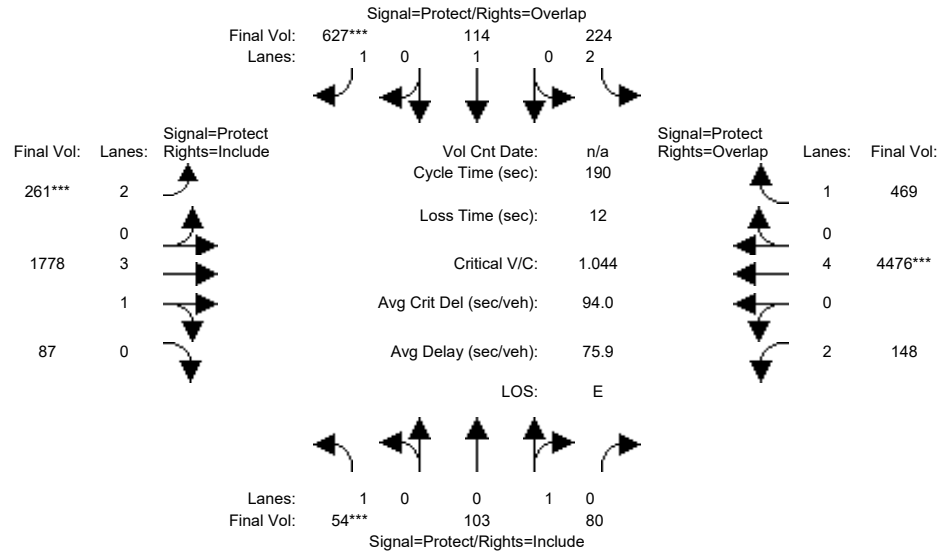
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	23	23	28	40	40	15	103	103	14	102	102
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 4:30-5:30 PM												
Base Vol:	68	66	384	523	324	462	105	2886	55	161	1453	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	66	384	523	324	462	105	2886	55	161	1453	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	66	384	523	324	462	105	2886	55	161	1453	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	68	66	384	523	324	462	105	2886	55	161	1453	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	66	384	523	324	462	105	2886	55	161	1453	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	66	384	523	324	462	105	2886	55	161	1453	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.74	0.95	0.83	1.00	0.92
Lanes:	1.00	0.15	0.85	2.00	1.00	1.00	2.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1750	264	1536	3150	1900	1750	3150	5547	106	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.17	0.17	0.26	0.03	0.52	0.52	0.05	0.19	0.07
Crit Moves:	****			****			****				****	
Green Time:	12.2	33.0	47.0	28.0	48.8	63.8	15.0	103	115.2	14.0	102	130.0
Volume/Cap:	0.60	1.44	1.01	1.13	0.66	0.79	0.42	0.96	0.86	0.69	0.36	0.10
Delay/Veh:	95.4	294	116.8	162.2	66.7	63.9	89.3	83.1	64.5	99.2	44.7	24.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	95.4	294	116.8	162.2	66.7	63.9	89.3	83.1	64.5	99.2	44.7	24.9
LOS by Move:	F	F	F	F	E	E	F	F	E	F	D	C
HCM2k95thQ:	10	71	53	39	28	42	7	70	84	13	30	11

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5809: (50) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	102	10	7	104	10
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8

Volume Module: 7:00-9:00

Base Vol:	54	103	80	224	114	627	261	1778	87	148	4476	469
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	103	80	224	114	627	261	1778	87	148	4476	469
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	103	80	224	114	627	261	1778	87	148	4476	469
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	103	80	224	114	627	261	1778	87	148	4476	469
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	103	80	224	114	627	261	1778	87	148	4476	469
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	54	103	80	224	114	627	261	1778	87	148	4476	469

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.56	0.44	2.00	1.00	1.00	2.00	3.81	0.19	2.00	4.00	1.00
Final Sat.:	1750	1013	787	3150	1900	1750	3150	7150	350	3150	7600	1750

Capacity Analysis Module:

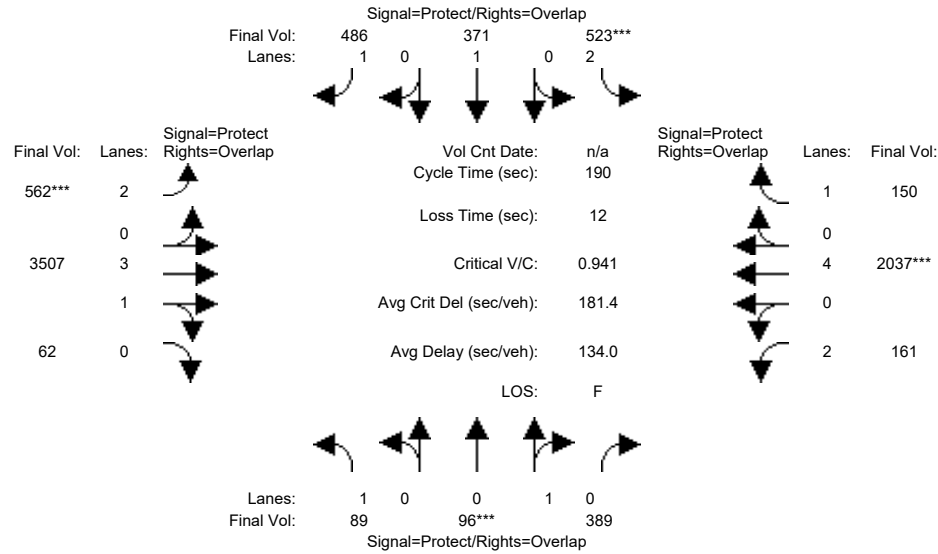
Vol/Sat:	0.03	0.10	0.10	0.07	0.06	0.36	0.08	0.25	0.25	0.05	0.59	0.27
Crit Moves:	****					****	****			****		
Green Time:	13.3	28.8	28.8	11.9	27.6	47.1	19.5	111	110.5	16.2	108	119.4
Volume/Cap:	0.44	0.67	0.67	1.14	0.41	1.45	0.81	0.43	0.43	0.55	1.04	0.43
Delay/Veh:	87.3	82.5	82.5	194.5	74.8	284.5	97.4	22.2	22.2	85.8	67.2	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	82.5	82.5	194.5	74.8	284.5	97.4	22.2	22.2	85.8	67.2	18.2
LOS by Move:	F	F	F	F	E	F	F	C	C	F	E	B
HCM2k95thQ:	7	21	21	19	11	97	17	25	25	11	112	25

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5809: (50) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	23	23	28	40	40	15	103	103	14	102	102
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8

Volume Module:

Base Vol:	89	96	389	523	371	486	562	3507	62	161	2037	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	96	389	523	371	486	562	3507	62	161	2037	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	96	389	523	371	486	562	3507	62	161	2037	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	96	389	523	371	486	562	3507	62	161	2037	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	96	389	523	371	486	562	3507	62	161	2037	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	89	96	389	523	371	486	562	3507	62	161	2037	150

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.74	0.95	0.83	1.00	0.92
Lanes:	1.00	0.20	0.80	2.00	1.00	1.00	2.00	3.95	0.05	2.00	4.00	1.00
Final Sat.:	1750	356	1444	3150	1900	1750	3150	5552	98	3150	7600	1750

Capacity Analysis Module:

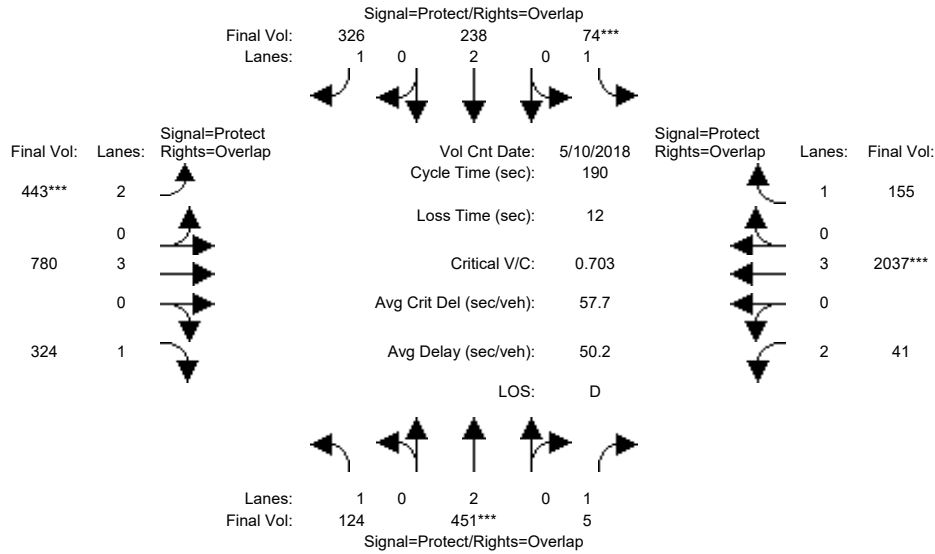
Vol/Sat:	0.05	0.27	0.27	0.17	0.20	0.28	0.18	0.63	0.63	0.05	0.27	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.3	28.9	42.9	28.0	44.6	63.7	19.1	107	119.4	14.0	102	130.0
Volume/Cap:	0.79	1.77	1.19	1.13	0.83	0.83	1.77	1.12	1.01	0.69	0.50	0.13
Delay/Veh:	117.4	443	182.7	162.2	81.6	67.6	452.1	136	91.5	99.2	49.5	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.4	443	182.7	162.2	81.6	67.6	452.1	136	91.5	99.2	49.5	25.4
LOS by Move:	F	F	F	F	F	E	F	F	F	F	D	C
HCM2k95thQ:	14	87	65	40	36	47	58	98	114	13	42	13

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5812: (48) MONTAGUE EXPWY/ZANKER ROAD



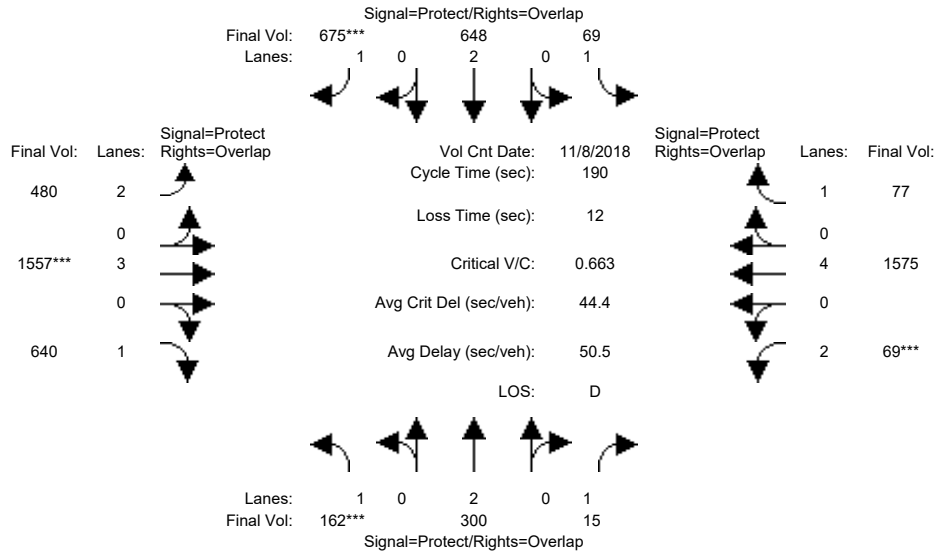
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	100	10	7	100	10
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	124	451	5	74	238	326	443	896	324	41	2341	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	451	5	74	238	326	443	896	324	41	2341	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	451	5	74	238	326	443	896	324	41	2341	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	451	5	74	238	326	443	780	324	41	2037	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	451	5	74	238	326	443	780	324	41	2037	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	124	451	5	74	238	326	443	780	324	41	2037	155
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.00	0.04	0.06	0.19	0.14	0.14	0.19	0.01	0.36	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.6	38.0	48.8	12.8	35.2	64.5	29.3	106	121.8	10.8	87.9	100.7
Volume/Cap:	0.86	0.59	0.01	0.63	0.34	0.55	0.91	0.24	0.29	0.23	0.77	0.17
Delay/Veh:	124.2	70.3	52.6	96.5	67.6	52.0	100.5	21.5	15.2	86.3	44.2	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	124.2	70.3	52.6	96.5	67.6	52.0	100.5	21.5	15.2	86.3	44.2	23.1
LOS by Move:	F	E	D	F	E	D	F	C	B	F	D	C
HCM2k95thQ:	16	21	0	9	11	28	29	14	16	3	53	9

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

Patrick Henry Specific Plan
City of Santa Clara

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

Intersection #5812: (48) MONTAGUE EXPWY/ZANKER ROAD



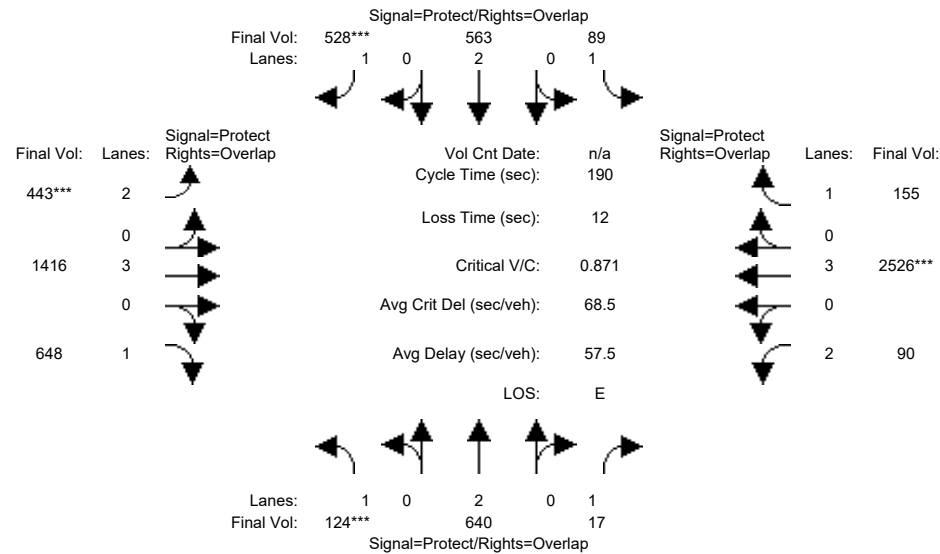
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 4:30 - 5:30 PM												
Base Vol:	162	300	15	69	648	675	480	1922	640	69	1575	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	300	15	69	648	675	480	1922	640	69	1575	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	300	15	69	648	675	480	1922	640	69	1575	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	300	15	69	648	675	480	1557	640	69	1575	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	300	15	69	648	675	480	1557	640	69	1575	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	162	300	15	69	648	675	480	1557	640	69	1575	77
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.08	0.01	0.04	0.17	0.39	0.15	0.27	0.37	0.02	0.21	0.04
Crit Moves:	****					****		****		****		
Green Time:	20.2	55.9	66.9	15.1	50.8	79.8	29.0	96.0	116.2	11.0	78.0	93.1
Volume/Cap:	0.87	0.27	0.02	0.50	0.64	0.92	1.00	0.54	0.60	0.38	0.50	0.09
Delay/Veh:	116.8	51.5	40.3	86.5	62.8	68.5	121.1	24.5	13.3	87.5	47.8	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.8	51.5	40.3	86.5	62.8	68.5	121.1	24.5	13.3	87.5	47.8	31.8
LOS by Move:	F	D	D	F	E	E	F	C	B	F	D	C
HCM2k95thQ:	20	12	1	8	28	66	32	26	25	5	32	6

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj AM

Intersection #5812: (48) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	100	10	7	100	10
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	124	640	17	89	563	528	443	1628	648	90	2904	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	640	17	89	563	528	443	1628	648	90	2904	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	640	17	89	563	528	443	1628	648	90	2904	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	640	17	89	563	528	443	1416	648	90	2526	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	640	17	89	563	528	443	1416	648	90	2526	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	124	640	17	89	563	528	443	1416	648	90	2526	155

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

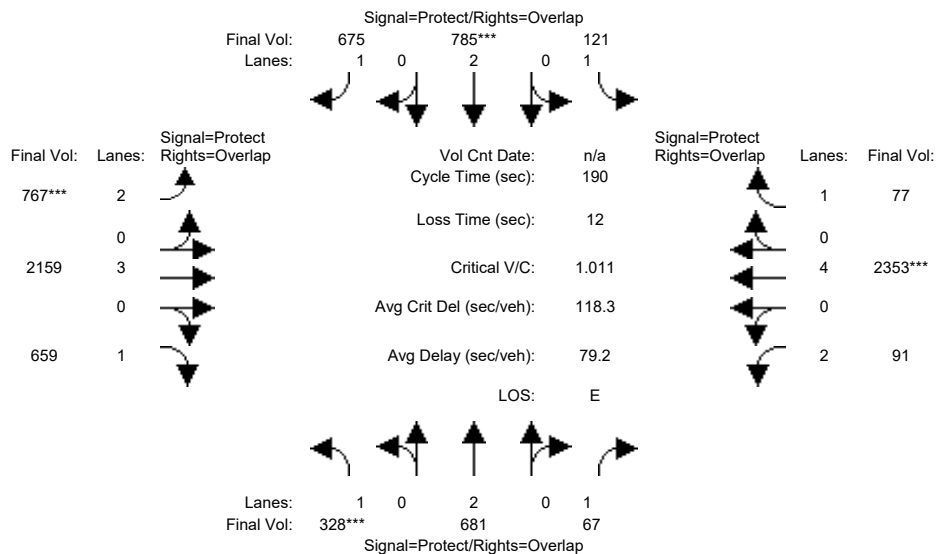
Vol/Sat:	0.07	0.17	0.01	0.05	0.15	0.30	0.14	0.25	0.37	0.03	0.44	0.09
Crit Moves:	****					****	****			****		
Green Time:	15.6	38.0	48.8	12.8	35.2	64.5	29.3	106	121.8	10.8	87.9	100.7
Volume/Cap:	0.86	0.84	0.04	0.75	0.80	0.89	0.91	0.44	0.58	0.50	0.96	0.17
Delay/Veh:	124.2	81.6	53.0	110.8	80.5	74.6	100.5	24.7	20.2	89.3	58.9	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	124.2	81.6	53.0	110.8	80.5	74.6	100.5	24.7	20.2	89.3	58.9	23.1
LOS by Move:	F	F	D	F	F	E	F	C	C	F	E	C
HCM2k95thQ:	16	32	2	11	28	53	28	27	37	7	78	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 NoProj PM

Intersection #5812: (48) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	328	681	67	121	785	675	767	2665	659	91	2353	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	328	681	67	121	785	675	767	2665	659	91	2353	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	681	67	121	785	675	767	2665	659	91	2353	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	328	681	67	121	785	675	767	2159	659	91	2353	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	681	67	121	785	675	767	2159	659	91	2353	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	328	681	67	121	785	675	767	2159	659	91	2353	77

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	7600	1750

Capacity Analysis Module:

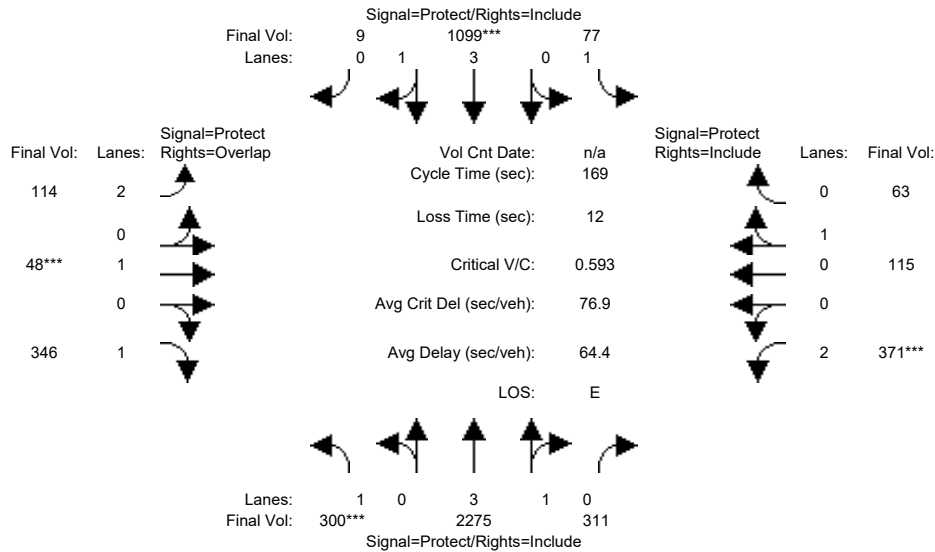
Vol/Sat:	0.19	0.18	0.04	0.07	0.21	0.39	0.24	0.38	0.38	0.03	0.31	0.04
Crit Moves:	****				****		****				****	
Green Time:	25.7	52.3	63.8	14.3	41.0	74.3	33.3	99.9	125.6	11.4	78.0	92.3
Volume/Cap:	1.39	0.65	0.11	0.92	0.96	0.99	1.39	0.72	0.57	0.48	0.75	0.09
Delay/Veh:	280.6	62.2	43.7	140.9	95.2	88.0	263.8	25.8	7.8	88.3	55.9	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	280.6	62.2	43.7	140.9	95.2	88.0	263.8	25.8	7.8	88.3	55.9	32.2
LOS by Move:	F	E	D	F	F	F	F	C	A	F	E	C
HCM2k95thQ:	52	30	6	16	41	72	64	39	17	7	50	6

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #25: (2) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	33	71	71	12	50	50	12	37	37	26	51	51
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1

Volume Module:												
Base Vol:	300	2275	311	77	1099	9	114	48	346	371	115	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	2275	311	77	1099	9	114	48	346	371	115	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	2275	311	77	1099	9	114	48	346	371	115	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	2275	311	77	1099	9	114	48	346	371	115	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	2275	311	77	1099	9	114	48	346	371	115	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	300	2275	311	77	1099	9	114	48	346	371	115	63

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.50	0.50	1.00	3.97	0.03	2.00	1.00	1.00	2.00	0.65	0.35
Final Sat.:	1750	6597	902	1750	7439	61	1575	760	1225	2205	465	255

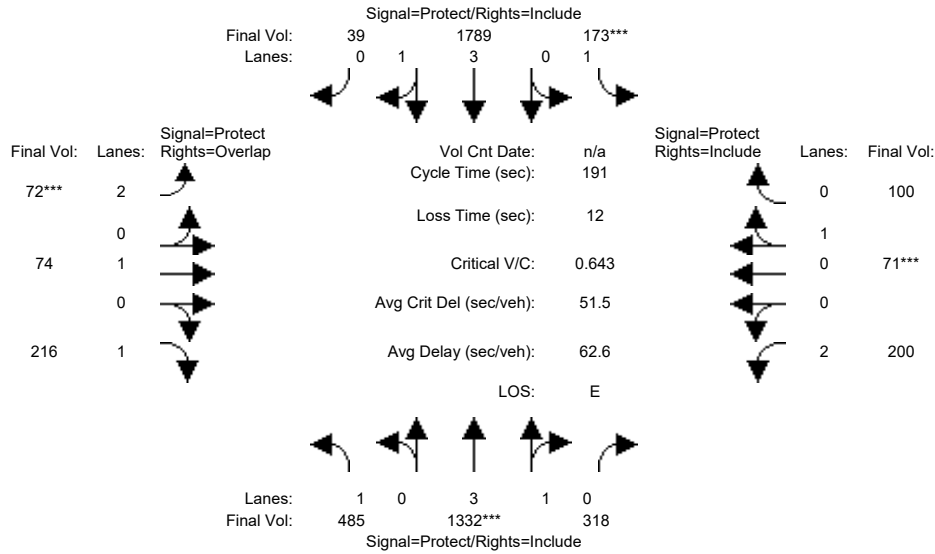
Capacity Analysis Module:												
Vol/Sat:	0.17	0.34	0.34	0.04	0.15	0.15	0.07	0.06	0.28	0.17	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	33.1	71.4	71.4	11.7	49.5	49.5	11.5	36.7	69.8	26.3	51.5	51.5
Volume/Cap:	0.88	0.82	0.82	0.64	0.50	0.50	1.06	0.29	0.68	1.08	0.81	0.81
Delay/Veh:	87.6	51.5	51.5	87.2	52.7	52.7	184.1	56.3	44.4	143.4	74.2	74.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	51.5	51.5	87.2	52.7	52.7	184.1	56.3	44.4	143.4	74.2	74.2
LOS by Move:	F	D	D	F	D	D	F	E	D	F	E	E
HCM2k95thQ:	30	51	51	9	22	22	12	5	29	29	20	20

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #25: (2) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	59	89	89	28	58	58	13	30	30	20	37	37
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1

Volume Module:												
Base Vol:	485	1332	318	173	1789	39	72	74	216	200	71	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	1332	318	173	1789	39	72	74	216	200	71	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	1332	318	173	1789	39	72	74	216	200	71	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	1332	318	173	1789	39	72	74	216	200	71	100
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1332	318	173	1789	39	72	74	216	200	71	100
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	485	1332	318	173	1789	39	72	74	216	200	71	100

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.99	0.95	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.20	0.80	1.00	3.91	0.09	2.00	1.00	1.00	2.00	0.42	0.58
Final Sat.:	1750	6052	1445	1750	7340	160	1575	760	1225	2205	299	421

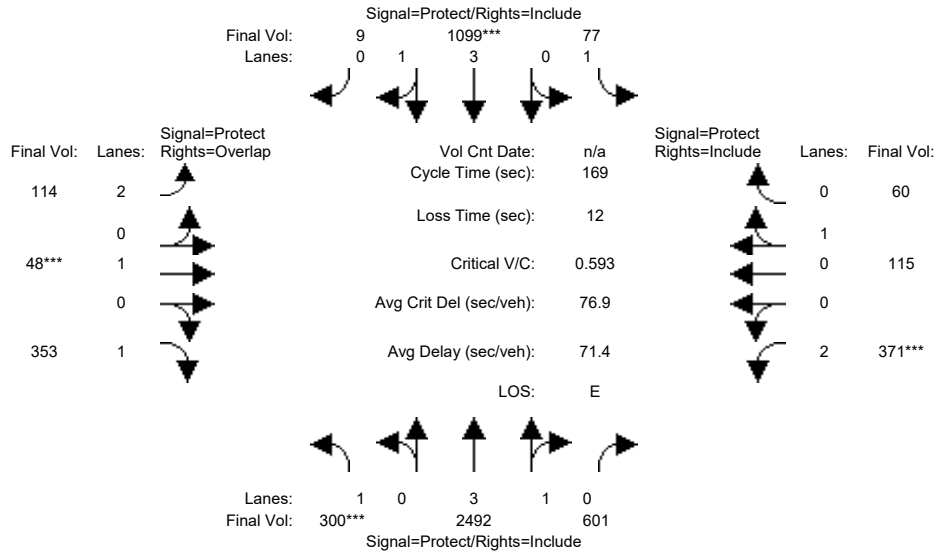
Capacity Analysis Module:												
Vol/Sat:	0.28	0.22	0.22	0.10	0.24	0.24	0.05	0.10	0.18	0.09	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	58.6	89.1	89.1	27.7	57.6	57.6	12.9	30.3	88.9	20.2	37.6	37.6
Volume/Cap:	0.90	0.47	0.47	0.68	0.81	0.81	0.68	0.61	0.38	0.86	1.21	1.21
Delay/Veh:	80.8	28.5	28.5	84.9	67.8	67.8	103.1	84.0	33.6	109.6	218	218.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	28.5	28.5	84.9	67.8	67.8	103.1	84.0	33.6	109.6	218	218.2
LOS by Move:	F	C	C	F	E	E	F	F	C	F	F	F
HCM2k95thQ:	49	23	23	19	42	42	7	10	16	17	29	29

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #25: (2) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	33	71	71	12	50	50	12	37	37	26	51	51
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1

Volume Module:												
Base Vol:	300	2492	601	77	1099	9	114	48	353	371	115	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	2492	601	77	1099	9	114	48	353	371	115	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	2492	601	77	1099	9	114	48	353	371	115	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	2492	601	77	1099	9	114	48	353	371	115	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	2492	601	77	1099	9	114	48	353	371	115	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	300	2492	601	77	1099	9	114	48	353	371	115	60

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.99	0.95	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.19	0.81	1.00	3.97	0.03	2.00	1.00	1.00	2.00	0.66	0.34
Final Sat.:	1750	6040	1457	1750	7439	61	1575	760	1225	2205	473	247

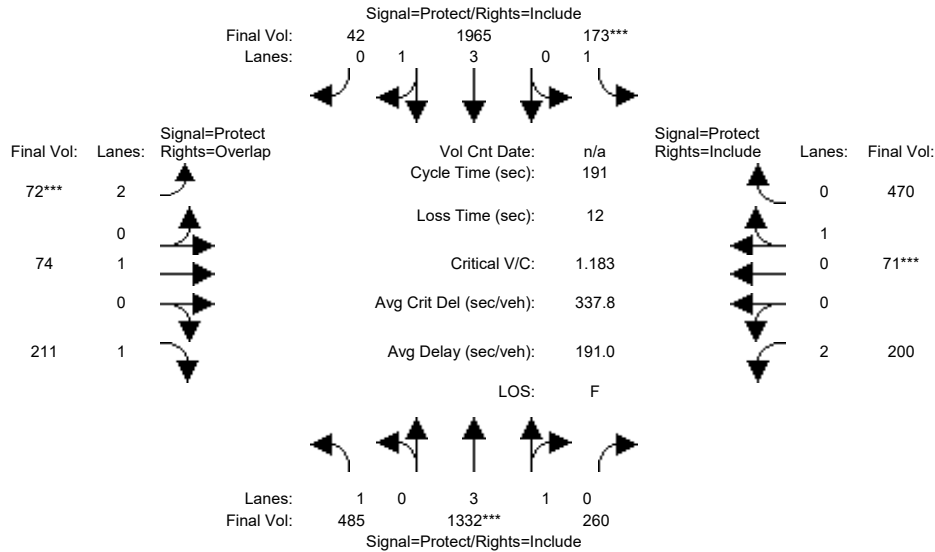
Capacity Analysis Module:												
Vol/Sat:	0.17	0.41	0.41	0.04	0.15	0.15	0.07	0.06	0.29	0.17	0.24	0.24
Crit Moves:	***			****			****			****		
Green Time:	33.1	71.4	71.4	11.7	49.5	49.5	11.5	36.7	69.8	26.3	51.5	51.5
Volume/Cap:	0.88	0.98	0.98	0.64	0.50	0.50	1.06	0.29	0.70	1.08	0.80	0.80
Delay/Veh:	87.6	66.6	66.6	87.2	52.7	52.7	184.1	56.3	45.2	143.4	72.2	72.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	66.6	66.6	87.2	52.7	52.7	184.1	56.3	45.2	143.4	72.2	72.2
LOS by Move:	F	E	E	F	D	D	F	E	D	F	E	E
HCM2k95thQ:	30	67	67	9	22	22	12	5	29	29	20	20

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #25: (2) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	59	89	89	28	58	58	13	30	30	20	37	37
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1

Volume Module:												
Base Vol:	485	1332	260	173	1965	42	72	74	211	200	71	470
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	1332	260	173	1965	42	72	74	211	200	71	470
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	1332	260	173	1965	42	72	74	211	200	71	470
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	1332	260	173	1965	42	72	74	211	200	71	470
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1332	260	173	1965	42	72	74	211	200	71	470
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	485	1332	260	173	1965	42	72	74	211	200	71	470

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.32	0.68	1.00	3.91	0.09	2.00	1.00	1.00	2.00	0.13	0.87
Final Sat.:	1750	6273	1224	1750	7343	157	1575	760	1225	2205	94	626

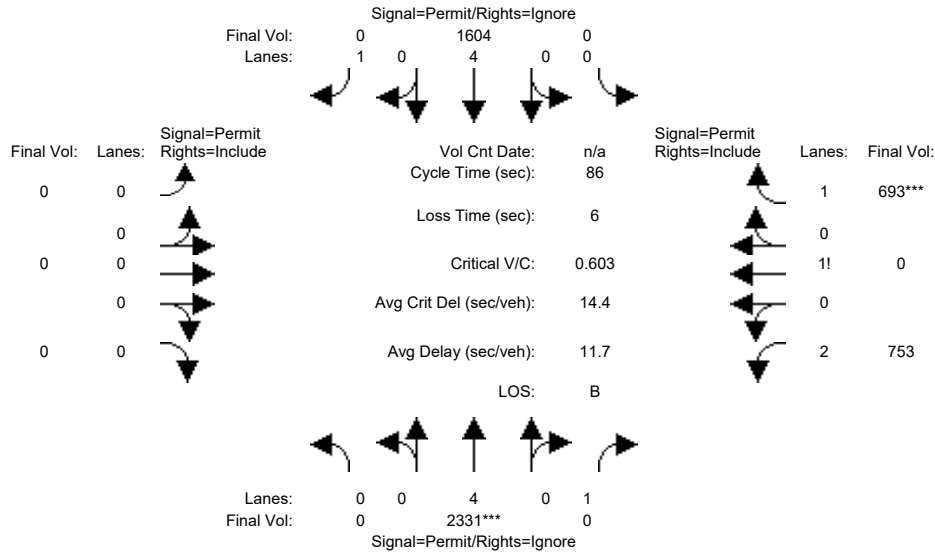
Capacity Analysis Module:												
Vol/Sat:	0.28	0.21	0.21	0.10	0.27	0.27	0.05	0.10	0.17	0.09	0.75	0.75
Crit Moves:	****			****			****			****		
Green Time:	58.6	89.1	89.1	27.7	57.6	57.6	12.9	30.3	88.9	20.2	37.6	37.6
Volume/Cap:	0.90	0.46	0.46	0.68	0.89	0.89	0.68	0.61	0.37	0.86	3.82	3.82
Delay/Veh:	80.8	28.2	28.2	84.9	72.4	72.4	103.1	84.0	33.4	109.6	1361	1361
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	28.2	28.2	84.9	72.4	72.4	103.1	84.0	33.4	109.6	1361	1361
LOS by Move:	F	C	C	F	E	E	F	F	C	F	F	F
HCM2k95thQ:	49	22	22	19	48	48	7	10	16	17	127	127

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #26: (3) Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	52	0	0	52	0	0	0	0	23	23	23
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0

Volume Module:												
Base Vol:	0	2331	0	0	1604	505	0	0	0	753	0	693
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2331	0	0	1604	505	0	0	0	753	0	693
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2331	0	0	1604	505	0	0	0	753	0	693
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2331	0	0	1604	0	0	0	0	753	0	693
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2331	0	0	1604	0	0	0	0	753	0	693
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2331	0	0	1604	0	0	0	0	753	0	693

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.44	0.00	1.56
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3868	0	2722

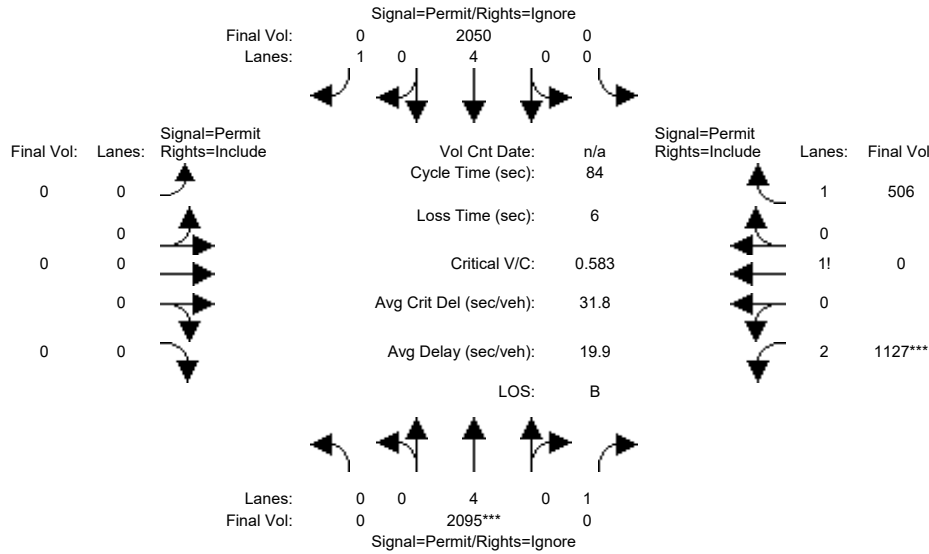
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.19	0.00	0.25
Crit Moves:	****											
Green Time:	0.0	52.1	0.0	0.0	52.1	0.0	0.0	0.0	0.0	23.0	23.0	27.9
Volume/Cap:	0.00	0.51	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.73	0.00	0.78
Delay/Veh:	0.0	5.5	0.0	0.0	4.8	0.0	0.0	0.0	0.0	30.0	0.0	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.5	0.0	0.0	4.8	0.0	0.0	0.0	0.0	30.0	0.0	28.6
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	10	0	0	6	0	0	0	0	19	0	24

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #26: (3) Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	52	0	0	52	0	0	0	0	22	22	22
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0

Volume Module:												
Base Vol:	0	2095	0	0	2050	349	0	0	0	1127	0	506
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2095	0	0	2050	349	0	0	0	1127	0	506
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2095	0	0	2050	349	0	0	0	1127	0	506
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2095	0	0	2050	0	0	0	0	1127	0	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2095	0	0	2050	0	0	0	0	1127	0	506
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2095	0	0	2050	0	0	0	0	1127	0	506

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.85	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.62	0.00	1.38
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4246	0	2423

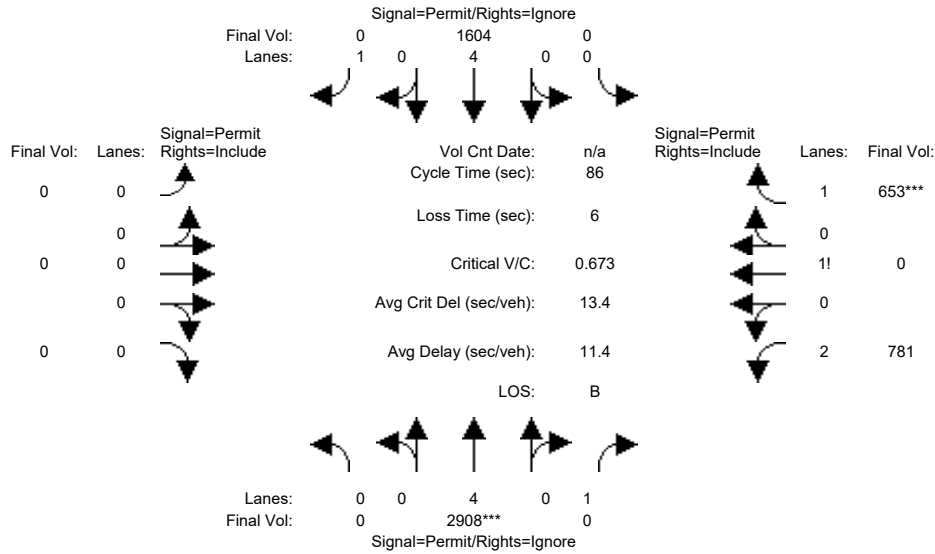
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.27	0.00	0.21
Crit Moves:	****									****		
Green Time:	0.0	51.8	0.0	0.0	51.8	0.0	0.0	0.0	0.0	22.0	22.0	22.0
Volume/Cap:	0.00	0.45	0.00	0.00	0.44	0.00	0.00	0.00	0.00	1.01	0.00	0.80
Delay/Veh:	0.0	12.2	0.0	0.0	4.6	0.0	0.0	0.0	0.0	56.8	0.0	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.2	0.0	0.0	4.6	0.0	0.0	0.0	0.0	56.8	0.0	31.2
LOS by Move:	A	B	A	A	A	A	A	A	A	E	A	C
HCM2k95thQ:	0	17	0	0	7	0	0	0	0	34	0	21

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #26: (3) Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	52	0	0	52	0	0	0	0	23	23	23
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0

Volume Module:												
Base Vol:	0	2908	0	0	1604	505	0	0	0	781	0	653
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2908	0	0	1604	505	0	0	0	781	0	653
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2908	0	0	1604	505	0	0	0	781	0	653
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2908	0	0	1604	0	0	0	0	781	0	653
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2908	0	0	1604	0	0	0	0	781	0	653
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2908	0	0	1604	0	0	0	0	781	0	653

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.84	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.47	0.00	1.53
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3922	0	2682

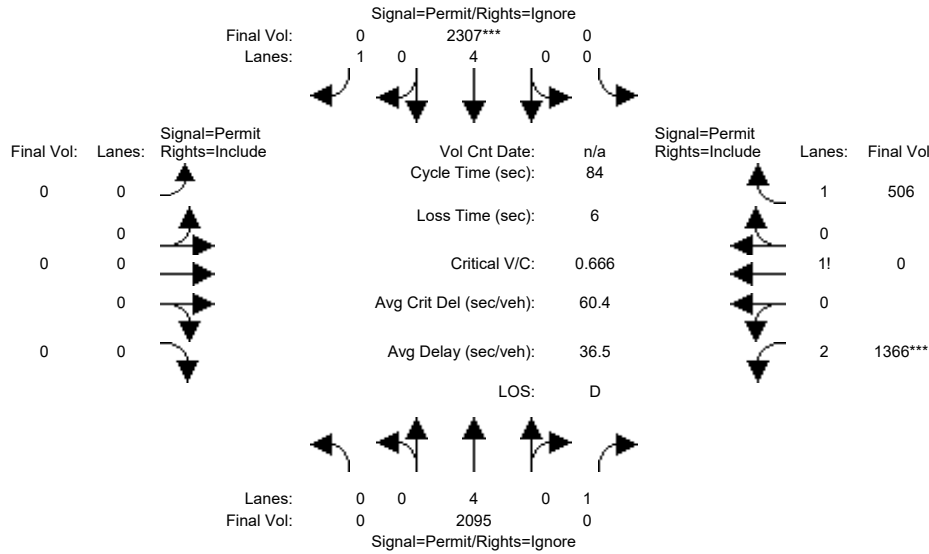
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.20	0.00	0.24
Crit Moves:	****											
Green Time:	0.0	52.1	0.0	0.0	52.1	0.0	0.0	0.0	0.0	23.0	23.0	27.9
Volume/Cap:	0.00	0.63	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.74	0.00	0.75
Delay/Veh:	0.0	6.4	0.0	0.0	4.8	0.0	0.0	0.0	0.0	30.4	0.0	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.4	0.0	0.0	4.8	0.0	0.0	0.0	0.0	30.4	0.0	27.6
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	15	0	0	6	0	0	0	0	20	0	23

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #26: (3) Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	52	0	0	52	0	0	0	0	22	22	22
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0

Volume Module:												
Base Vol:	0	2095	0	0	2307	349	0	0	0	1366	0	506
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2095	0	0	2307	349	0	0	0	1366	0	506
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2095	0	0	2307	349	0	0	0	1366	0	506
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2095	0	0	2307	0	0	0	0	1366	0	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2095	0	0	2307	0	0	0	0	1366	0	506
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2095	0	0	2307	0	0	0	0	1366	0	506

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.86	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.66	0.00	1.34
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4334	0	2347

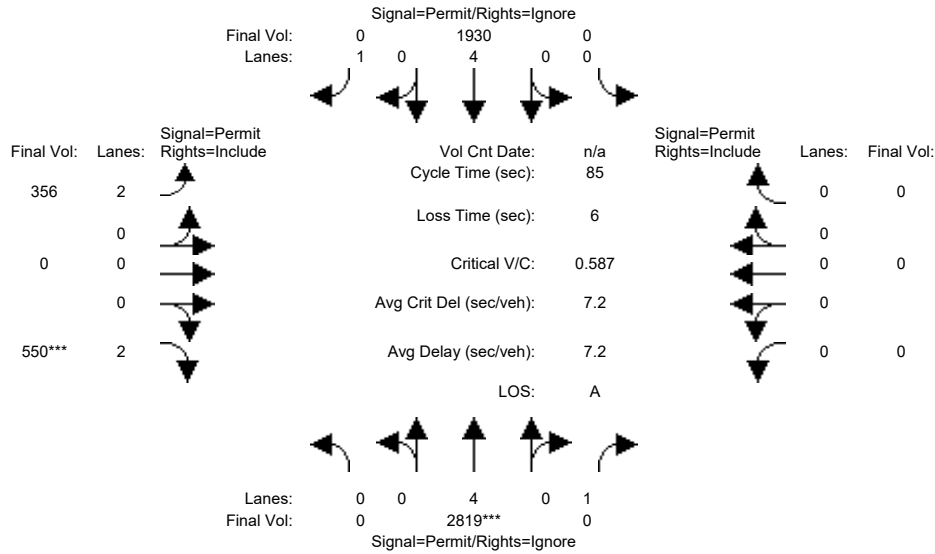
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.32	0.00	0.22
Crit Moves:					****					****		
Green Time:	0.0	51.8	0.0	0.0	51.8	0.0	0.0	0.0	0.0	22.0	22.0	22.0
Volume/Cap:	0.00	0.45	0.00	0.00	0.49	0.00	0.00	0.00	0.00	1.20	0.00	0.82
Delay/Veh:	0.0	12.2	0.0	0.0	4.8	0.0	0.0	0.0	0.0	128.9	0.0	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.2	0.0	0.0	4.8	0.0	0.0	0.0	0.0	128.9	0.0	31.7
LOS by Move:	A	B	A	A	A	A	A	A	A	F	A	C
HCM2k95thQ:	0	17	0	0	8	0	0	0	0	50	0	23

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #27: (4) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0

Volume Module:												
Base Vol:	0	2819	859	0	1930	0	356	0	550	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2819	859	0	1930	0	356	0	550	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2819	859	0	1930	0	356	0	550	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2819	0	0	1930	0	356	0	550	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2819	0	0	1930	0	356	0	550	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2819	0	0	1930	0	356	0	550	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0

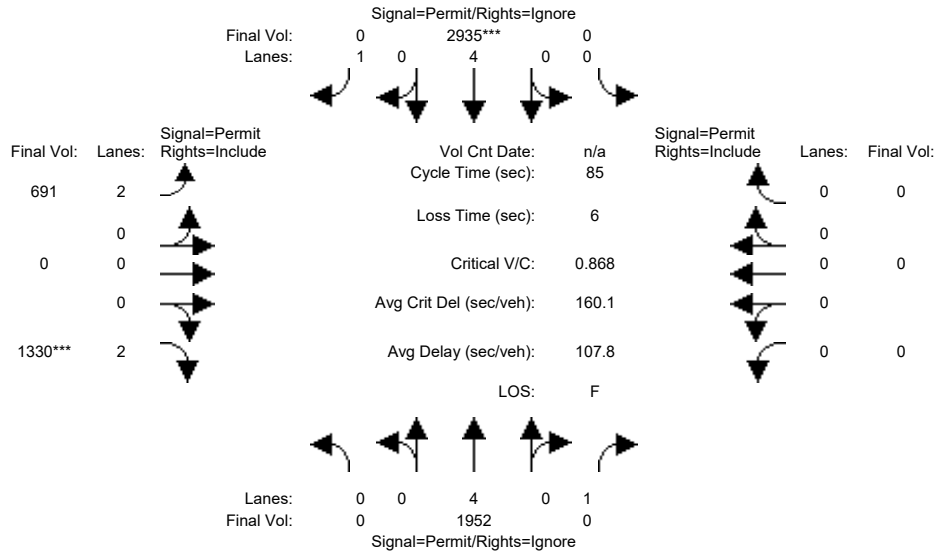
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.25	0.00	0.11	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	60.2	0.0	0.0	59.8	0.0	13.5	13.5	18.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.00	0.00	0.36	0.00	0.71	0.00	0.79	0.00	0.00	0.00
Delay/Veh:	0.0	1.4	0.0	0.0	1.2	0.0	38.7	0.0	37.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.4	0.0	0.0	1.2	0.0	38.7	0.0	37.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2k95thQ:	0	5	0	0	3	0	13	0	19	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #27: (4) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0

Volume Module:												
Base Vol:	0	1952	501	0	2935	0	691	0	1330	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1952	501	0	2935	0	691	0	1330	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1952	501	0	2935	0	691	0	1330	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1952	0	0	2935	0	691	0	1330	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1952	0	0	2935	0	691	0	1330	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1952	0	0	2935	0	691	0	1330	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0

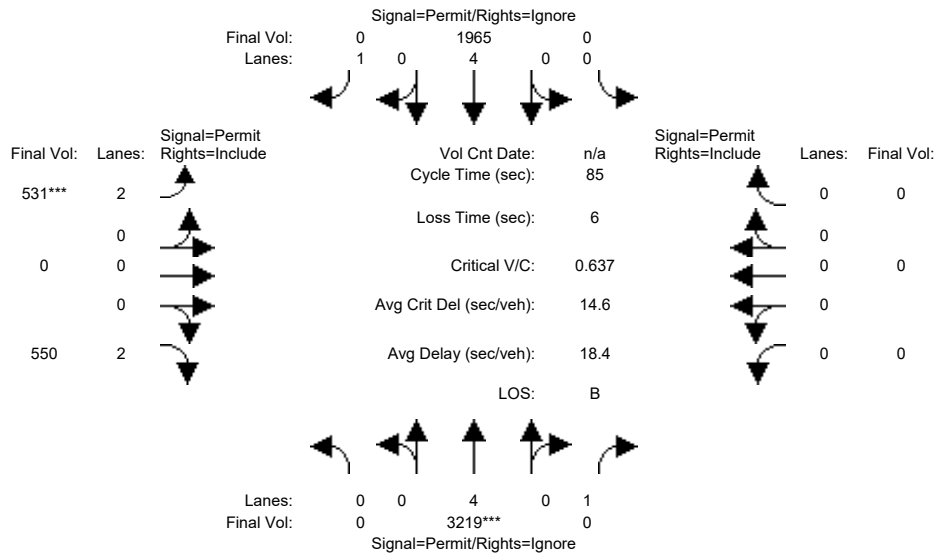
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.39	0.00	0.22	0.00	0.42	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	63.4	0.0	0.0	63.8	0.0	17.5	17.5	17.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.34	0.00	0.00	0.51	0.00	1.07	0.00	2.05	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	89.0	0.0	513.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	89.0	0.0	513.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	2	0	33	0	110	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #27: (4) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0

Volume Module:												
Base Vol:	0	3219	869	0	1965	0	531	0	550	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3219	869	0	1965	0	531	0	550	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3219	869	0	1965	0	531	0	550	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3219	0	0	1965	0	531	0	550	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3219	0	0	1965	0	531	0	550	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	3219	0	0	1965	0	531	0	550	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0

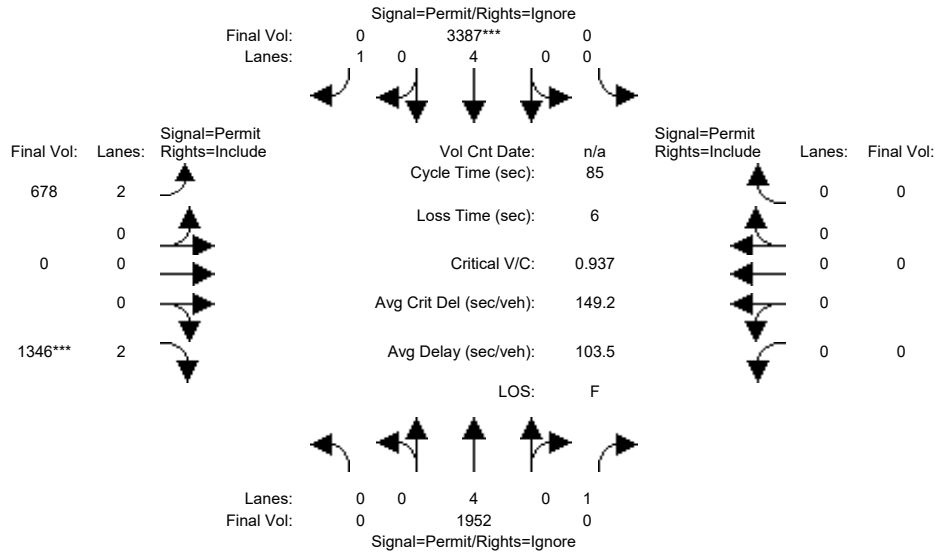
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.00	0.00	0.26	0.00	0.17	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	60.2	0.0	0.0	59.8	0.0	13.5	13.5	13.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.60	0.00	0.00	0.37	0.00	1.06	0.00	1.10	0.00	0.00	0.00
Delay/Veh:	0.0	1.6	0.0	0.0	1.3	0.0	93.3	0.0	105.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.6	0.0	0.0	1.3	0.0	93.3	0.0	105.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	7	0	0	3	0	27	0	29	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #27: (4) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0

Volume Module:												
Base Vol:	0	1952	467	0	3387	0	678	0	1346	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1952	467	0	3387	0	678	0	1346	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1952	467	0	3387	0	678	0	1346	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1952	0	0	3387	0	678	0	1346	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1952	0	0	3387	0	678	0	1346	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1952	0	0	3387	0	678	0	1346	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0

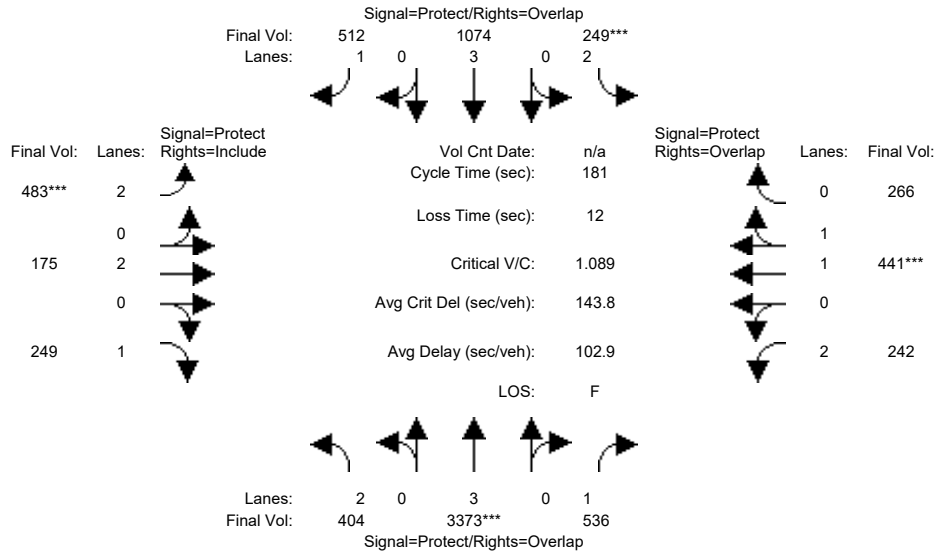
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.45	0.00	0.22	0.00	0.43	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	63.4	0.0	0.0	63.8	0.0	17.5	17.5	17.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.34	0.00	0.00	0.59	0.00	1.05	0.00	2.08	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.2	0.0	82.7	0.0	524.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.2	0.0	82.7	0.0	524.1	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	2	0	31	0	112	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #30: (51) Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module: 8:00 AM - 9:00 AM												
Base Vol:	404	3877	536	249	1234	512	483	175	249	242	441	266
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	404	3877	536	249	1234	512	483	175	249	242	441	266
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	404	3877	536	249	1234	512	483	175	249	242	441	266
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	404	3373	536	249	1074	512	483	175	249	242	441	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	3373	536	249	1074	512	483	175	249	242	441	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	404	3373	536	249	1074	512	483	175	249	242	441	266

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.94
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.23	0.77
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2291	1382

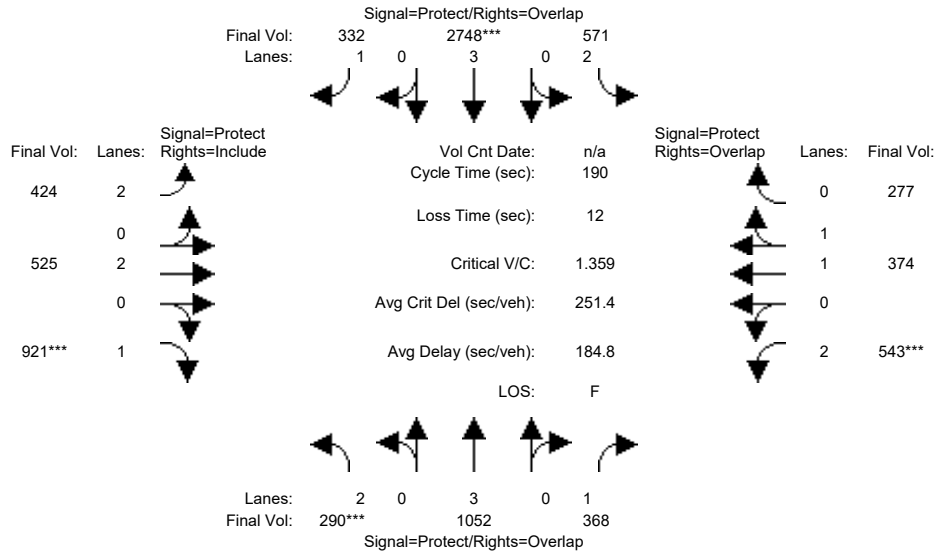
Capacity Analysis Module:												
Vol/Sat:	0.13	0.59	0.31	0.08	0.19	0.29	0.15	0.05	0.14	0.08	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	25.2	101	111.8	17.1	93.1	105.9	12.8	28.8	28.8	10.8	26.9	44.0
Volume/Cap:	0.92	1.06	0.50	0.84	0.37	0.50	2.17	0.29	0.89	1.29	1.30	0.79
Delay/Veh:	101.7	61.6	10.5	98.9	19.6	13.8	624.6	67.3	103.1	248.2	223	69.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	101.7	61.6	10.5	98.9	19.6	13.8	624.6	67.3	103.1	248.2	223	69.1
LOS by Move:	F	E	B	F	B	B	F	E	F	F	F	E
HCM2k95thQ:	22	100	16	19	15	20	55	8	28	22	48	31

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #30: (51) Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	80	85	32	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module: 4:15 PM - 5:15 PM												
Base Vol:	290	1315	368	571	3478	332	424	525	921	543	374	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	290	1315	368	571	3478	332	424	525	921	543	374	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	290	1315	368	571	3478	332	424	525	921	543	374	277
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	290	1052	368	571	2748	332	424	525	921	543	374	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	290	1052	368	571	2748	332	424	525	921	543	374	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	290	1052	368	571	2748	332	424	525	921	543	374	277

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.13	0.87
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2124	1573

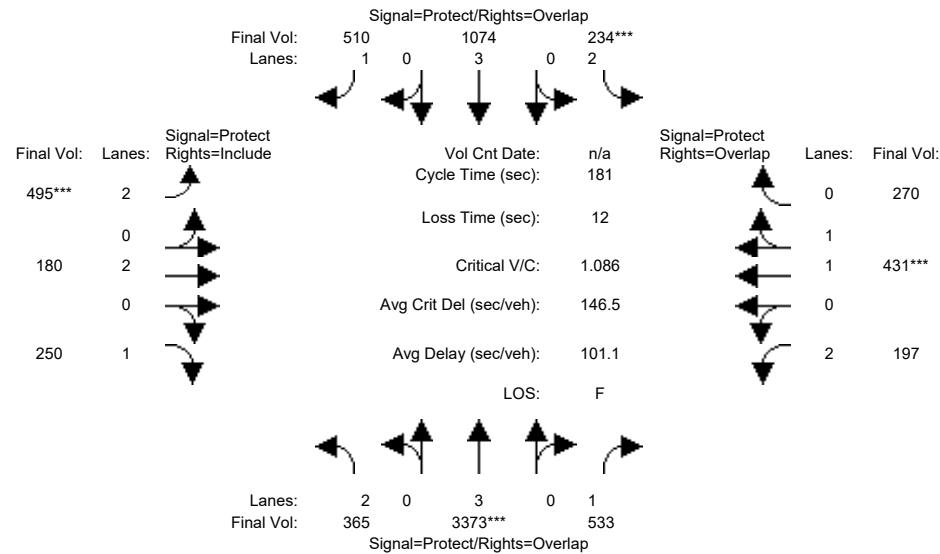
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.21	0.18	0.48	0.19	0.13	0.14	0.53	0.17	0.18	0.18
Crit Moves:	***			****			****		****	****		
Green Time:	8.9	79.9	101.6	31.9	103	118.9	15.8	33.0	44.3	21.7	38.9	70.8
Volume/Cap:	1.97	0.44	0.39	1.08	0.89	0.30	1.62	0.80	2.26	1.51	0.86	0.47
Delay/Veh:	552.3	58.2	46.3	152.0	72.3	34.9	382.1	81.9	646.0	327.4	82.7	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	552.3	58.2	46.3	152.0	72.3	34.9	382.1	81.9	646.0	327.4	82.7	45.6
LOS by Move:	F	E	D	F	E	C	F	F	F	F	F	D
HCM2k95thQ:	35	30	33	43	81	29	44	27	185	52	33	25

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #30: (51) Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module: 8:00 AM - 9:00 AM												
Base Vol:	365	3877	533	234	1234	510	495	180	250	197	431	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	365	3877	533	234	1234	510	495	180	250	197	431	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	365	3877	533	234	1234	510	495	180	250	197	431	270
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	365	3373	533	234	1074	510	495	180	250	197	431	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	365	3373	533	234	1074	510	495	180	250	197	431	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	365	3373	533	234	1074	510	495	180	250	197	431	270

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.94
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.21	0.79
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2258	1414

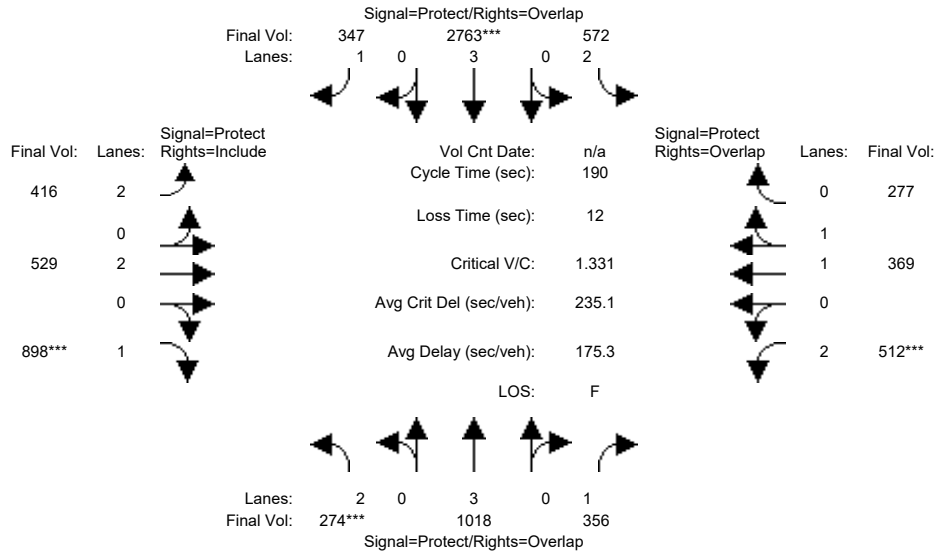
Capacity Analysis Module:												
Vol/Sat:	0.12	0.59	0.30	0.07	0.19	0.29	0.16	0.05	0.14	0.06	0.19	0.19
Crit Moves:	****			****			****			****		
Green Time:	25.2	101	111.8	17.1	93.1	105.9	12.8	28.8	28.8	10.8	26.9	44.0
Volume/Cap:	0.83	1.06	0.49	0.79	0.37	0.50	2.22	0.30	0.90	1.05	1.28	0.79
Delay/Veh:	88.6	61.6	10.4	93.1	19.6	13.8	648.6	67.5	103.8	163.8	219	68.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.6	61.6	10.4	93.1	19.6	13.8	648.6	67.5	103.8	163.8	219	68.7
LOS by Move:	F	E	B	F	B	B	F	E	F	F	F	E
HCM2k95thQ:	20	100	16	17	15	20	57	8	28	15	47	31

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #30: (51) Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	80	85	32	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module: 4:15 PM - 5:15 PM												
Base Vol:	274	1272	356	572	3497	347	416	529	898	512	369	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	1272	356	572	3497	347	416	529	898	512	369	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	1272	356	572	3497	347	416	529	898	512	369	277
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	1018	356	572	2763	347	416	529	898	512	369	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	1018	356	572	2763	347	416	529	898	512	369	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	274	1018	356	572	2763	347	416	529	898	512	369	277

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.12	0.88
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2112	1586

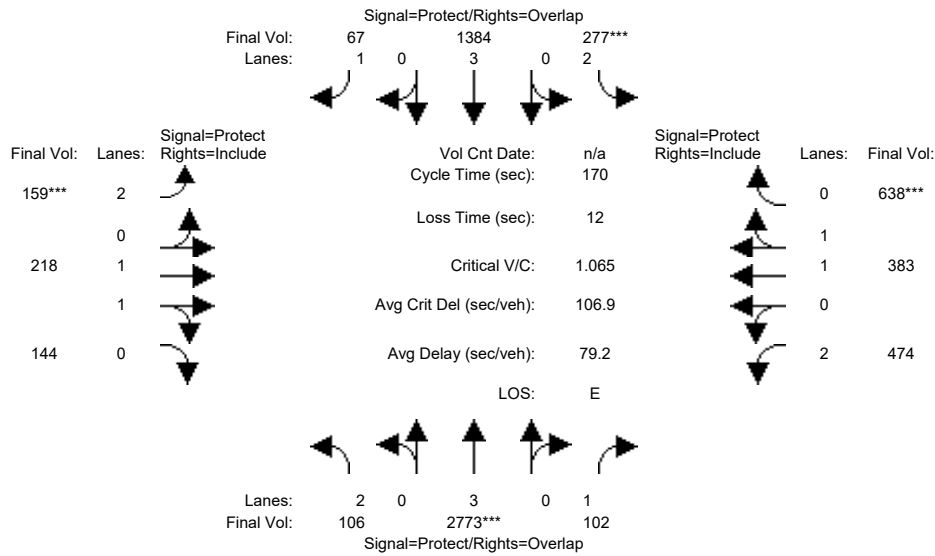
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.20	0.18	0.48	0.20	0.13	0.14	0.51	0.16	0.17	0.17
Crit Moves:	***			****			****		****	****		
Green Time:	8.9	79.9	101.6	31.9	103	118.9	15.8	33.0	44.3	21.7	38.9	70.8
Volume/Cap:	1.86	0.42	0.38	1.08	0.89	0.32	1.59	0.80	2.20	1.42	0.85	0.47
Delay/Veh:	504.7	57.7	45.9	152.7	72.8	35.3	368.8	82.3	620.8	290.2	82.1	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	504.7	57.7	45.9	152.7	72.8	35.3	368.8	82.3	620.8	290.2	82.1	45.6
LOS by Move:	F	E	D	F	E	D	F	F	F	F	F	D
HCM2k95thQ:	32	29	32	44	82	30	42	27	179	47	33	25

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #35: (54) Lawrence Expwy & Pruneridge Ave



Street Name:	Lawrence Expwy						Pruneridge Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	81	81	16	83	83	13	24	24	26	37	37
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9

Volume Module: 7:30 AM - 8:30 AM

Base Vol:	106	3187	102	277	1591	67	159	218	144	474	383	638
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	106	3187	102	277	1591	67	159	218	144	474	383	638
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	3187	102	277	1591	67	159	218	144	474	383	638
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	2773	102	277	1384	67	159	218	144	474	383	638
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	2773	102	277	1384	67	159	218	144	474	383	638
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	106	2773	102	277	1384	67	159	218	144	474	383	638

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.18	0.82	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2227	1471	3150	1900	1750

Capacity Analysis Module:

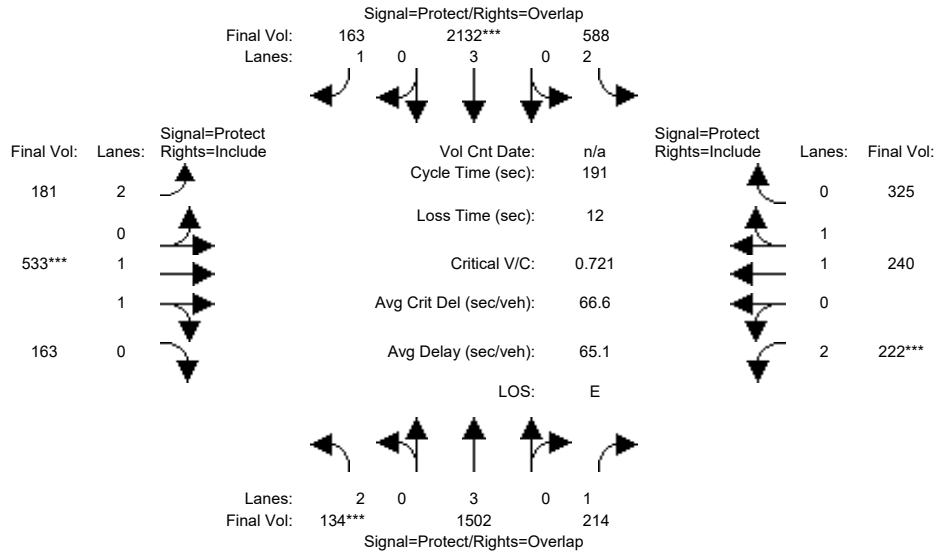
Vol/Sat:	0.03	0.49	0.06	0.09	0.24	0.04	0.05	0.10	0.10	0.15	0.20	0.36
Crit Moves:	****			****			****			****		
Green Time:	13.9	81.4	106.9	15.5	83.0	95.4	12.4	23.6	23.6	25.5	36.8	48.7
Volume/Cap:	0.41	1.02	0.09	0.96	0.50	0.07	0.69	0.71	0.71	1.00	0.93	1.27
Delay/Veh:	75.2	75.1	18.1	120.2	23.2	11.3	85.7	74.3	74.3	114.4	79.0	193.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.2	75.1	18.1	120.2	23.2	11.3	85.7	74.3	74.3	114.4	79.0	193.0
LOS by Move:	E	E	B	F	C	B	F	E	E	F	E	F
HCM2k95thQ:	6	84	7	18	22	2	12	19	19	33	39	84

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #35: (54) Lawrence Expwy & Pruneridge Ave



Street Name:	Lawrence Expwy						Pruneridge Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	82	82	37	106	106	15	30	30	18	33	33
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9

Volume Module: 4:30 PM - 5:30 PM

Base Vol:	134	1877	214	588	2699	163	181	533	163	222	240	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	1877	214	588	2699	163	181	533	163	222	240	325
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	1877	214	588	2699	163	181	533	163	222	240	325
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	1502	214	588	2132	163	181	533	163	222	240	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	1502	214	588	2132	163	181	533	163	222	240	325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	134	1502	214	588	2132	163	181	533	163	222	240	325

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.52	0.48	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2833	866	3150	1900	1750

Capacity Analysis Module:

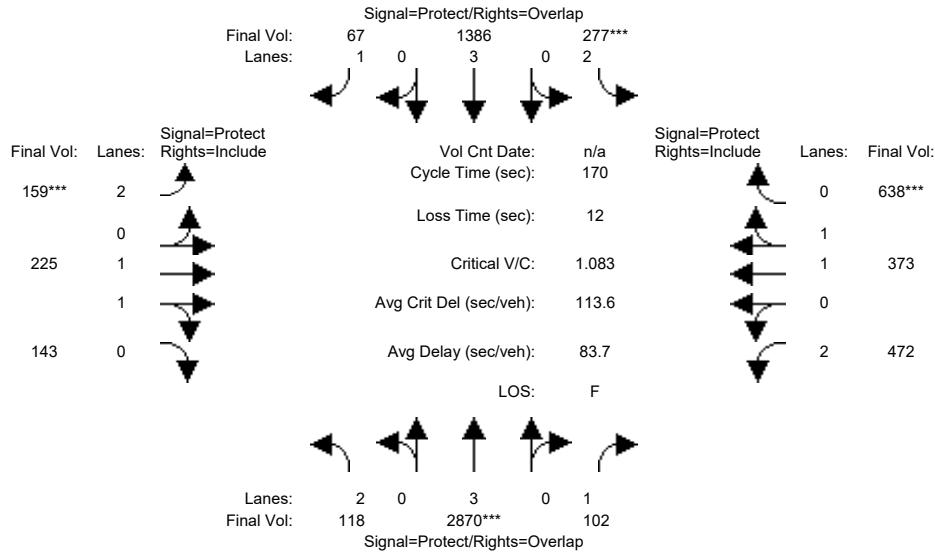
Vol/Sat:	0.04	0.26	0.12	0.19	0.37	0.09	0.06	0.19	0.19	0.07	0.13	0.19
Crit Moves:	***			****			****			****		
Green Time:	13.0	81.5	99.8	37.1	106	120.8	15.2	29.6	29.6	18.3	32.8	32.8
Volume/Cap:	0.62	0.62	0.23	0.96	0.68	0.15	0.72	1.21	1.21	0.74	0.74	1.08
Delay/Veh:	92.3	37.3	18.3	103.1	21.2	7.0	95.7	192	192.3	93.1	78.7	142.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.3	37.3	18.3	103.1	21.2	7.0	95.7	192	192.3	93.1	78.7	142.3
LOS by Move:	F	D	B	F	C	A	F	F	F	F	E	F
HCM2k95thQ:	9	33	9	36	35	4	14	49	49	17	25	44

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #35: (54) Lawrence Expwy & Pruneridge Ave



Street Name:	Lawrence Expwy						Pruneridge Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	81	81	16	83	83	13	24	24	26	37	37
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9

Volume Module: 7:30 AM - 8:30 AM												
Base Vol:	118	3299	102	277	1593	67	159	225	143	472	373	638
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	3299	102	277	1593	67	159	225	143	472	373	638
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	3299	102	277	1593	67	159	225	143	472	373	638
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	2870	102	277	1386	67	159	225	143	472	373	638
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	2870	102	277	1386	67	159	225	143	472	373	638
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	2870	102	277	1386	67	159	225	143	472	373	638

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.20	0.80	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2261	1437	3150	1900	1750

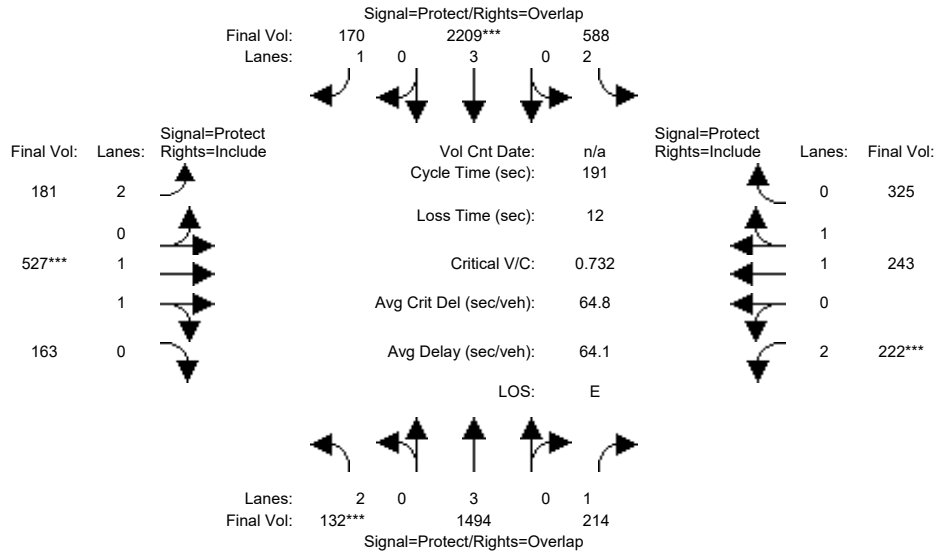
Capacity Analysis Module:												
Vol/Sat:	0.04	0.50	0.06	0.09	0.24	0.04	0.05	0.10	0.10	0.15	0.20	0.36
Crit Moves:	****			****			****			****		
Green Time:	13.9	81.4	106.9	15.5	83.0	95.4	12.4	23.6	23.6	25.5	36.8	48.7
Volume/Cap:	0.46	1.05	0.09	0.96	0.50	0.07	0.69	0.72	0.72	1.00	0.91	1.27
Delay/Veh:	75.7	86.6	18.1	120.2	23.2	11.3	85.7	74.8	74.8	113.3	75.6	193.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.7	86.6	18.1	120.2	23.2	11.3	85.7	74.8	74.8	113.3	75.6	193.0
LOS by Move:	E	F	B	F	C	B	F	E	E	F	E	F
HCM2k95thQ:	7	90	7	18	22	2	12	19	19	33	37	84

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #35: (54) Lawrence Expwy & Pruneridge Ave



Street Name:	Lawrence Expwy						Pruneridge Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	82	82	37	106	106	15	30	30	18	33	33
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9

Volume Module: 4:30 PM - 5:30 PM												
Base Vol:	132	1868	214	588	2796	170	181	527	163	222	243	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1868	214	588	2796	170	181	527	163	222	243	325
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	1868	214	588	2796	170	181	527	163	222	243	325
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	1494	214	588	2209	170	181	527	163	222	243	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	1494	214	588	2209	170	181	527	163	222	243	325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	132	1494	214	588	2209	170	181	527	163	222	243	325

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.51	0.49	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2825	874	3150	1900	1750

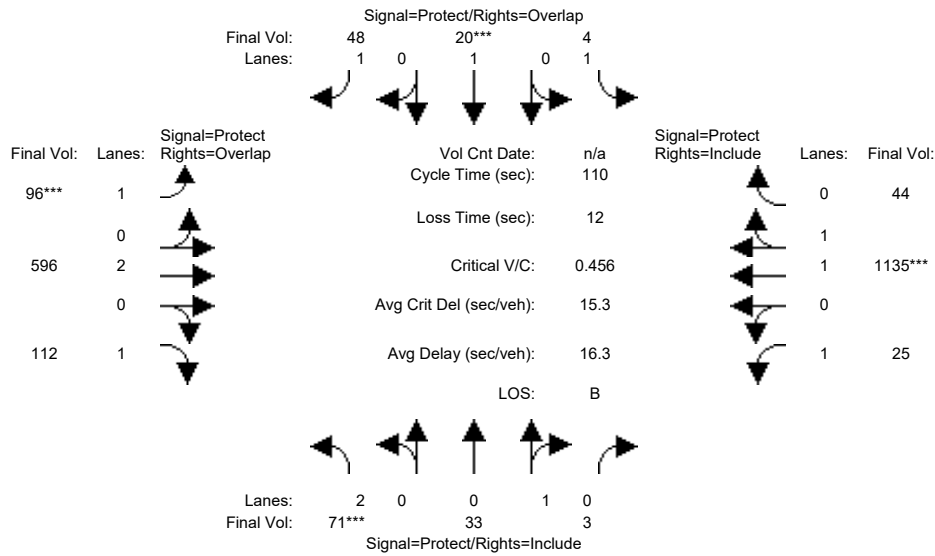
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.12	0.19	0.39	0.10	0.06	0.19	0.19	0.07	0.13	0.19
Crit Moves:	***			****			****			****		
Green Time:	13.0	81.5	99.8	37.1	106	120.8	15.2	29.6	29.6	18.3	32.8	32.8
Volume/Cap:	0.62	0.61	0.23	0.96	0.70	0.15	0.72	1.20	1.20	0.74	0.74	1.08
Delay/Veh:	91.8	37.3	18.3	103.1	21.8	7.1	95.7	188	188.1	93.1	79.1	142.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.8	37.3	18.3	103.1	21.8	7.1	95.7	188	188.1	93.1	79.1	142.3
LOS by Move:	F	D	B	F	C	A	F	F	F	F	E	F
HCM2k95thQ:	9	32	9	35	37	4	14	49	49	17	26	44

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #40: (6) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1

Volume Module:												
Base Vol:	67	31	3	4	19	46	91	566	106	24	1078	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	67	31	3	4	19	46	91	566	106	24	1078	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	67	31	3	4	19	46	91	566	106	24	1078	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	71	33	3	4	20	48	96	596	112	25	1135	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	33	3	4	20	48	96	596	112	25	1135	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	33	3	4	20	48	96	596	112	25	1135	44

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.91	0.09	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	3150	1641	159	1750	1900	1750	1750	3800	1750	1750	3561	139

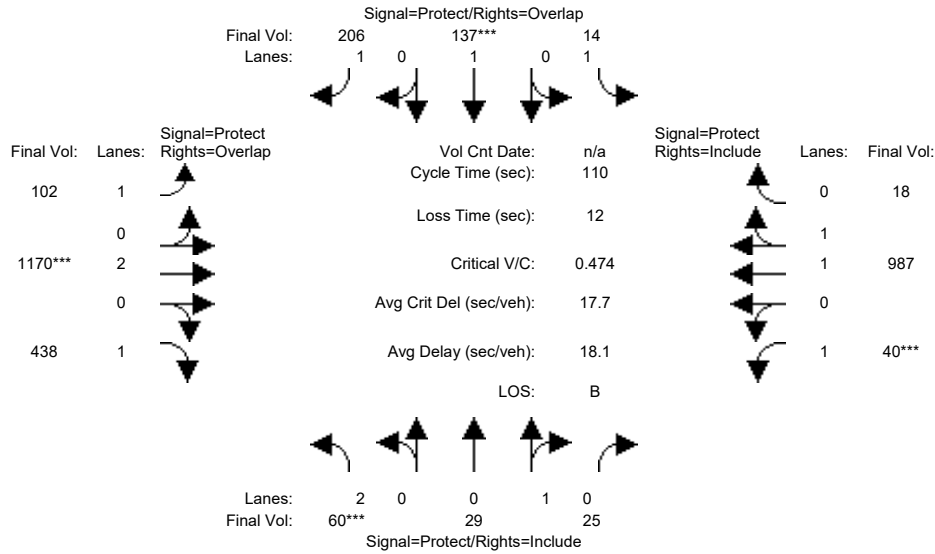
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.00	0.01	0.03	0.05	0.16	0.06	0.01	0.32	0.32
Crit Moves:	***			****			****			****		
Green Time:	6.0	8.0	8.0	6.0	8.0	20.3	12.3	57.4	63.4	26.6	71.7	71.7
Volume/Cap:	0.41	0.27	0.27	0.04	0.14	0.15	0.49	0.30	0.11	0.06	0.49	0.49
Delay/Veh:	51.9	49.4	49.4	49.5	48.3	37.8	47.8	15.0	10.6	32.1	10.0	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	49.4	49.4	49.5	48.3	37.8	47.8	15.0	10.6	32.1	10.0	10.0
LOS by Move:	D	D	D	D	D	D	D	B	B	C	A	A
HCM2k95thQ:	4	3	3	0	2	3	7	11	4	1	19	19

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #40: (6) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1

Volume Module:												
Base Vol:	58	28	24	14	133	200	99	1135	425	39	957	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	28	24	14	133	200	99	1135	425	39	957	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	28	24	14	133	200	99	1135	425	39	957	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	60	29	25	14	137	206	102	1170	438	40	987	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	29	25	14	137	206	102	1170	438	40	987	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	60	29	25	14	137	206	102	1170	438	40	987	18

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.54	0.46	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	969	831	1750	1900	1750	1750	3800	1750	1750	3635	65

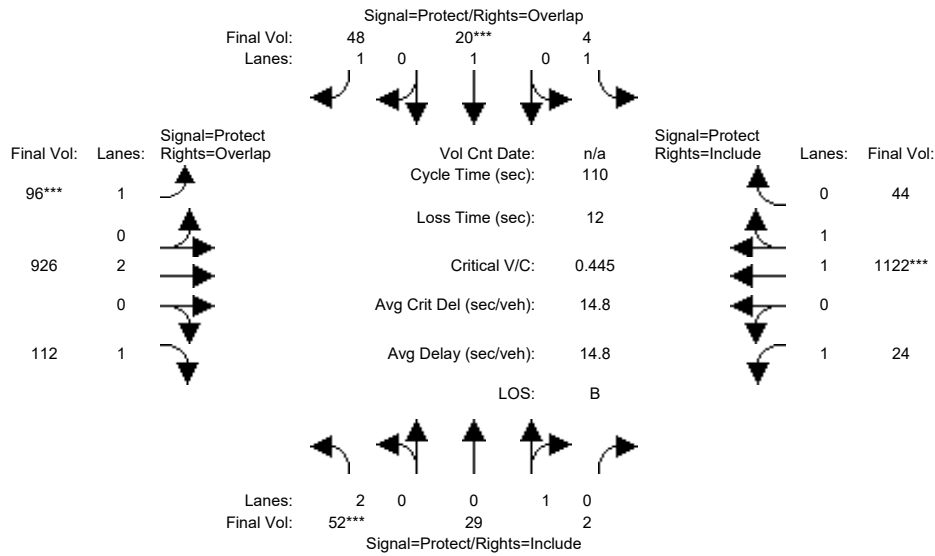
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.01	0.07	0.12	0.06	0.31	0.25	0.02	0.27	0.27
Crit Moves:	***			****			****			****		
Green Time:	6.0	12.5	12.5	9.4	15.9	32.0	16.1	68.1	74.1	8.0	60.0	60.0
Volume/Cap:	0.35	0.26	0.26	0.10	0.50	0.40	0.40	0.50	0.37	0.32	0.50	0.50
Delay/Veh:	51.3	45.2	45.2	46.7	44.8	31.9	43.6	11.7	8.0	49.8	15.8	15.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	45.2	45.2	46.7	44.8	31.9	43.6	11.7	8.0	49.8	15.8	15.8
LOS by Move:	D	D	D	D	D	C	D	B	A	D	B	B
HCM2k95thQ:	3	4	4	1	9	12	7	20	13	3	19	19

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #40: (6) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1

Volume Module:												
Base Vol:	49	28	2	4	19	46	91	880	106	23	1066	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	28	2	4	19	46	91	880	106	23	1066	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	28	2	4	19	46	91	880	106	23	1066	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	52	29	2	4	20	48	96	926	112	24	1122	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	29	2	4	20	48	96	926	112	24	1122	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	29	2	4	20	48	96	926	112	24	1122	44

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.93	0.07	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	3150	1680	120	1750	1900	1750	1750	3800	1750	1750	3560	140

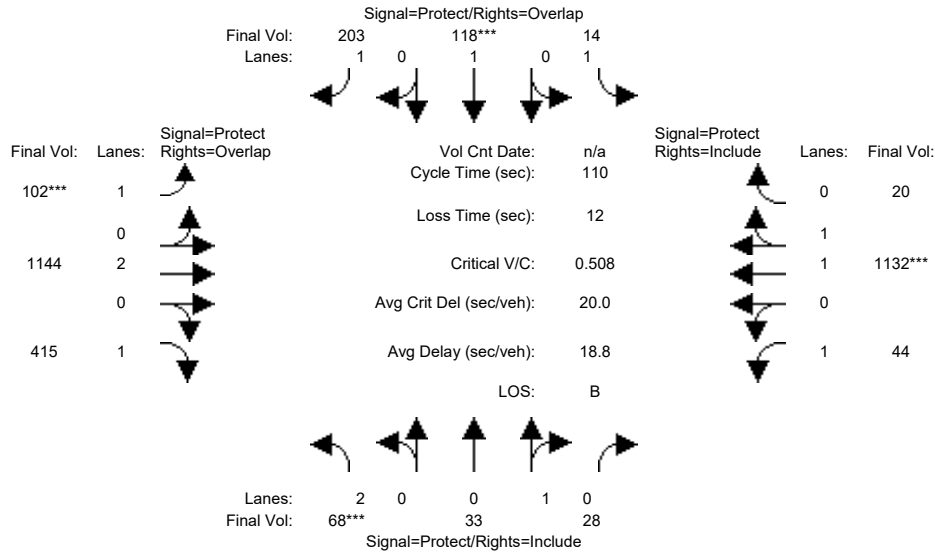
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.00	0.01	0.03	0.05	0.24	0.06	0.01	0.32	0.32
Crit Moves:	***			****			****			****		
Green Time:	6.0	8.0	8.0	6.0	8.0	20.4	12.4	64.7	70.7	19.3	71.6	71.6
Volume/Cap:	0.30	0.24	0.24	0.04	0.14	0.15	0.48	0.41	0.10	0.08	0.48	0.48
Delay/Veh:	51.0	49.1	49.1	49.5	48.3	37.7	47.6	12.5	7.5	38.0	10.0	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.0	49.1	49.1	49.5	48.3	37.7	47.6	12.5	7.5	38.0	10.0	10.0
LOS by Move:	D	D	D	D	D	D	D	B	A	D	A	A
HCM2k95thQ:	3	3	3	0	2	3	7	16	3	1	19	19

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #40: (6) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1

Volume Module:												
Base Vol:	66	32	27	14	114	197	99	1110	403	43	1098	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	66	32	27	14	114	197	99	1110	403	43	1098	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	66	32	27	14	114	197	99	1110	403	43	1098	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	68	33	28	14	118	203	102	1144	415	44	1132	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	33	28	14	118	203	102	1144	415	44	1132	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	33	28	14	118	203	102	1144	415	44	1132	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.54	0.46	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.97	0.03
Final Sat.:	3150	976	824	1750	1900	1750	1750	3800	1750	1750	3637	63

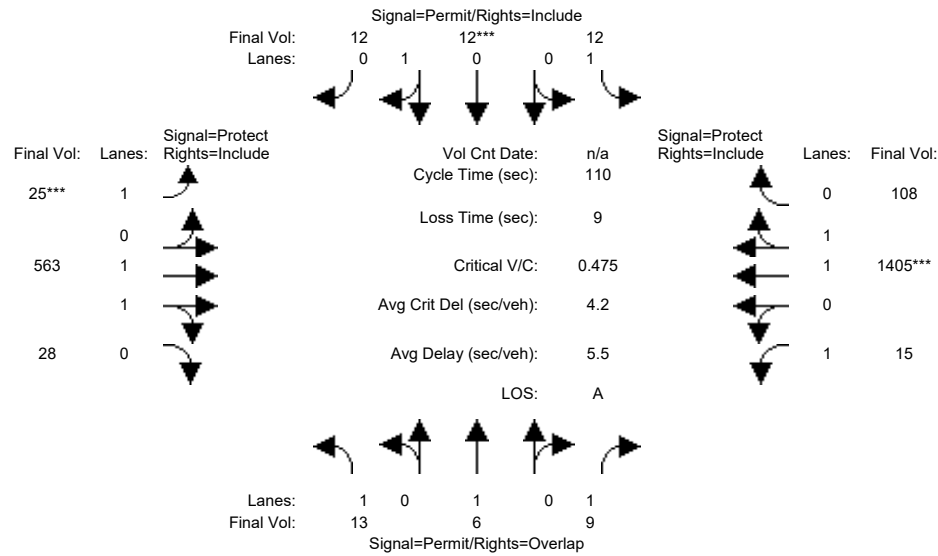
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.01	0.06	0.12	0.06	0.30	0.24	0.03	0.31	0.31
Crit Moves:	***				***		***				***	
Green Time:	6.0	11.0	11.0	8.2	13.2	25.6	12.4	63.5	69.5	15.3	66.4	66.4
Volume/Cap:	0.40	0.34	0.34	0.11	0.52	0.50	0.52	0.52	0.38	0.18	0.52	0.52
Delay/Veh:	51.8	47.3	47.3	47.8	47.5	37.6	48.3	14.3	10.0	42.2	12.8	12.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	47.3	47.3	47.8	47.5	37.6	48.3	14.3	10.0	42.2	12.8	12.8
LOS by Move:	D	D	D	D	D	D	D	B	B	D	B	B
HCM2k95thQ:	4	5	5	1	9	13	7	21	14	3	20	20

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #41: (7) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:												
Base Vol:	12	6	8	11	11	11	23	524	26	14	1307	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	6	8	11	11	11	23	524	26	14	1307	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	6	8	11	11	11	23	524	26	14	1307	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	13	6	9	12	12	12	25	563	28	15	1405	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	6	9	12	12	12	25	563	28	15	1405	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	6	9	12	12	12	25	563	28	15	1405	108

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.50	0.50	1.00	1.90	0.10	1.00	1.85	0.15
Final Sat.:	1750	1900	1750	1750	900	900	1750	3525	175	1750	3437	263

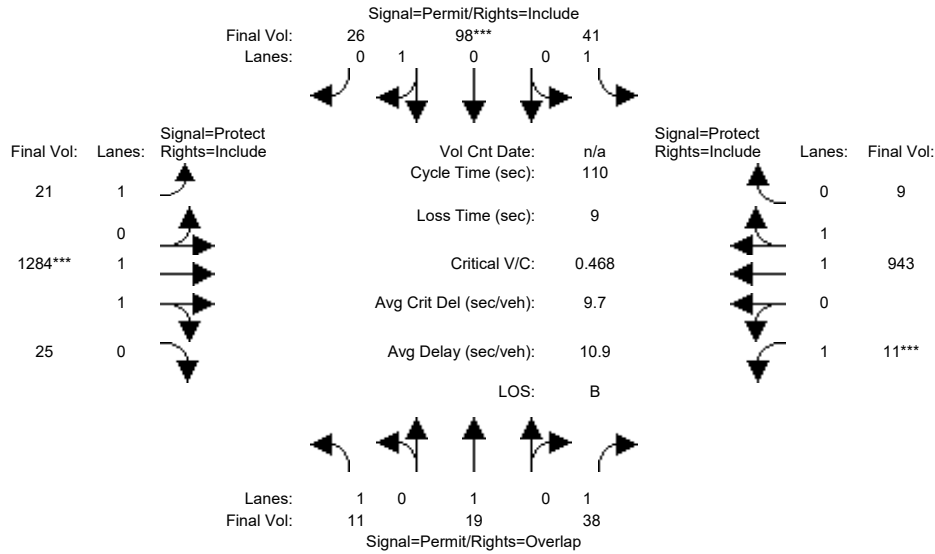
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.01	0.01	0.01	0.01	0.16	0.16	0.01	0.41	0.41
Crit Moves:				****	****	****	****				****	****
Green Time:	4.0	4.0	22.0	4.0	4.0	4.0	5.0	79.0	79.0	18.0	92.0	92.0
Volume/Cap:	0.20	0.09	0.02	0.18	0.36	0.36	0.31	0.22	0.22	0.05	0.49	0.49
Delay/Veh:	52.9	51.8	35.4	52.7	55.1	55.1	53.1	5.2	5.2	38.9	2.6	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	51.8	35.4	52.7	55.1	55.1	53.1	5.2	5.2	38.9	2.6	2.6
LOS by Move:	D	D	D	D	E	E	D	A	A	D	A	A
HCM2k95thQ:	1	1	1	1	3	3	2	7	7	1	14	14

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #41: (7) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:

Base Vol:	11	18	36	39	94	25	20	1233	24	11	905	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	18	36	39	94	25	20	1233	24	11	905	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	18	36	39	94	25	20	1233	24	11	905	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	11	19	38	41	98	26	21	1284	25	11	943	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	19	38	41	98	26	21	1284	25	11	943	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	19	38	41	98	26	21	1284	25	11	943	9

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	0.79	0.21	1.00	1.96	0.04	1.00	1.98	0.02
Final Sat.:	1750	1900	1750	1750	1422	378	1750	3629	71	1750	3664	36

Capacity Analysis Module:

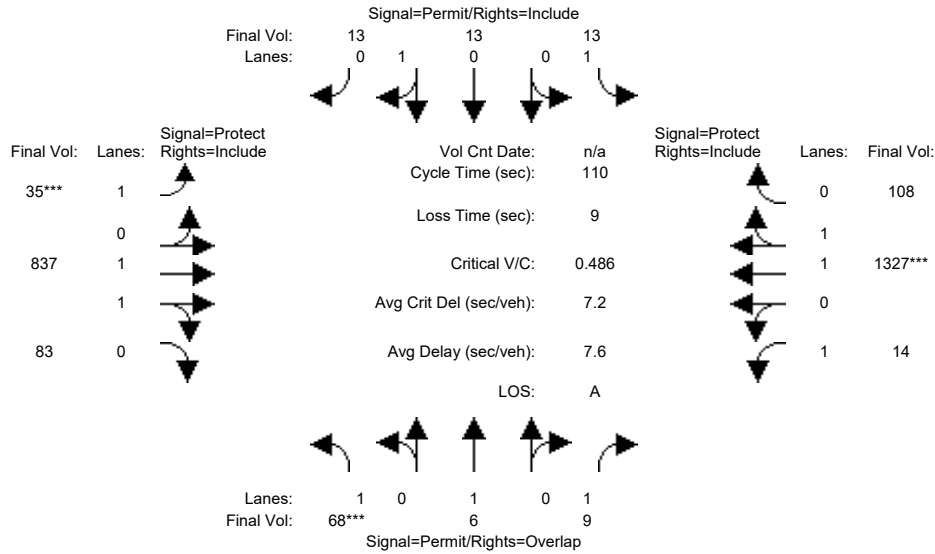
Vol/Sat:	0.01	0.01	0.02	0.02	0.07	0.07	0.01	0.35	0.35	0.01	0.26	0.26
Crit Moves:					****			****		****		
Green Time:	15.8	15.8	19.8	15.8	15.8	15.8	12.8	81.2	81.2	4.0	72.4	72.4
Volume/Cap:	0.05	0.07	0.12	0.16	0.48	0.48	0.10	0.48	0.48	0.18	0.39	0.39
Delay/Veh:	40.7	40.8	38.0	41.6	44.7	44.7	43.7	6.0	6.0	52.8	8.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.7	40.8	38.0	41.6	44.7	44.7	43.7	6.0	6.0	52.8	8.8	8.8
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2k95thQ:	1	1	2	3	9	9	1	17	17	1	14	14

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #41: (7) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:

Base Vol:	63	6	8	12	12	12	33	778	77	13	1234	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	6	8	12	12	12	33	778	77	13	1234	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	6	8	12	12	12	33	778	77	13	1234	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	68	6	9	13	13	13	35	837	83	14	1327	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	6	9	13	13	13	35	837	83	14	1327	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	6	9	13	13	13	35	837	83	14	1327	108

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.50	0.50	1.00	1.81	0.19	1.00	1.85	0.15
Final Sat.:	1750	1900	1750	1750	900	900	1750	3367	333	1750	3422	277

Capacity Analysis Module:

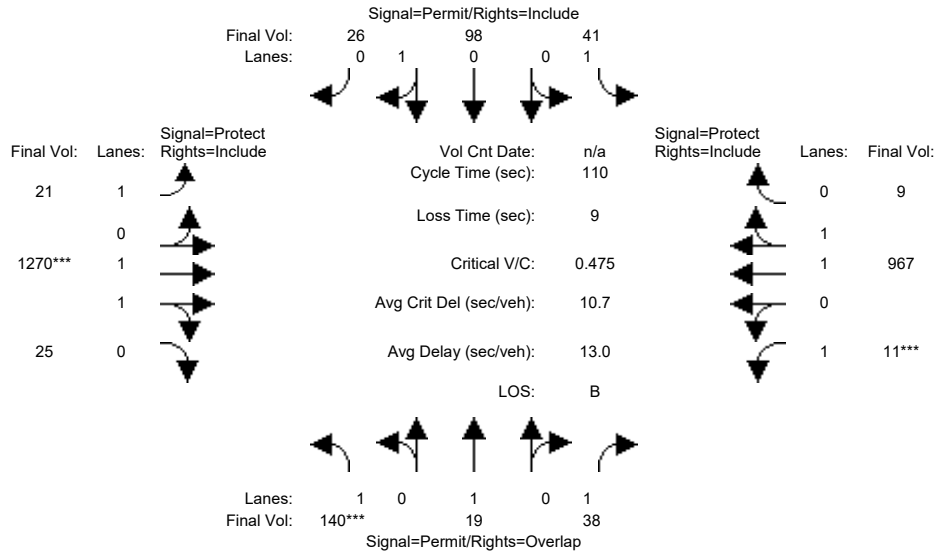
Vol/Sat:	0.04	0.00	0.00	0.01	0.01	0.01	0.02	0.25	0.25	0.01	0.39	0.39
Crit Moves:	****						****			****		
Green Time:	8.7	8.7	20.5	8.7	8.7	8.7	5.0	80.5	80.5	11.8	87.3	87.3
Volume/Cap:	0.49	0.04	0.03	0.09	0.18	0.18	0.45	0.34	0.34	0.07	0.49	0.49
Delay/Veh:	51.2	46.9	36.6	47.3	47.9	47.9	55.1	5.3	5.3	44.4	4.0	4.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.2	46.9	36.6	47.3	47.9	47.9	55.1	5.3	5.3	44.4	4.0	4.0
LOS by Move:	D	D	D	D	D	D	E	A	A	D	A	A
HCM2k95thQ:	6	0	1	1	2	2	3	11	11	1	16	16

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #41: (7) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:

Base Vol:	134	18	36	39	94	25	20	1219	24	11	928	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	18	36	39	94	25	20	1219	24	11	928	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	18	36	39	94	25	20	1219	24	11	928	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	140	19	38	41	98	26	21	1270	25	11	967	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	140	19	38	41	98	26	21	1270	25	11	967	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	140	19	38	41	98	26	21	1270	25	11	967	9

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	0.79	0.21	1.00	1.96	0.04	1.00	1.98	0.02
Final Sat.:	1750	1900	1750	1750	1422	378	1750	3629	71	1750	3664	36

Capacity Analysis Module:

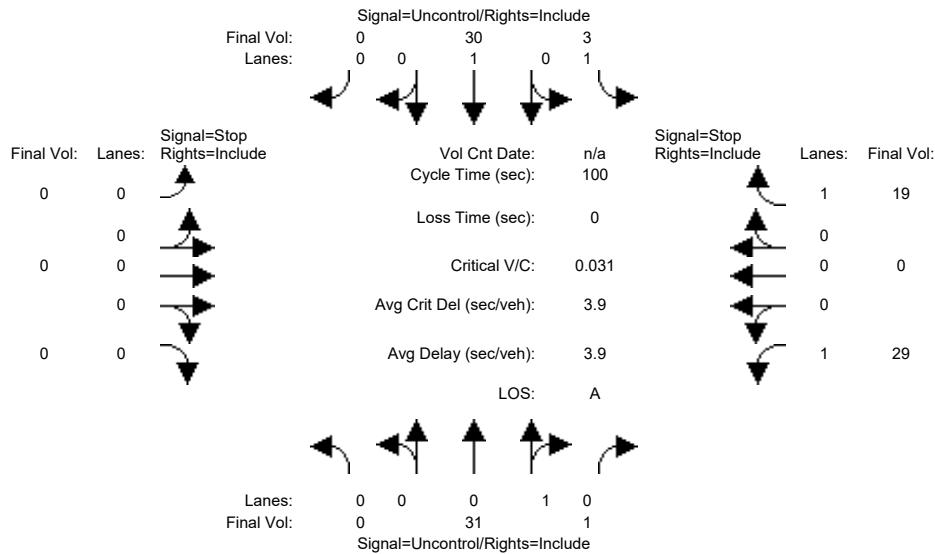
Vol/Sat:	0.08	0.01	0.02	0.02	0.07	0.07	0.01	0.35	0.35	0.01	0.26	0.26
Crit Moves:	****							****			****	
Green Time:	18.0	18.0	22.0	18.0	18.0	18.0	12.2	79.0	79.0	4.0	70.8	70.8
Volume/Cap:	0.49	0.06	0.11	0.14	0.42	0.42	0.11	0.49	0.49	0.18	0.41	0.41
Delay/Veh:	43.1	38.9	36.1	39.6	42.3	42.3	44.2	6.9	6.9	52.8	9.6	9.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	38.9	36.1	39.6	42.3	42.3	44.2	6.9	6.9	52.8	9.6	9.6
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2k95thQ:	10	1	2	3	8	8	1	18	18	1	14	14

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Greystar - AM

Intersection #42: (8) Old Ironsides Dr & Old Glory Ln



Street Name: Old Ironsides Dr Old Glory Ln
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	28	1	3	27	0	0	0	0	26	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	28	1	3	27	0	0	0	0	26	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	28	1	3	27	0	0	0	0	26	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	31	1	3	30	0	0	0	0	29	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	31	1	3	30	0	0	0	0	29	0	19

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxx	32	xxxx	xxxxx	xxxx	xxxx	xxxxx	68	xxxx	32
Potent Cap.:	xxxx	xxxx	xxxxx	1593	xxxx	xxxxx	xxxx	xxxx	xxxxx	942	xxxx	1048
Move Cap.:	xxxx	xxxx	xxxxx	1593	xxxx	xxxxx	xxxx	xxxx	xxxxx	940	xxxx	1048
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.02

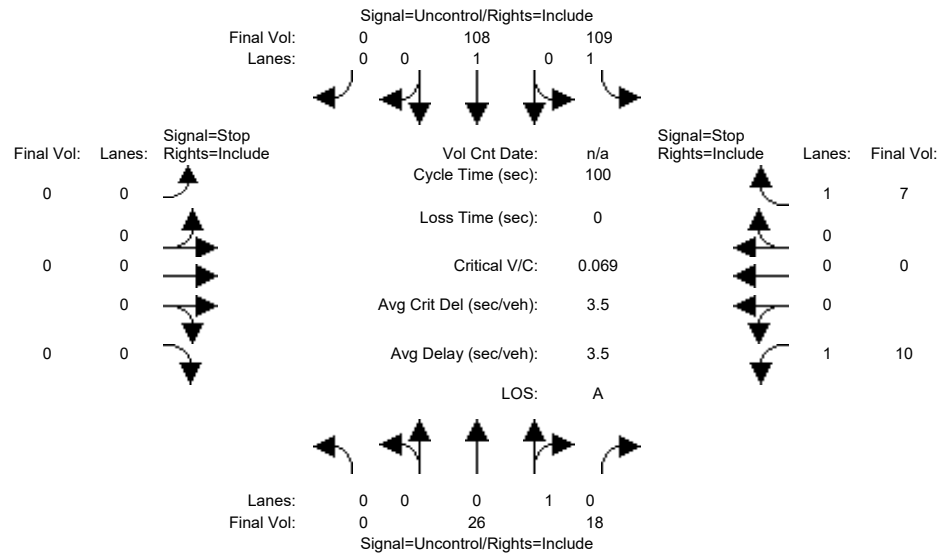
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	8.5
LOS by Move:	*	*	*	A	*	*	*	*	*	A	*	A
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx			8.8		
ApproachLOS:	*			*			*			A		

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Greystar - PM

Intersection #42: (8) Old Ironsides Dr & Old Glory Ln



Street Name: Old Ironsides Dr Old Glory Ln
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	23	16	98	97	0	0	0	0	9	0	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	23	16	98	97	0	0	0	0	9	0	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	23	16	98	97	0	0	0	0	9	0	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	26	18	109	108	0	0	0	0	10	0	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	26	18	109	108	0	0	0	0	10	0	7

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	43	xxxx	xxxxx	xxxx	xxxx	xxxxx	360	xxxx	34
Potent Cap.:	xxxx	xxxx	xxxxx	1578	xxxx	xxxxx	xxxx	xxxx	xxxxx	643	xxxx	1044
Move Cap.:	xxxx	xxxx	xxxxx	1578	xxxx	xxxxx	xxxx	xxxx	xxxxx	609	xxxx	1044
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.01

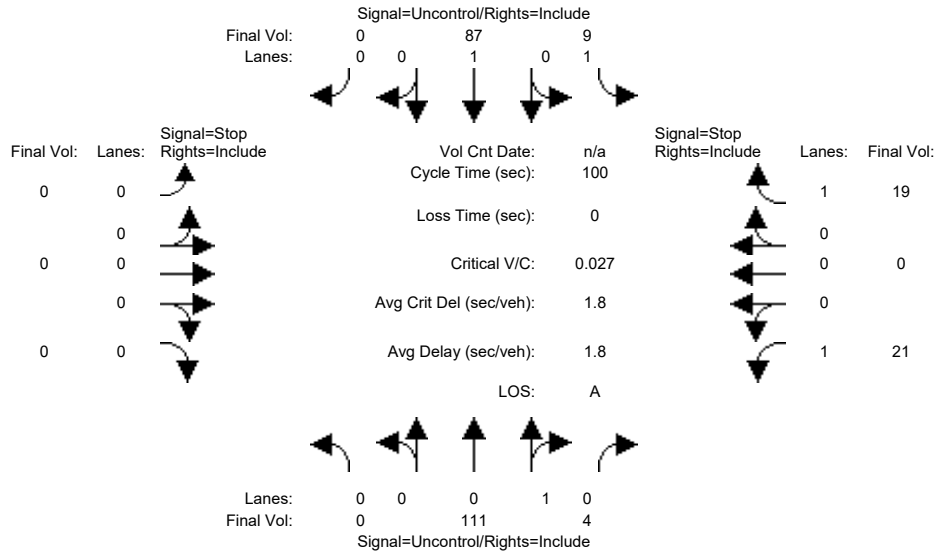
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.0
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.0	xxxx	8.5
LOS by Move:	*	*	*	A	*	*	*	*	*	B	*	A
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	10.0	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	*	*	*	A	*	

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 FC - AM

Intersection #42: (8) Old Ironsides Dr & Old Glory Ln



Street Name: Old Ironsides Dr Old Glory Ln
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	Old Ironsides Dr			Old Ironsides Dr			Old Glory Ln			Old Glory Ln		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	0	100	4	8	78	0	0	0	0	19	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	100	4	8	78	0	0	0	0	19	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	100	4	8	78	0	0	0	0	19	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	111	4	9	87	0	0	0	0	21	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	111	4	9	87	0	0	0	0	21	0	19

Critical Gap Module:	Old Ironsides Dr			Old Ironsides Dr			Old Glory Ln			Old Glory Ln		
	L	T	R	L	T	R	L	T	R	L	T	R
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3

Capacity Module:	Old Ironsides Dr			Old Ironsides Dr			Old Glory Ln			Old Glory Ln		
	L	T	R	L	T	R	L	T	R	L	T	R
Cnflict Vol:	xxxx	xxxx	xxxxx	116	xxxx	xxxxx	xxxx	xxxx	xxxxx	218	xxxx	113
Potent Cap.:	xxxx	xxxx	xxxxx	1486	xxxx	xxxxx	xxxx	xxxx	xxxxx	775	xxxx	945
Move Cap.:	xxxx	xxxx	xxxxx	1486	xxxx	xxxxx	xxxx	xxxx	xxxxx	771	xxxx	945
Volume/Cap:	xxxx	xxxx	xxxx	0.01	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.02

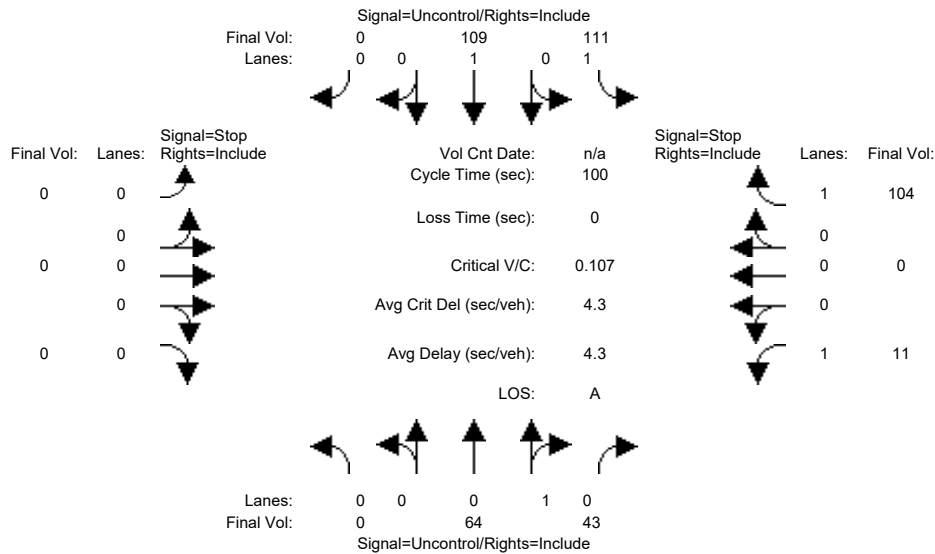
Level Of Service Module:	Old Ironsides Dr			Old Ironsides Dr			Old Glory Ln			Old Glory Ln		
	L	T	R	L	T	R	L	T	R	L	T	R
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.8	xxxx	8.9
LOS by Move:	*	*	*	A	*	*	*	*	*	A	*	A
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	xxxxxxx	9.4	xxxxxxx	
ApproachLOS:	*	*	*	*	*	*	*	*	*	A	*	

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 FC - PM

Intersection #42: (8) Old Ironsides Dr & Old Glory Ln



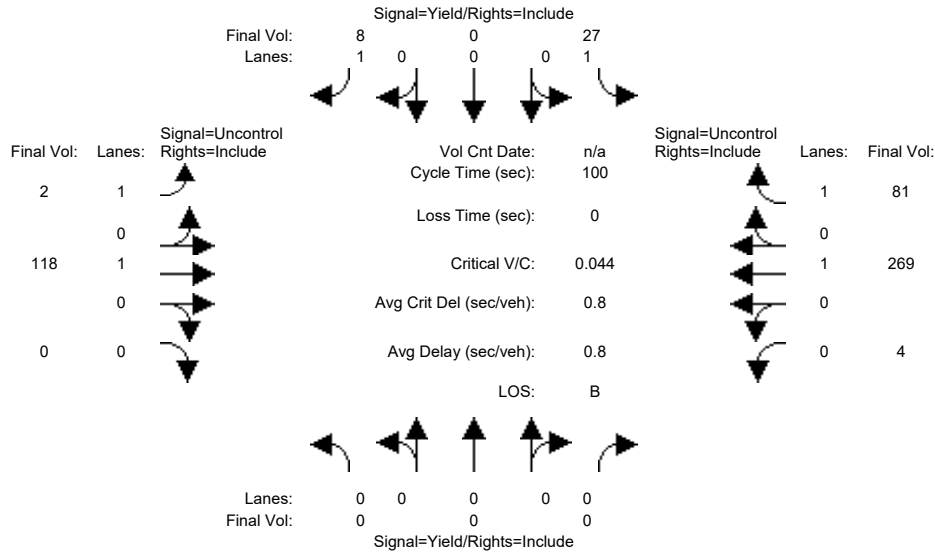
Street Name:	Old Ironsides Dr						Old Glory Ln								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Volume Module:															
Base Vol:	0	58	39	100	98	0	0	0	0	10	0	94			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	0	58	39	100	98	0	0	0	0	10	0	94			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
ATI:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	0	58	39	100	98	0	0	0	0	10	0	94			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
PHF Volume:	0	64	43	111	109	0	0	0	0	11	0	104			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	0	64	43	111	109	0	0	0	0	11	0	104			
Critical Gap Module:															
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2			
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3			
Capacity Module:															
Cnflict Vol:	xxxx	xxxx	xxxxx	108	xxxx	xxxxx	xxxx	xxxx	xxxxx	417	xxxx	86			
Potent Cap.:	xxxx	xxxx	xxxxx	1496	xxxx	xxxxx	xxxx	xxxx	xxxxx	596	xxxx	978			
Move Cap.:	xxxx	xxxx	xxxxx	1496	xxxx	xxxxx	xxxx	xxxx	xxxxx	562	xxxx	978			
Volume/Cap:	xxxx	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	0.02	xxxx	0.11			
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.4			
Control Del:	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx	11.5	xxxx	9.1			
LOS by Move:	*	*	*	A	*	*	*	*	*	B	*	A			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx			
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			xxxxxxx				9.4				
ApproachLOS:	*			*			*				A				

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Greystar - AM

Intersection #43: (9) Old Ironsides Dr & Patrick Henry Dr



Street Name: Old Ironsides Dr Patrick Henry Dr
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	0	0	0	24	0	7	2	106	0	4	242	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	24	0	7	2	106	0	4	242	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	24	0	7	2	106	0	4	242	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	27	0	8	2	118	0	4	269	81
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	27	0	8	2	118	0	4	269	81

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxxx	400	xxxx	269	350	xxxx	xxxxxx	118	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	610	xxxx	775	1220	xxxx	xxxxxx	1483	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	607	xxxx	775	1220	xxxx	xxxxxx	1483	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.04	xxxx	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx

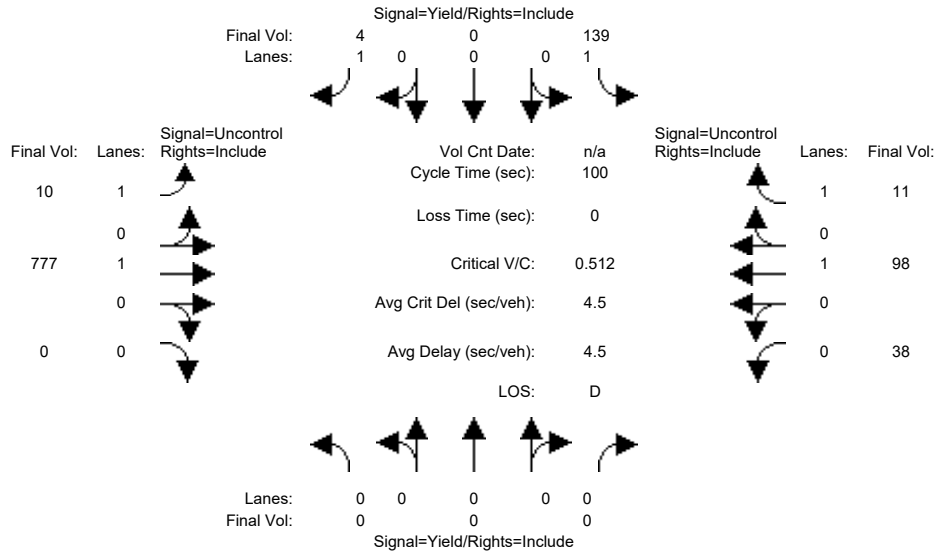
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxxx	0.1	xxxx	0.0	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx			
Control Del:	xxxxxx	xxxx	xxxxxx	11.2	xxxx	9.7	8.0	xxxx	xxxxxx	7.4	xxxx	xxxxxx			
LOS by Move:	*	*	*	B	*	A	A	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.4	xxxx	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	xxxxxxx			10.9			xxxxxxx			xxxxxxx					
ApproachLOS:	*			B			*			*					

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 Greystar - PM

Intersection #43: (9) Old Ironsides Dr & Patrick Henry Dr



Street Name: Old Ironsides Dr Patrick Henry Dr
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	0	0	0	128	0	4	9	715	0	35	90	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	128	0	4	9	715	0	35	90	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	128	0	4	9	715	0	35	90	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	139	0	4	10	777	0	38	98	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	139	0	4	10	777	0	38	98	11

Critical Gap Module:												
Critical Gp:	xxxxxx	xxxx	xxxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxxx	971	xxxx	98	109	xxxx	xxxxxx	777	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	283	xxxx	964	1494	xxxx	xxxxxx	848	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	272	xxxx	964	1494	xxxx	xxxxxx	848	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.51	xxxx	0.00	0.01	xxxx	xxxx	0.04	xxxx	xxxx

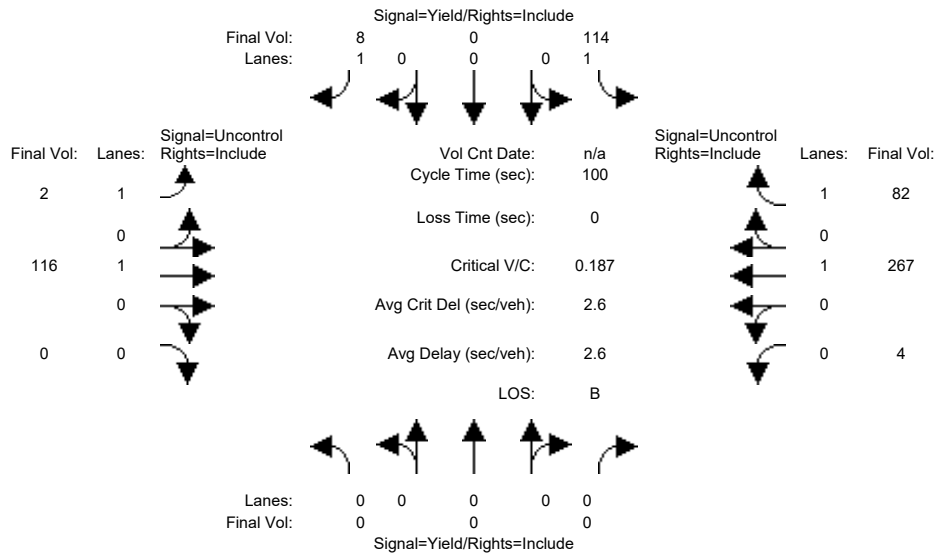
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxxx	2.7	xxxx	0.0	0.0	xxxx	xxxxxx	0.1	xxxx	xxxxxx			
Control Del:	xxxxxx	xxxx	xxxxxx	31.4	xxxx	8.8	7.4	xxxx	xxxxxx	9.4	xxxx	xxxxxx			
LOS by Move:	*	*	*	D	*	A	A	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	9.4	xxxx	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	xxxxxxx			30.7			xxxxxxx			xxxxxxx					
ApproachLOS:	*			D			*			*		*			

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 FC - AM

Intersection #43: (9) Old Ironsides Dr & Patrick Henry Dr



Street Name: Old Ironsides Dr Patrick Henry Dr
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	0	0	0	103	0	7	2	104	0	4	240	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	103	0	7	2	104	0	4	240	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	103	0	7	2	104	0	4	240	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	114	0	8	2	116	0	4	267	82
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	114	0	8	2	116	0	4	267	82

Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	xxxxxx	xxxx	xxxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:												
Cnflct Vol:	xxxx	xxxx	xxxxxx	396	xxxx	267	349	xxxx	xxxxxx	116	xxxx	xxxxxx
Potent Cap.:	xxxx	xxxx	xxxxxx	613	xxxx	777	1221	xxxx	xxxxxx	1486	xxxx	xxxxxx
Move Cap.:	xxxx	xxxx	xxxxxx	611	xxxx	777	1221	xxxx	xxxxxx	1486	xxxx	xxxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.19	xxxx	0.01	0.00	xxxx	xxxx	0.00	xxxx	xxxx

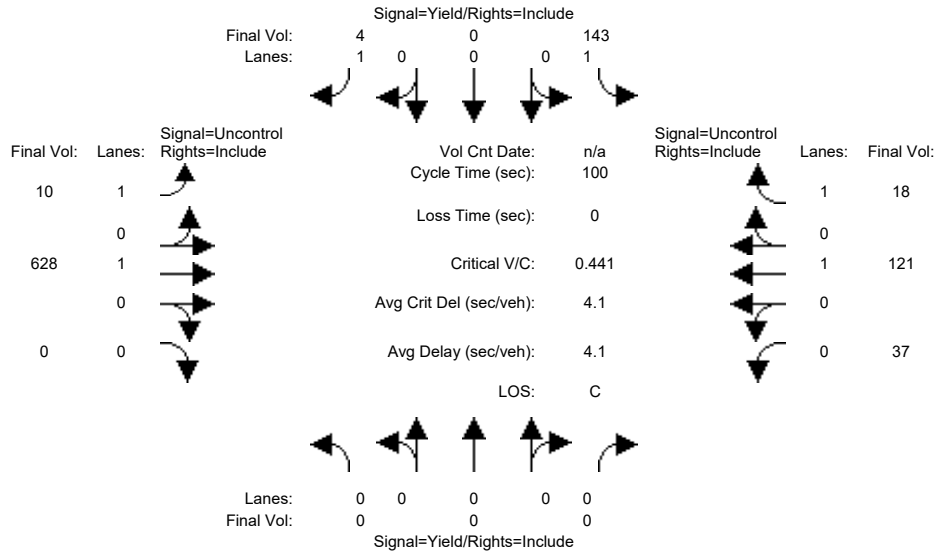
Level Of Service Module:															
2Way95thQ:	xxxx	xxxx	xxxxxx	0.7	xxxx	0.0	0.0	xxxx	xxxxxx	0.0	xxxx	xxxxxx			
Control Del:	xxxxxx	xxxx	xxxxxx	12.2	xxxx	9.7	8.0	xxxx	xxxxxx	7.4	xxxx	xxxxxx			
LOS by Move:	*	*	*	B	*	A	A	*	*	A	*	*			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	0.0	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	7.4	xxxx	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*			
ApproachDel:	xxxxxxx			12.1			xxxxxxx			xxxxxxx					
ApproachLOS:	*			B			*			*		*			

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2030 FC - PM

Intersection #43: (9) Old Ironsides Dr & Patrick Henry Dr



Street Name: Old Ironsides Dr Patrick Henry Dr
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	132	0	4	9	578	0	34	111	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	132	0	4	9	578	0	34	111	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	132	0	4	9	578	0	34	111	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	0	0	0	143	0	4	10	628	0	37	121	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	143	0	4	10	628	0	37	121	18

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	xxxx	xxxx	xxxxx	842	xxxx	121	139	xxxx	xxxxx	628	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	xxxxx	337	xxxx	936	1457	xxxx	xxxxx	963	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	xxxxx	325	xxxx	936	1457	xxxx	xxxxx	963	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	xxxx	0.44	xxxx	0.00	0.01	xxxx	xxxx	0.04	xxxx	xxxx

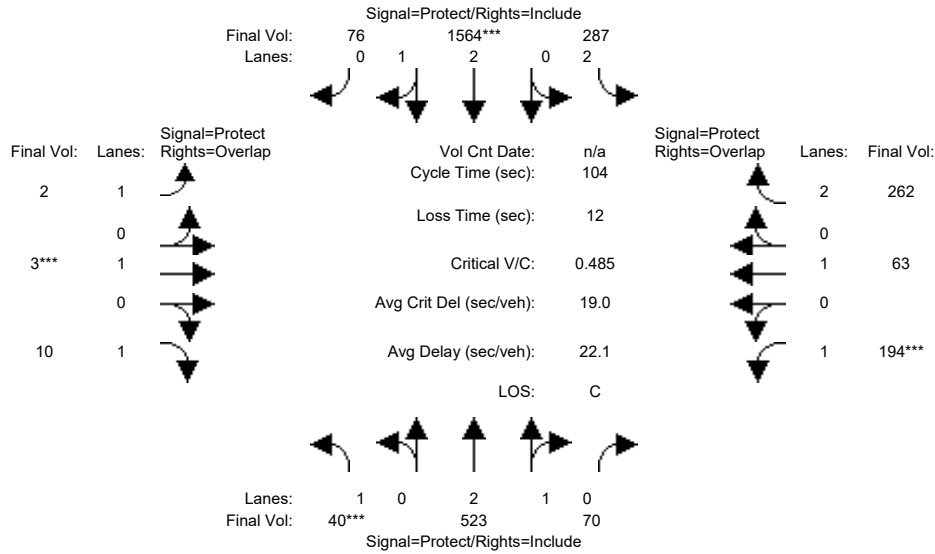
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxx	2.2	xxxx	0.0	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	24.5	xxxx	8.9	7.5	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	*	C	*	A	A	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	xxxxxxx			24.1			xxxxxxx			xxxxxxx		
ApproachLOS:	*			C			*			*		

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #47: (12) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:												
Base Vol:	36	471	63	258	1408	68	2	3	9	175	57	236
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	471	63	258	1408	68	2	3	9	175	57	236
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	471	63	258	1408	68	2	3	9	175	57	236
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	40	523	70	287	1564	76	2	3	10	194	63	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	523	70	287	1564	76	2	3	10	194	63	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	523	70	287	1564	76	2	3	10	194	63	262

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.63	0.37	2.00	2.86	0.14	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4938	661	3150	5342	258	1750	1900	1750	1750	1900	3150

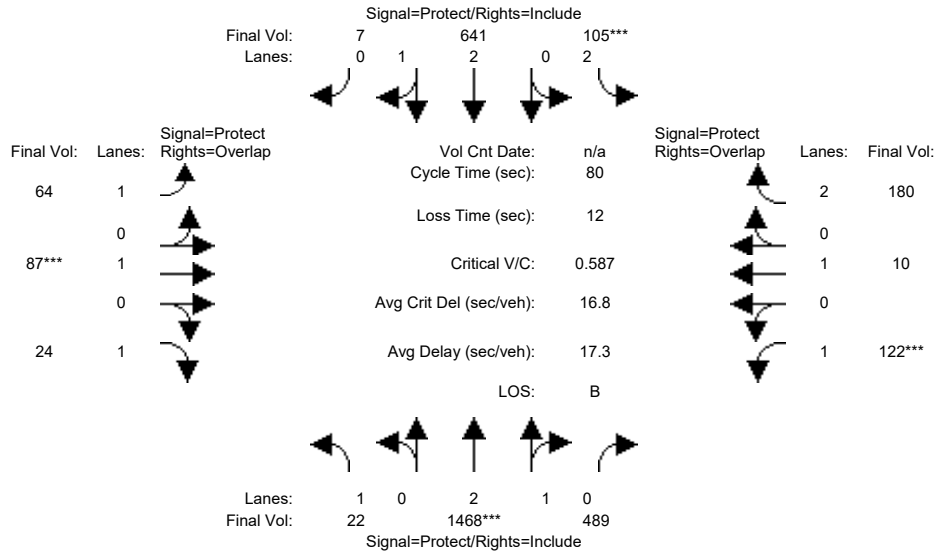
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.09	0.29	0.29	0.00	0.00	0.01	0.11	0.03	0.08
Crit Moves:	***			****			****			****		
Green Time:	4.4	32.6	32.6	28.0	56.3	56.3	13.9	10.0	14.4	21.3	17.4	45.4
Volume/Cap:	0.54	0.34	0.34	0.34	0.54	0.54	0.01	0.02	0.04	0.54	0.20	0.19
Delay/Veh:	56.7	27.5	27.5	30.8	15.7	15.7	39.1	42.6	38.9	38.6	37.6	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	27.5	27.5	30.8	15.7	15.7	39.1	42.6	38.9	38.6	37.6	18.1
LOS by Move:	E	C	C	C	B	B	D	D	D	D	D	B
HCM2k95thQ:	3	9	9	8	21	21	0	0	1	13	4	6

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #47: (12) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:												
Base Vol:	21	1380	460	99	603	7	60	82	23	115	9	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1380	460	99	603	7	60	82	23	115	9	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1380	460	99	603	7	60	82	23	115	9	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	22	1468	489	105	641	7	64	87	24	122	10	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1468	489	105	641	7	64	87	24	122	10	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	1468	489	105	641	7	64	87	24	122	10	180

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.22	0.78	2.00	2.96	0.04	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4198	1399	3150	5536	64	1750	1900	1750	1750	1900	3150

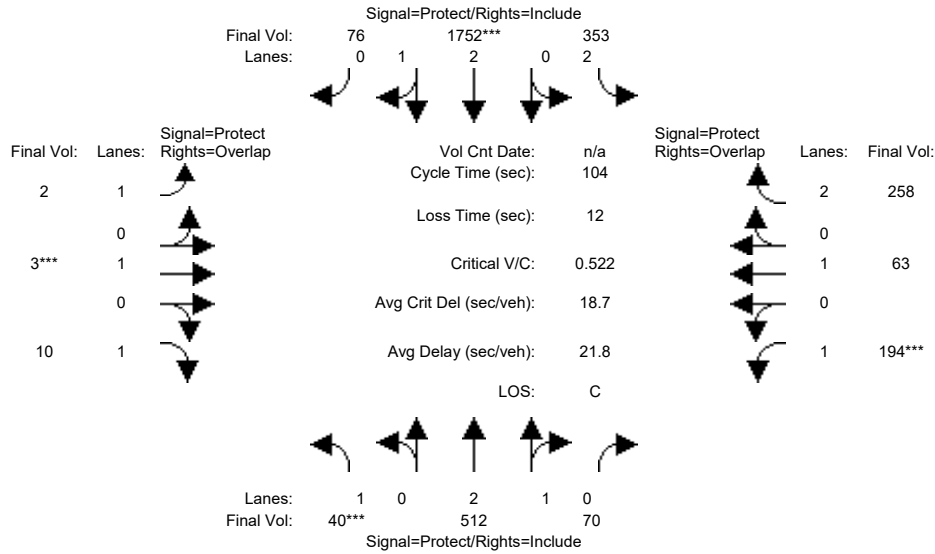
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.03	0.12	0.12	0.04	0.05	0.01	0.07	0.01	0.06
Crit Moves:	****			****			****			****		
Green Time:	14.1	43.3	43.3	6.0	35.2	35.2	8.3	10.0	24.1	8.7	10.4	16.4
Volume/Cap:	0.07	0.65	0.65	0.45	0.26	0.26	0.35	0.37	0.05	0.65	0.04	0.28
Delay/Veh:	27.6	13.4	13.4	36.7	14.2	14.2	34.5	33.1	19.8	41.7	30.5	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	13.4	13.4	36.7	14.2	14.2	34.5	33.1	19.8	41.7	30.5	27.1
LOS by Move:	C	B	B	D	B	B	C	C	B	D	C	C
HCM2k95thQ:	1	21	21	3	7	7	4	5	1	9	0	5

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #47: (12) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:												
Base Vol:	36	461	63	318	1577	68	2	3	9	175	57	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	461	63	318	1577	68	2	3	9	175	57	232
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	461	63	318	1577	68	2	3	9	175	57	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	40	512	70	353	1752	76	2	3	10	194	63	258
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	512	70	353	1752	76	2	3	10	194	63	258
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	512	70	353	1752	76	2	3	10	194	63	258

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.63	0.37	2.00	2.87	0.13	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4926	673	3150	5368	231	1750	1900	1750	1750	1900	3150

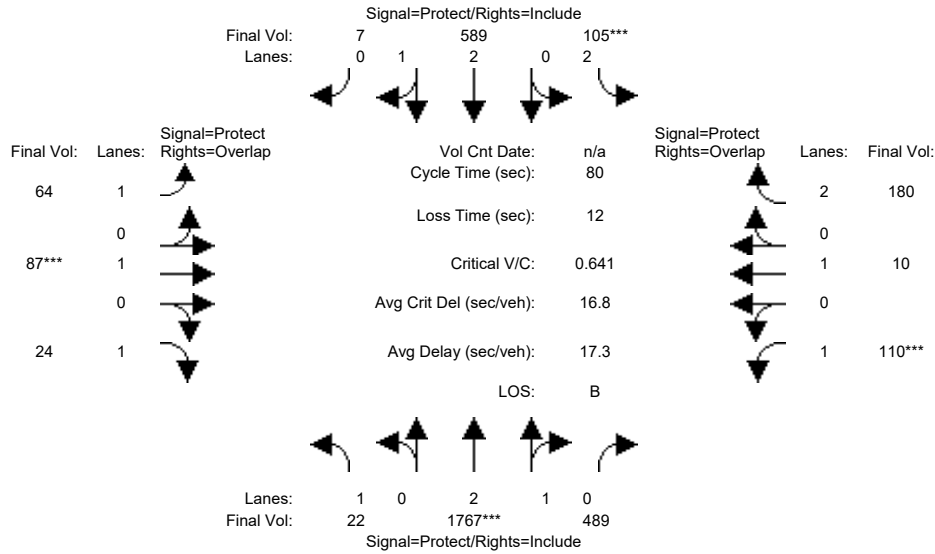
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.11	0.33	0.33	0.00	0.00	0.01	0.11	0.03	0.08
Crit Moves:	***			****			****			****		
Green Time:	4.1	29.9	29.9	32.3	58.1	58.1	13.2	10.0	14.1	19.8	16.6	48.8
Volume/Cap:	0.58	0.36	0.36	0.36	0.58	0.58	0.01	0.02	0.04	0.58	0.21	0.17
Delay/Veh:	61.4	29.6	29.6	28.1	15.3	15.3	39.7	42.6	39.2	41.0	38.4	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.4	29.6	29.6	28.1	15.3	15.3	39.7	42.6	39.2	41.0	38.4	16.0
LOS by Move:	E	C	C	C	B	B	D	D	D	D	D	B
HCM2k95thQ:	3	9	9	10	23	23	0	0	1	13	4	6

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #47: (12) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:												
Base Vol:	21	1661	460	99	554	7	60	82	23	103	9	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1661	460	99	554	7	60	82	23	103	9	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1661	460	99	554	7	60	82	23	103	9	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	22	1767	489	105	589	7	64	87	24	110	10	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1767	489	105	589	7	64	87	24	110	10	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	1767	489	105	589	7	64	87	24	110	10	180

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.33	0.67	2.00	2.96	0.04	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4384	1214	3150	5530	70	1750	1900	1750	1750	1900	3150

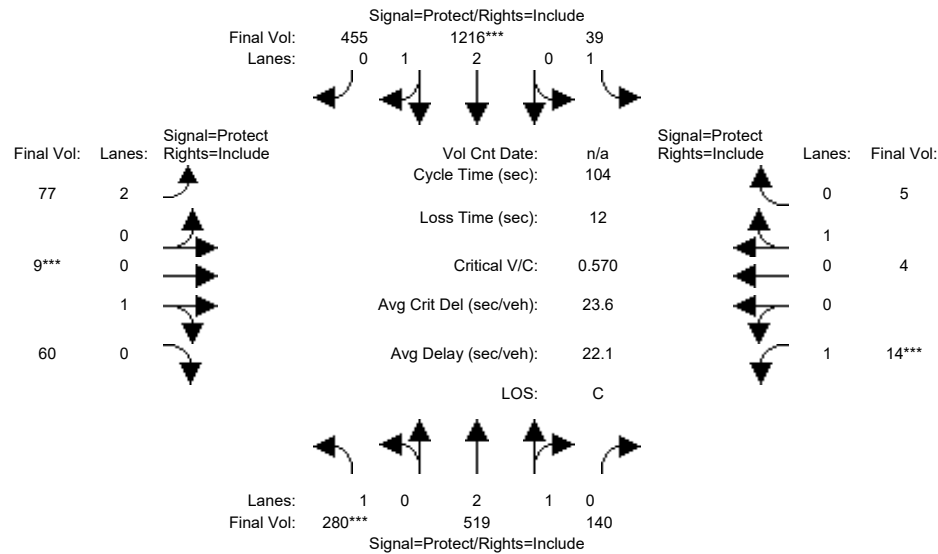
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.40	0.03	0.11	0.11	0.04	0.05	0.01	0.06	0.01	0.06
Crit Moves:	****			****			****			****		
Green Time:	14.6	45.0	45.0	6.0	36.4	36.4	7.6	10.0	24.6	7.0	9.4	15.4
Volume/Cap:	0.07	0.72	0.72	0.45	0.23	0.23	0.39	0.37	0.05	0.72	0.04	0.30
Delay/Veh:	27.2	13.6	13.6	36.7	13.3	13.3	35.5	33.1	19.5	50.5	31.4	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	13.6	13.6	36.7	13.3	13.3	35.5	33.1	19.5	50.5	31.4	27.9
LOS by Move:	C	B	B	D	B	B	D	C	B	D	C	C
HCM2k95thQ:	1	24	24	3	6	6	4	5	1	9	0	5

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #48: (13) GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:

Base Vol:	260	483	130	36	1131	423	72	8	56	13	4	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	483	130	36	1131	423	72	8	56	13	4	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	483	130	36	1131	423	72	8	56	13	4	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	280	519	140	39	1216	455	77	9	60	14	4	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	519	140	39	1216	455	77	9	60	14	4	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	280	519	140	39	1216	455	77	9	60	14	4	5

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.34	0.66	1.00	2.15	0.85	2.00	0.13	0.87	1.00	0.44	0.56
Final Sat.:	1750	4411	1187	1750	4074	1524	3150	225	1575	1750	800	1000

Capacity Analysis Module:

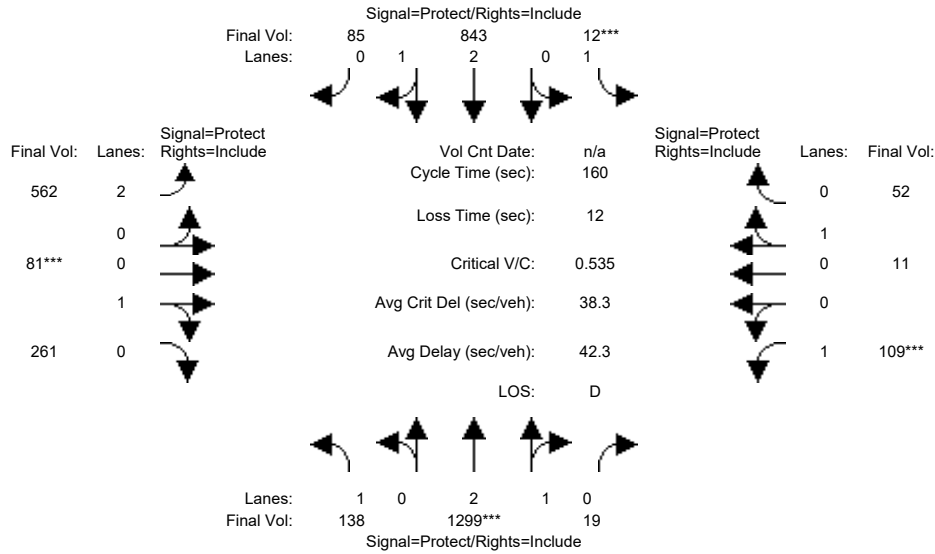
Vol/Sat:	0.16	0.12	0.12	0.02	0.30	0.30	0.02	0.04	0.04	0.01	0.01	0.01
Crit Moves:	****				****			****		****		
Green Time:	26.8	54.7	54.7	22.3	50.2	50.2	5.4	10.0	10.0	5.0	9.6	9.6
Volume/Cap:	0.62	0.22	0.22	0.10	0.62	0.62	0.48	0.40	0.40	0.17	0.06	0.06
Delay/Veh:	36.7	13.3	13.3	32.9	20.3	20.3	50.2	45.7	45.7	48.4	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	13.3	13.3	32.9	20.3	20.3	50.2	45.7	45.7	48.4	43.2	43.2
LOS by Move:	D	B	B	C	C	C	D	D	D	D	D	D
HCM2k95thQ:	16	7	7	2	23	23	4	5	5	1	1	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #48: (13) GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:

Base Vol:	131	1234	18	11	801	81	534	77	248	104	10	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	1234	18	11	801	81	534	77	248	104	10	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	1234	18	11	801	81	534	77	248	104	10	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	138	1299	19	12	843	85	562	81	261	109	11	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	1299	19	12	843	85	562	81	261	109	11	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	138	1299	19	12	843	85	562	81	261	109	11	52

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.71	0.29	2.00	0.24	0.76	1.00	0.17	0.83
Final Sat.:	1750	5519	81	1750	5085	514	3150	426	1374	1750	305	1495

Capacity Analysis Module:

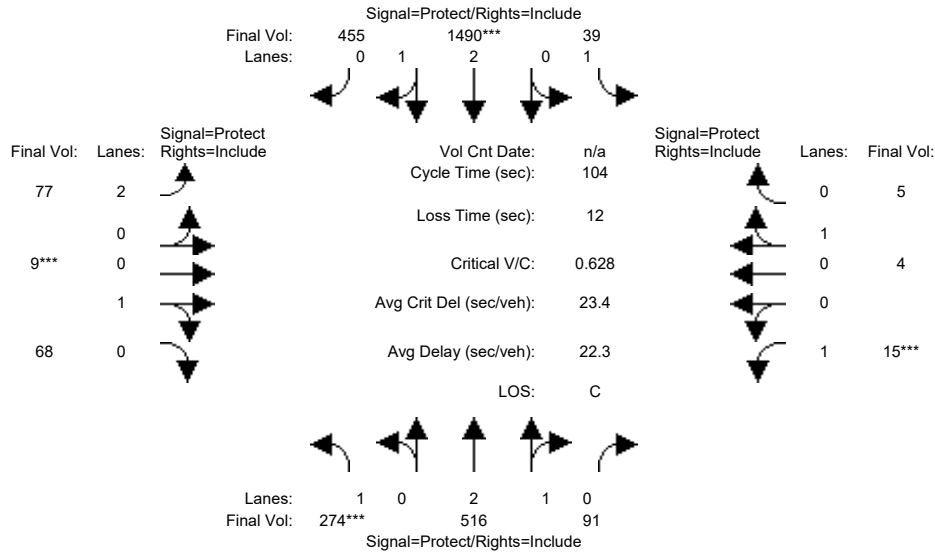
Vol/Sat:	0.08	0.24	0.24	0.01	0.17	0.17	0.18	0.19	0.19	0.06	0.03	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.8	69.0	69.0	5.0	50.1	50.1	56.3	55.7	55.7	18.3	17.7	17.7
Volume/Cap:	0.53	0.55	0.55	0.21	0.53	0.53	0.51	0.55	0.55	0.55	0.31	0.31
Delay/Veh:	65.0	34.1	34.1	77.5	45.5	45.5	41.3	43.0	43.0	70.0	66.4	66.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.0	34.1	34.1	77.5	45.5	45.5	41.3	43.0	43.0	70.0	66.4	66.4
LOS by Move:	E	C	C	E	D	D	D	D	D	E	E	E
HCM2k95thQ:	13	28	28	1	22	22	23	25	25	12	6	6

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #48: (13) GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:												
Base Vol:	255	480	85	36	1386	423	72	8	63	14	4	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	255	480	85	36	1386	423	72	8	63	14	4	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	255	480	85	36	1386	423	72	8	63	14	4	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	274	516	91	39	1490	455	77	9	68	15	4	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	516	91	39	1490	455	77	9	68	15	4	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	274	516	91	39	1490	455	77	9	68	15	4	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.53	0.47	1.00	2.27	0.73	2.00	0.11	0.89	1.00	0.44	0.56
Final Sat.:	1750	4756	842	1750	4289	1309	3150	203	1597	1750	800	1000

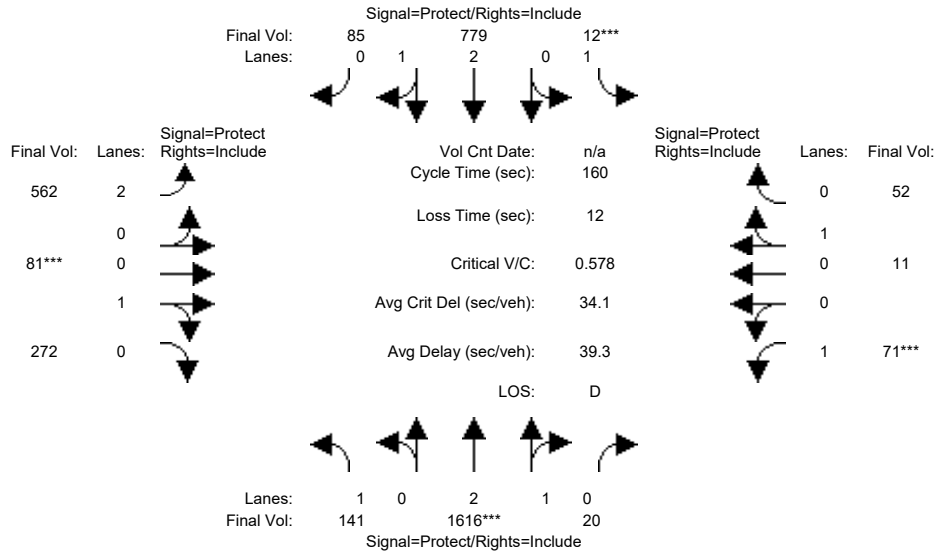
Capacity Analysis Module:												
Vol/Sat:	0.16	0.11	0.11	0.02	0.35	0.35	0.02	0.04	0.04	0.01	0.01	0.01
Crit Moves:	****				****			****		****		
Green Time:	23.9	53.4	53.4	23.6	53.1	53.1	5.4	10.0	10.0	5.0	9.6	9.6
Volume/Cap:	0.68	0.21	0.21	0.10	0.68	0.68	0.48	0.44	0.44	0.18	0.06	0.06
Delay/Veh:	41.3	13.9	13.9	31.9	19.8	19.8	50.2	46.2	46.2	48.6	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	13.9	13.9	31.9	19.8	19.8	50.2	46.2	46.2	48.6	43.2	43.2
LOS by Move:	D	B	B	C	B	B	D	D	D	D	D	D
HCM2k95thQ:	16	7	7	2	27	27	4	6	6	1	1	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #48: (13) GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:

Base Vol:	134	1535	19	11	740	81	534	77	258	67	10	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	1535	19	11	740	81	534	77	258	67	10	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	1535	19	11	740	81	534	77	258	67	10	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	141	1616	20	12	779	85	562	81	272	71	11	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	1616	20	12	779	85	562	81	272	71	11	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	141	1616	20	12	779	85	562	81	272	71	11	52

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.69	0.31	2.00	0.23	0.77	1.00	0.17	0.83
Final Sat.:	1750	5531	68	1750	5047	552	3150	414	1386	1750	305	1495

Capacity Analysis Module:

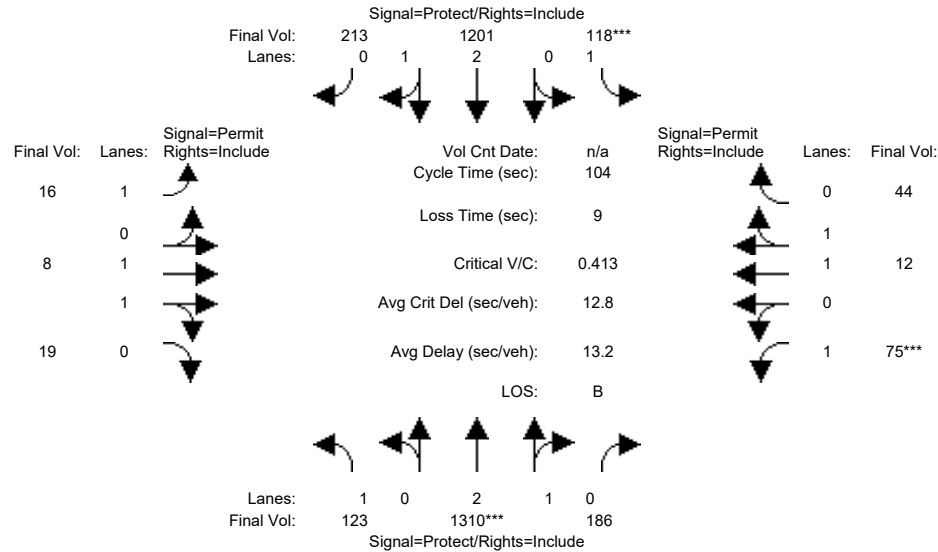
Vol/Sat:	0.08	0.29	0.29	0.01	0.15	0.15	0.18	0.20	0.20	0.04	0.03	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	28.8	79.1	79.1	5.0	55.2	55.2	48.6	53.0	53.0	10.9	15.3	15.3
Volume/Cap:	0.45	0.59	0.59	0.21	0.45	0.45	0.59	0.59	0.59	0.59	0.36	0.36
Delay/Veh:	59.5	29.3	29.3	77.5	40.7	40.7	48.2	46.1	46.1	80.0	69.0	69.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.5	29.3	29.3	77.5	40.7	40.7	48.2	46.1	46.1	80.0	69.0	69.0
LOS by Move:	E	C	C	E	D	D	D	D	D	F	E	E
HCM2k95thQ:	12	32	32	1	20	20	25	27	27	9	7	7

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #51: (14) GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1

Volume Module:												
Base Vol:	112	1192	169	107	1093	194	15	7	17	68	11	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	1192	169	107	1093	194	15	7	17	68	11	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	1192	169	107	1093	194	15	7	17	68	11	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	123	1310	186	118	1201	213	16	8	19	75	12	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1310	186	118	1201	213	16	8	19	75	12	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	1310	186	118	1201	213	16	8	19	75	12	44

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.61	0.39	1.00	2.53	0.47	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4904	695	1750	4755	844	1750	1900	1750	1750	1900	1750

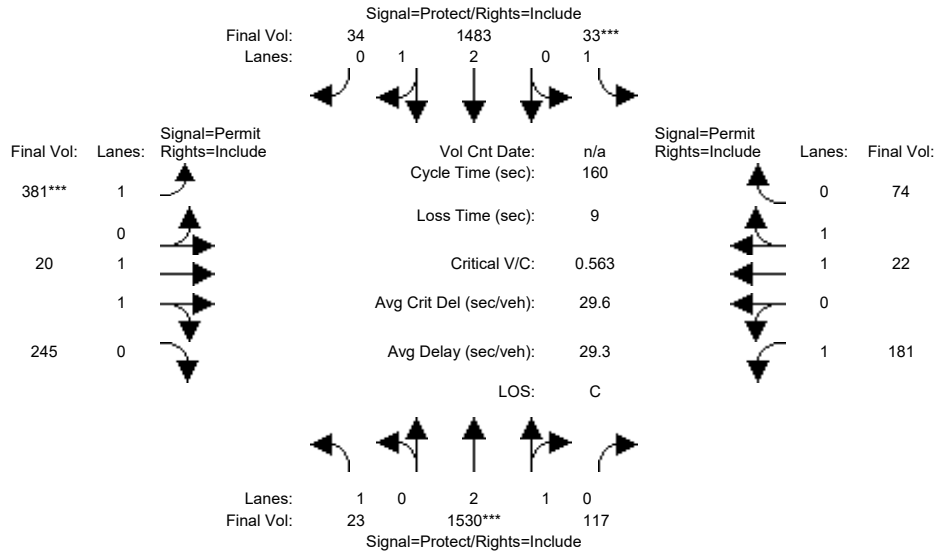
Capacity Analysis Module:												
Vol/Sat:	0.07	0.27	0.27	0.07	0.25	0.25	0.01	0.00	0.01	0.04	0.01	0.03
Crit Moves:	****			****			****			****		
Green Time:	18.3	67.1	67.1	16.9	65.7	65.7	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.40	0.41	0.41	0.41	0.40	0.40	0.09	0.04	0.10	0.40	0.06	0.24
Delay/Veh:	38.8	9.0	9.0	40.1	9.5	9.5	42.2	41.8	42.2	44.9	41.9	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	9.0	9.0	40.1	9.5	9.5	42.2	41.8	42.2	44.9	41.9	43.2
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2k95thQ:	7	14	14	7	14	14	1	1	1	6	1	3

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #51: (14) GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1

Volume Module:												
Base Vol:	22	1469	112	32	1424	33	366	19	235	174	21	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1469	112	32	1424	33	366	19	235	174	21	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1469	112	32	1424	33	366	19	235	174	21	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	23	1530	117	33	1483	34	381	20	245	181	22	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1530	117	33	1483	34	381	20	245	181	22	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	1530	117	33	1483	34	381	20	245	181	22	74

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.78	0.22	1.00	2.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5203	397	1750	5473	127	1750	1900	1750	1750	1900	1750

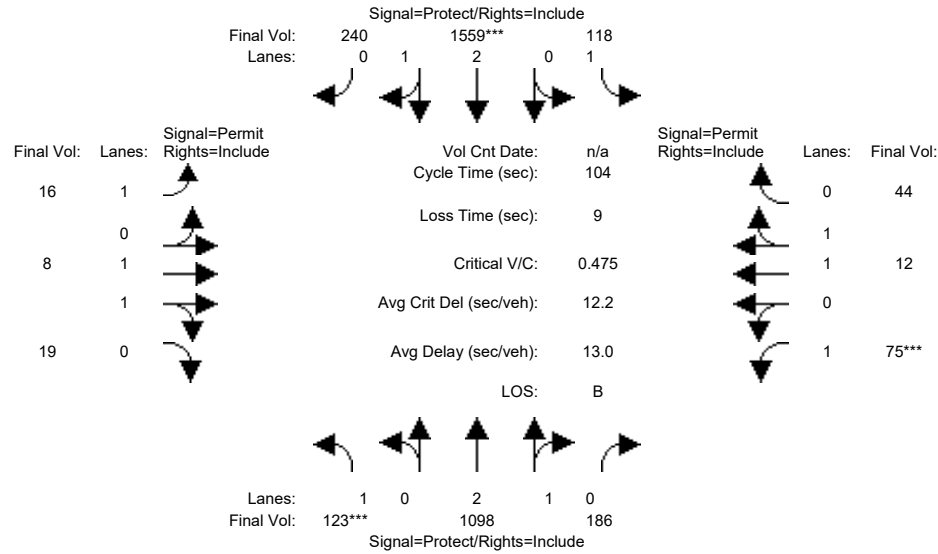
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.02	0.27	0.27	0.22	0.01	0.14	0.10	0.01	0.04
Crit Moves:	****			****			****					
Green Time:	7.5	83.6	83.6	5.4	81.5	81.5	61.9	61.9	61.9	61.9	61.9	61.9
Volume/Cap:	0.28	0.56	0.56	0.56	0.53	0.53	0.56	0.03	0.36	0.27	0.03	0.11
Delay/Veh:	75.5	26.1	26.1	87.9	26.6	26.6	39.5	30.4	35.2	33.7	30.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.5	26.1	26.1	87.9	26.6	26.6	39.5	30.4	35.2	33.7	30.4	31.4
LOS by Move:	E	C	C	F	C	C	D	C	D	C	C	C
HCM2k95thQ:	2	31	31	4	29	29	27	1	17	12	1	5

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #51: (14) GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1

Volume Module:												
Base Vol:	112	999	169	107	1419	218	15	7	17	68	11	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	999	169	107	1419	218	15	7	17	68	11	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	999	169	107	1419	218	15	7	17	68	11	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	123	1098	186	118	1559	240	16	8	19	75	12	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1098	186	118	1559	240	16	8	19	75	12	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	1098	186	118	1559	240	16	8	19	75	12	44

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.55	0.45	1.00	2.59	0.41	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4789	810	1750	4853	746	1750	1900	1750	1750	1900	1750

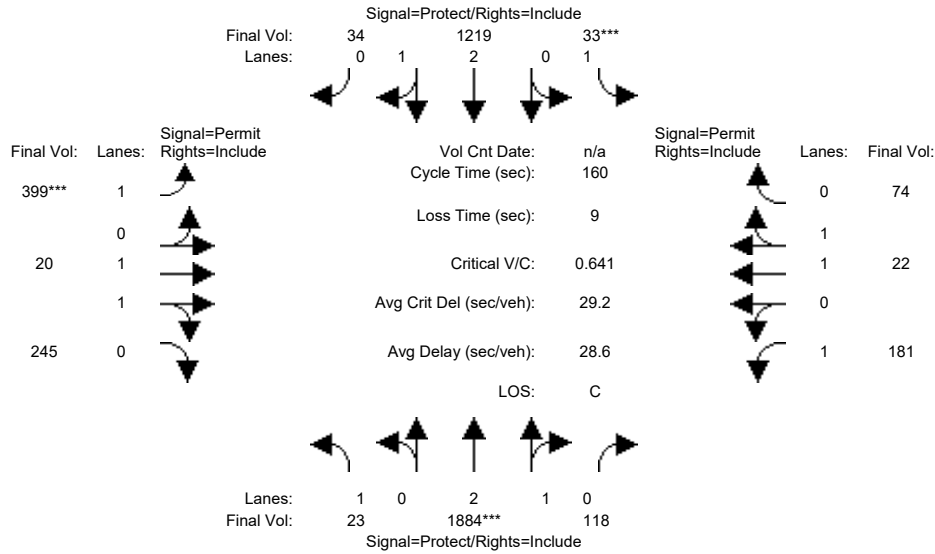
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.07	0.32	0.32	0.01	0.00	0.01	0.04	0.01	0.03
Crit Moves:	****			****			****			****		
Green Time:	15.1	65.0	65.0	19.0	68.9	68.9	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.48	0.37	0.37	0.37	0.48	0.48	0.09	0.04	0.10	0.40	0.06	0.24
Delay/Veh:	42.3	9.6	9.6	37.9	8.8	8.8	42.2	41.8	42.2	44.9	41.9	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.3	9.6	9.6	37.9	8.8	8.8	42.2	41.8	42.2	44.9	41.9	43.2
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2k95thQ:	8	13	13	7	18	18	1	1	1	6	1	3

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #51: (14) GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1

Volume Module:												
Base Vol:	22	1809	113	32	1170	33	383	19	235	174	21	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1809	113	32	1170	33	383	19	235	174	21	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1809	113	32	1170	33	383	19	235	174	21	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	23	1884	118	33	1219	34	399	20	245	181	22	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1884	118	33	1219	34	399	20	245	181	22	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	1884	118	33	1219	34	399	20	245	181	22	74

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.82	0.18	1.00	2.91	0.09	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5270	329	1750	5446	154	1750	1900	1750	1750	1900	1750

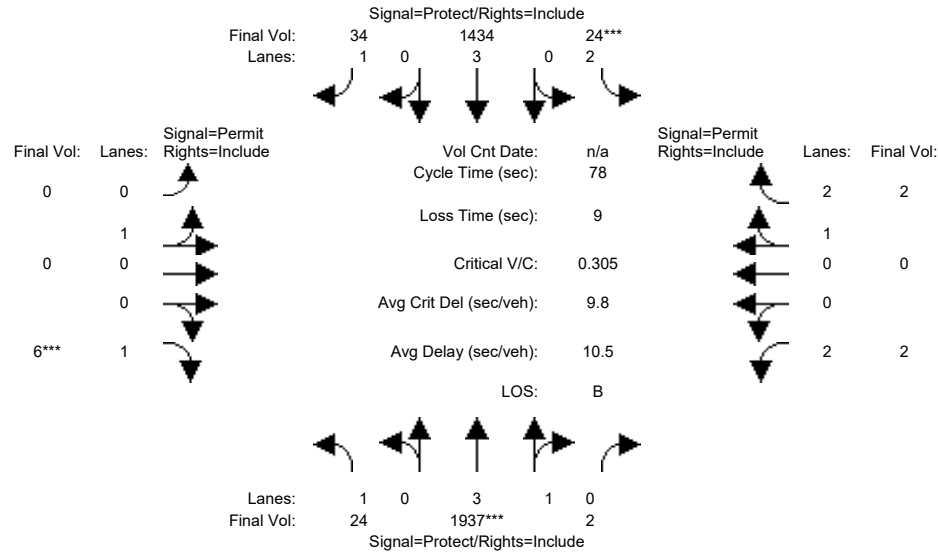
Capacity Analysis Module:												
Vol/Sat:	0.01	0.36	0.36	0.02	0.22	0.22	0.23	0.01	0.14	0.10	0.01	0.04
Crit Moves:	****			****			****					
Green Time:	9.5	89.3	89.3	4.8	84.6	84.6	56.9	56.9	56.9	56.9	56.9	56.9
Volume/Cap:	0.22	0.64	0.64	0.64	0.42	0.42	0.64	0.03	0.39	0.29	0.03	0.12
Delay/Veh:	72.9	24.8	24.8	100.7	23.0	23.0	45.3	33.5	39.0	37.3	33.6	34.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.9	24.8	24.8	100.7	23.0	23.0	45.3	33.5	39.0	37.3	33.6	34.7
LOS by Move:	E	C	C	F	C	C	D	C	D	D	C	C
HCM2k95thQ:	2	37	37	4	22	22	31	1	18	13	1	5

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #53: (16) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6

Volume Module:												
Base Vol:	22	1743	2	22	1291	31	0	0	5	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1743	2	22	1291	31	0	0	5	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1743	2	22	1291	31	0	0	5	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	24	1937	2	24	1434	34	0	0	6	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1937	2	24	1434	34	0	0	6	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1937	2	24	1434	34	0	0	6	2	0	2

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	3.99	0.01	2.00	3.00	1.00	0.00	1.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7491	9	3150	5700	1750	0	1800	1750	3150	0	5400

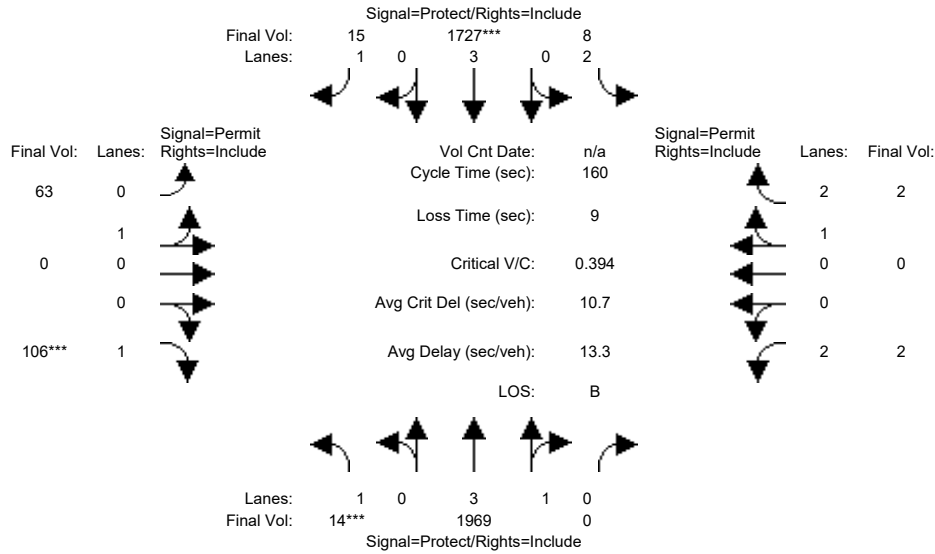
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.01	0.25	0.02	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	12.9	45.0	45.0	10.0	42.1	42.1	0.0	0.0	14.0	0.0	14.0	0.0
Volume/Cap:	0.08	0.45	0.45	0.06	0.47	0.04	0.00	0.00	0.02	0.00	0.00	0.00
Delay/Veh:	27.7	9.5	9.5	29.9	11.1	8.4	0.0	0.0	26.4	26.3	0.0	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.7	9.5	9.5	29.9	11.1	8.4	0.0	0.0	26.4	26.3	0.0	26.3
LOS by Move:	C	A	A	C	B	A	A	A	C	C	A	C
HCM2k95thQ:	1	13	13	1	13	1	0	0	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #53: (16) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6

Volume Module:

Base Vol:	13	1871	0	8	1641	14	60	0	101	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1871	0	8	1641	14	60	0	101	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1871	0	8	1641	14	60	0	101	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	1969	0	8	1727	15	63	0	106	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1969	0	8	1727	15	63	0	106	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	1969	0	8	1727	15	63	0	106	2	0	2

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.92	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	4.00	0.00	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7500	0	3150	5700	1750	1800	0	1750	3150	0	5400

Capacity Analysis Module:

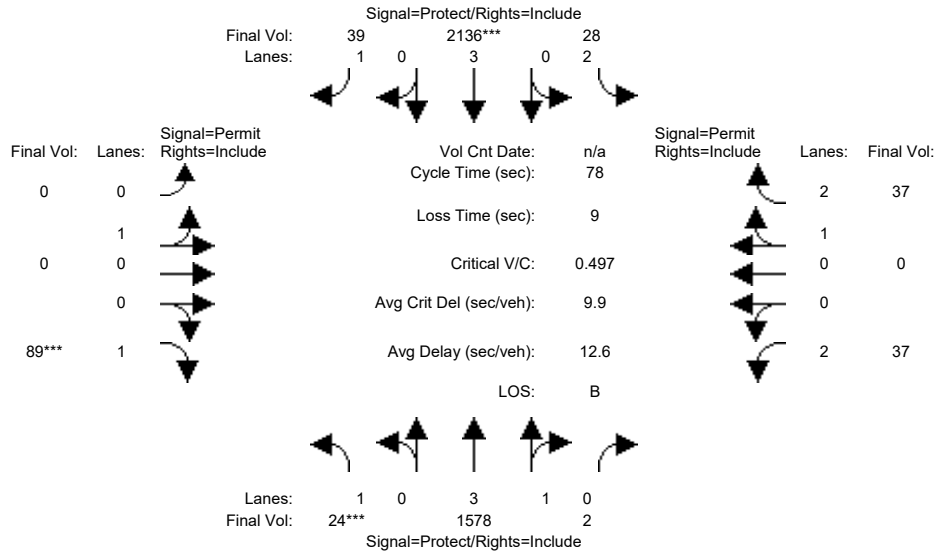
Vol/Sat:	0.01	0.26	0.00	0.00	0.30	0.01	0.04	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	6.0	102	0.0	24.4	121	120.8	24.2	0.0	24.2	0.0	24.2	24.2
Volume/Cap:	0.21	0.41	0.00	0.02	0.40	0.01	0.23	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	76.3	14.1	0.0	57.7	7.0	4.8	60.2	0.0	62.3	57.7	0.0	57.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.3	14.1	0.0	57.7	7.0	4.8	60.2	0.0	62.3	57.7	0.0	57.6
LOS by Move:	E	B	A	E	A	A	E	A	E	E	A	E
HCM2k95thQ:	1	21	0	0	18	0	6	0	10	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #53: (16) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6

Volume Module:

Base Vol:	22	1420	2	25	1922	35	0	0	80	33	0	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1420	2	25	1922	35	0	0	80	33	0	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1420	2	25	1922	35	0	0	80	33	0	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	24	1578	2	28	2136	39	0	0	89	37	0	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1578	2	28	2136	39	0	0	89	37	0	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	24	1578	2	28	2136	39	0	0	89	37	0	37

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	3.99	0.01	2.00	3.00	1.00	0.00	1.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7489	11	3150	5700	1750	0	1800	1750	3150	0	5400

Capacity Analysis Module:

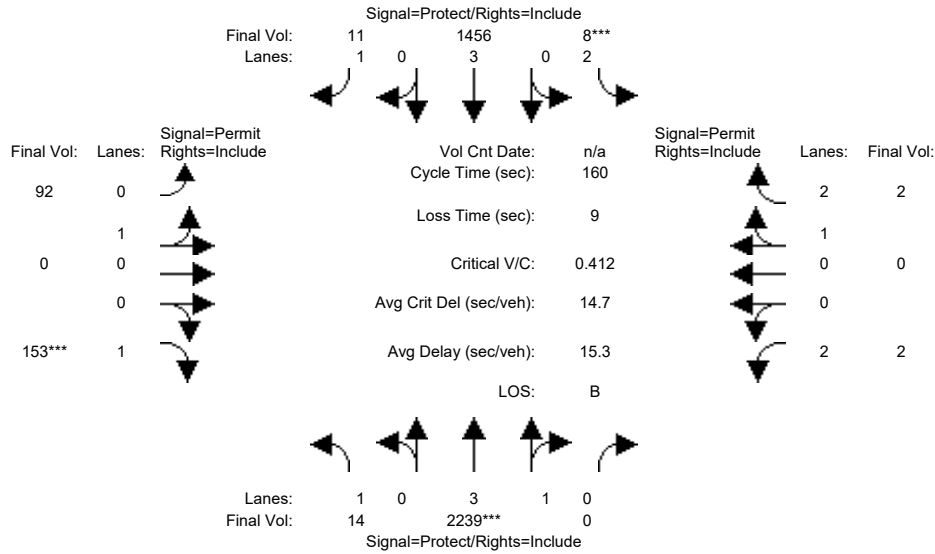
Vol/Sat:	0.01	0.21	0.21	0.01	0.37	0.02	0.00	0.00	0.05	0.01	0.00	0.01
Crit Moves:	****			****					****			
Green Time:	6.0	34.2	34.2	20.8	49.0	49.0	0.0	0.0	14.0	0.0	14.0	
Volume/Cap:	0.18	0.48	0.48	0.03	0.60	0.04	0.00	0.00	0.28	0.06	0.00	0.04
Delay/Veh:	34.4	15.7	15.7	21.2	8.9	5.5	0.0	0.0	28.2	26.6	0.0	26.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.4	15.7	15.7	21.2	8.9	5.5	0.0	0.0	28.2	26.6	0.0	26.5
LOS by Move:	C	B	B	C	A	A	A	A	C	C	A	C
HCM2k95thQ:	1	13	13	1	19	1	0	0	4	1	0	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #53: (16) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6

Volume Module:												
Base Vol:	13	2127	0	8	1383	10	87	0	145	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	2127	0	8	1383	10	87	0	145	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	2127	0	8	1383	10	87	0	145	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	2239	0	8	1456	11	92	0	153	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	2239	0	8	1456	11	92	0	153	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	14	2239	0	8	1456	11	92	0	153	2	0	2

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.92	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	4.00	0.00	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7500	0	3150	5700	1750	1800	0	1750	3150	0	5400

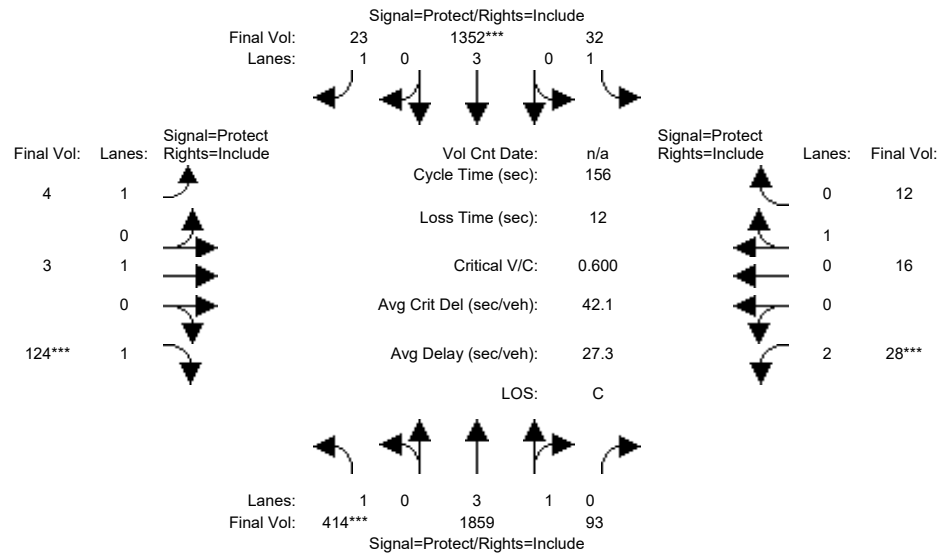
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.00	0.00	0.26	0.01	0.05	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.3	109	0.0	10.0	104	103.9	31.9	0.0	31.9	31.9	0.0	31.9
Volume/Cap:	0.08	0.44	0.00	0.04	0.39	0.01	0.26	0.00	0.44	0.00	0.00	0.00
Delay/Veh:	66.2	11.6	0.0	70.6	13.3	9.9	54.4	0.0	57.1	51.3	0.0	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	11.6	0.0	70.6	13.3	9.9	54.4	0.0	57.1	51.3	0.0	51.3
LOS by Move:	E	B	A	E	B	A	D	A	E	D	A	D
HCM2k95thQ:	1	22	0	0	20	0	8	0	14	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #54: (17) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1

Volume Module:

Base Vol:	373	1673	84	29	1217	21	4	3	112	25	14	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	373	1673	84	29	1217	21	4	3	112	25	14	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	1673	84	29	1217	21	4	3	112	25	14	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	414	1859	93	32	1352	23	4	3	124	28	16	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	1859	93	32	1352	23	4	3	124	28	16	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	414	1859	93	32	1352	23	4	3	124	28	16	12

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	3.80	0.20	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.56	0.44
Final Sat.:	1750	7141	359	1750	5700	1750	1750	1900	1750	3150	1008	792

Capacity Analysis Module:

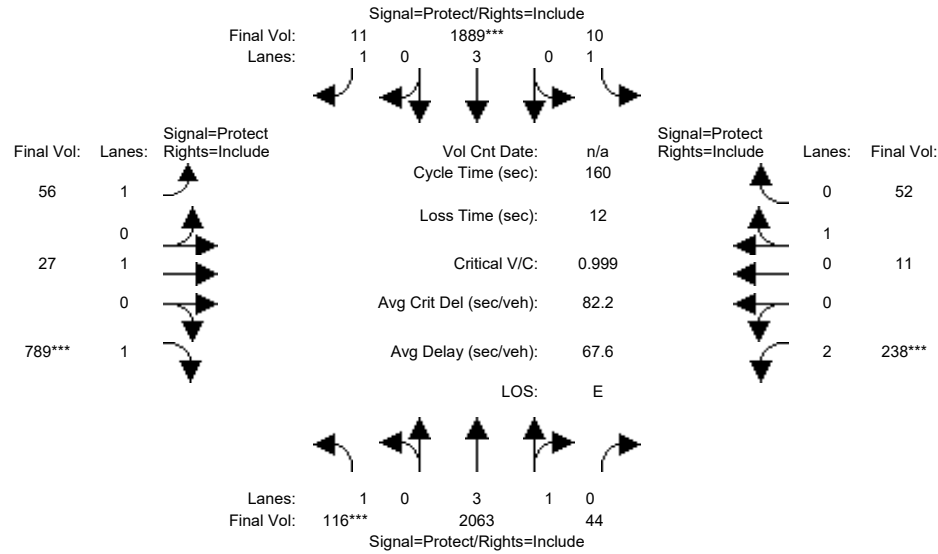
Vol/Sat:	0.24	0.26	0.26	0.02	0.24	0.01	0.00	0.00	0.07	0.01	0.02	0.02
Crit Moves:	****				****				****	****		
Green Time:	59.9	105	104.6	15.4	60.1	60.1	8.0	18.0	18.0	6.0	16.0	16.0
Volume/Cap:	0.62	0.39	0.39	0.19	0.62	0.03	0.05	0.02	0.62	0.23	0.15	0.15
Delay/Veh:	40.5	11.5	11.5	65.0	39.2	29.9	70.6	61.2	71.3	73.7	64.2	64.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.5	11.5	11.5	65.0	39.2	29.9	70.6	61.2	71.3	73.7	64.2	64.2
LOS by Move:	D	B	B	E	D	C	E	E	E	E	E	E
HCM2k95thQ:	29	19	19	3	29	1	1	0	13	2	3	3

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #54: (17) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1

Volume Module:

Base Vol:	108	1919	41	9	1757	10	52	25	734	221	10	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1919	41	9	1757	10	52	25	734	221	10	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	1919	41	9	1757	10	52	25	734	221	10	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	116	2063	44	10	1889	11	56	27	789	238	11	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	2063	44	10	1889	11	56	27	789	238	11	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	116	2063	44	10	1889	11	56	27	789	238	11	52

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	3.91	0.09	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.17	0.83
Final Sat.:	1750	7343	157	1750	5700	1750	1750	1900	1750	3150	310	1490

Capacity Analysis Module:

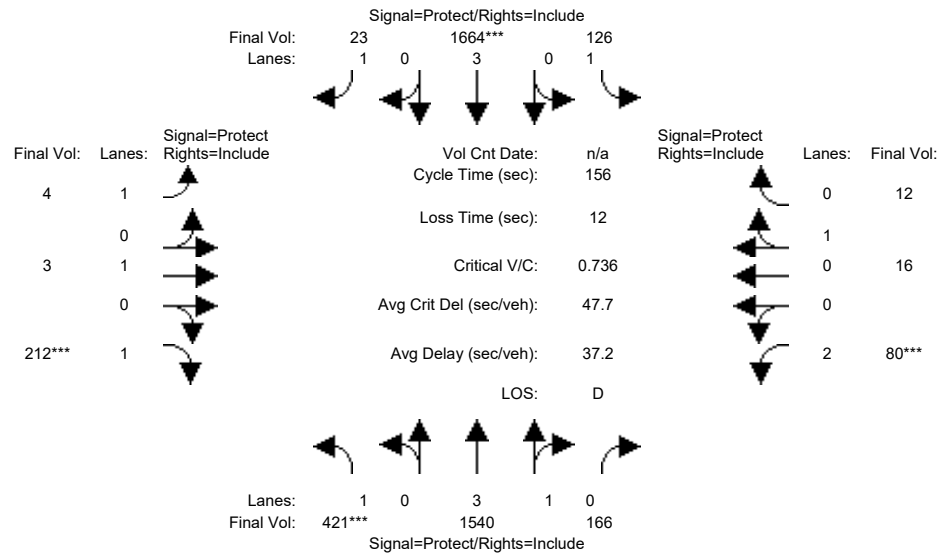
Vol/Sat:	0.07	0.28	0.28	0.01	0.33	0.01	0.03	0.01	0.45	0.08	0.03	0.03
Crit Moves:	****			****					****	****		
Green Time:	10.6	56.2	56.2	7.5	53.1	53.1	28.1	72.2	72.2	12.1	56.2	56.2
Volume/Cap:	1.00	0.80	0.80	0.12	1.00	0.02	0.18	0.03	1.00	1.00	0.10	0.10
Delay/Veh:	157.9	48.7	48.7	73.7	73.9	36.0	56.4	24.4	75.7	132.1	34.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	157.9	48.7	48.7	73.7	73.9	36.0	56.4	24.4	75.7	132.1	34.9	34.9
LOS by Move:	F	D	D	E	E	D	E	C	E	F	C	C
HCM2k95thQ:	14	39	39	1	56	1	5	1	75	19	4	4

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #54: (17) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1

Volume Module:

Base Vol:	379	1386	149	113	1498	21	4	3	191	72	14	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	1386	149	113	1498	21	4	3	191	72	14	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	379	1386	149	113	1498	21	4	3	191	72	14	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	421	1540	166	126	1664	23	4	3	212	80	16	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	421	1540	166	126	1664	23	4	3	212	80	16	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	421	1540	166	126	1664	23	4	3	212	80	16	12

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	3.60	0.40	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.56	0.44
Final Sat.:	1750	6771	728	1750	5700	1750	1750	1900	1750	3150	1008	792

Capacity Analysis Module:

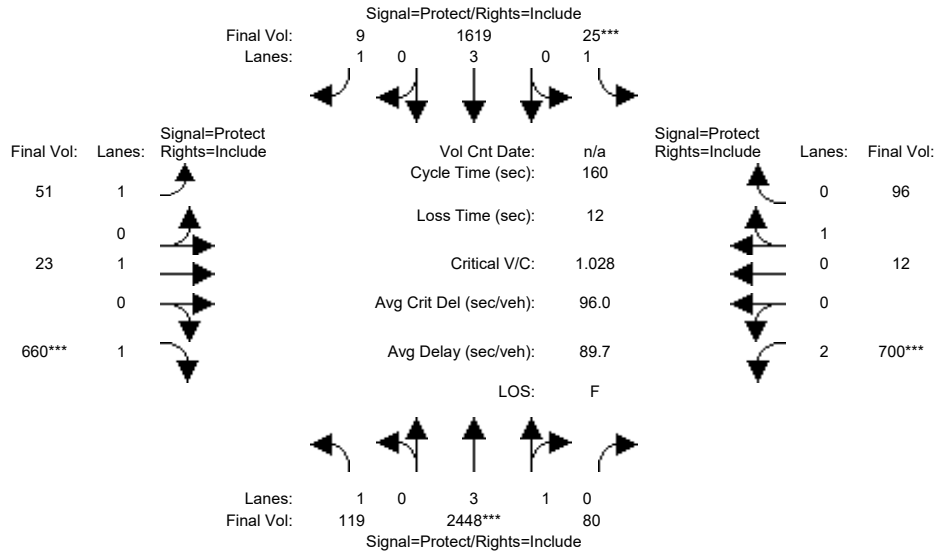
Vol/Sat:	0.24	0.23	0.23	0.07	0.29	0.01	0.00	0.00	0.12	0.03	0.02	0.02
Crit Moves:	****				****				****	****		
Green Time:	50.8	85.5	85.5	27.0	61.6	61.6	10.5	25.6	25.6	6.0	21.1	21.1
Volume/Cap:	0.74	0.42	0.42	0.42	0.74	0.03	0.04	0.01	0.74	0.66	0.11	0.11
Delay/Veh:	51.8	20.7	20.7	58.4	41.7	29.0	68.1	54.6	71.8	86.7	59.5	59.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.8	20.7	20.7	58.4	41.7	29.0	68.1	54.6	71.8	86.7	59.5	59.5
LOS by Move:	D	C	C	E	D	C	E	D	E	F	E	E
HCM2k95thQ:	31	20	20	11	38	1	0	0	21	7	3	3

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #54: (17) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1

Volume Module:

Base Vol:	111	2277	74	23	1506	8	47	21	614	651	11	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	2277	74	23	1506	8	47	21	614	651	11	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	111	2277	74	23	1506	8	47	21	614	651	11	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	119	2448	80	25	1619	9	51	23	660	700	12	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	2448	80	25	1619	9	51	23	660	700	12	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	2448	80	25	1619	9	51	23	660	700	12	96

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	3.87	0.13	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.11	0.89
Final Sat.:	1750	7264	236	1750	5700	1750	1750	1900	1750	3150	198	1602

Capacity Analysis Module:

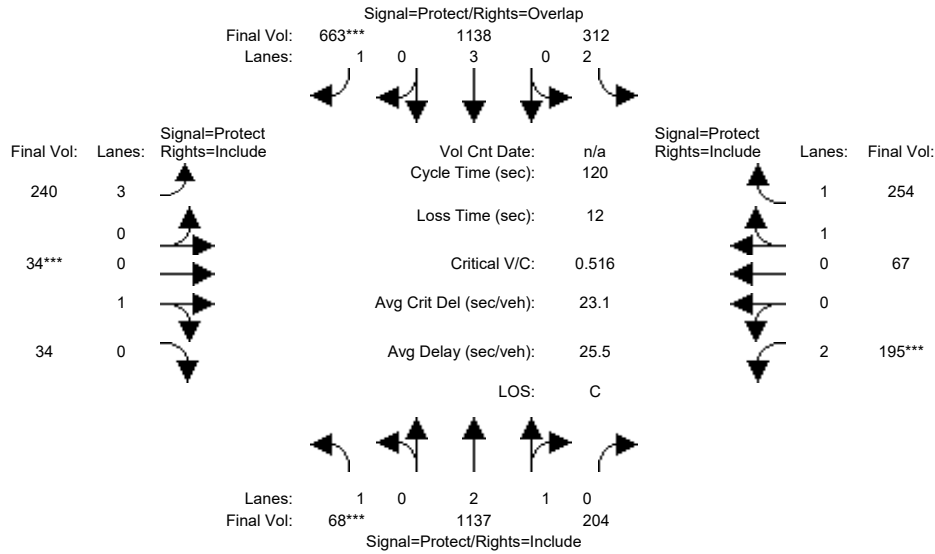
Vol/Sat:	0.07	0.34	0.34	0.01	0.28	0.00	0.03	0.01	0.38	0.22	0.06	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.1	51.1	51.1	6.0	46.1	46.1	30.3	57.2	57.2	33.7	60.6	60.6
Volume/Cap:	0.99	1.06	1.06	0.38	0.99	0.02	0.15	0.03	1.06	1.06	0.16	0.16
Delay/Veh:	152.0	89.5	89.5	78.8	75.8	40.8	54.3	33.4	102.8	113.6	32.9	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	152.0	89.5	89.5	78.8	75.8	40.8	54.3	33.4	102.8	113.6	32.9	32.9
LOS by Move:	F	F	F	E	E	D	D	C	F	F	C	C
HCM2k95thQ:	14	58	58	3	49	1	4	1	68	45	7	7

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #58: (21) BOWERS AV / AUGUSTINE DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	62	1035	186	284	1036	603	218	31	31	177	61	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1035	186	284	1036	603	218	31	31	177	61	231
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1035	186	284	1036	603	218	31	31	177	61	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	68	1137	204	312	1138	663	240	34	34	195	67	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1137	204	312	1138	663	240	34	34	195	67	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	1137	204	312	1138	663	240	34	34	195	67	254

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.80	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.53	0.47	2.00	3.00	1.00	3.00	0.50	0.50	2.00	0.42	1.58
Final Sat.:	1750	4746	853	3150	5700	1750	4551	900	900	3150	752	2848

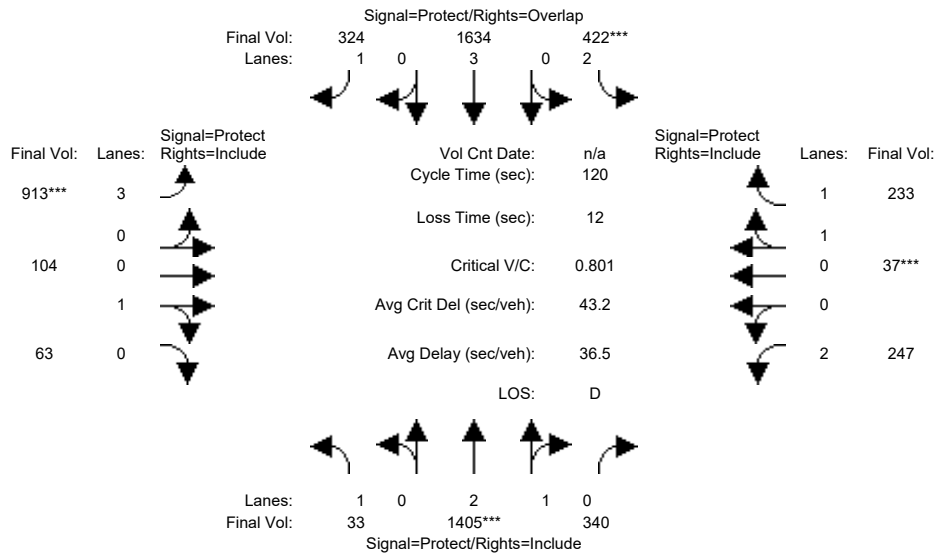
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.10	0.20	0.38	0.05	0.04	0.04	0.06	0.09	0.09
Crit Moves:	****					****		****		****		
Green Time:	9.4	57.3	57.3	23.7	71.6	84.6	13.0	12.0	12.0	15.0	13.9	13.9
Volume/Cap:	0.49	0.50	0.50	0.50	0.33	0.54	0.48	0.38	0.38	0.49	0.77	0.77
Delay/Veh:	55.8	21.7	21.7	43.5	12.3	8.9	51.1	51.8	51.8	50.0	59.8	59.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.8	21.7	21.7	43.5	12.3	8.9	51.1	51.8	51.8	50.0	59.8	59.8
LOS by Move:	E	C	C	D	B	A	D	D	D	D	E	E
HCM2k95thQ:	5	20	20	12	13	22	8	6	6	9	15	15

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #58: (21) BOWERS AV / AUGUSTINE DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	31	1335	323	401	1552	308	867	99	60	235	35	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	1335	323	401	1552	308	867	99	60	235	35	221
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	1335	323	401	1552	308	867	99	60	235	35	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	33	1405	340	422	1634	324	913	104	63	247	37	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1405	340	422	1634	324	913	104	63	247	37	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	33	1405	340	422	1634	324	913	104	63	247	37	233

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.80	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.39	0.61	2.00	3.00	1.00	3.00	0.62	0.38	2.00	0.27	1.73
Final Sat.:	1750	4508	1091	3150	5700	1750	4551	1121	679	3150	492	3108

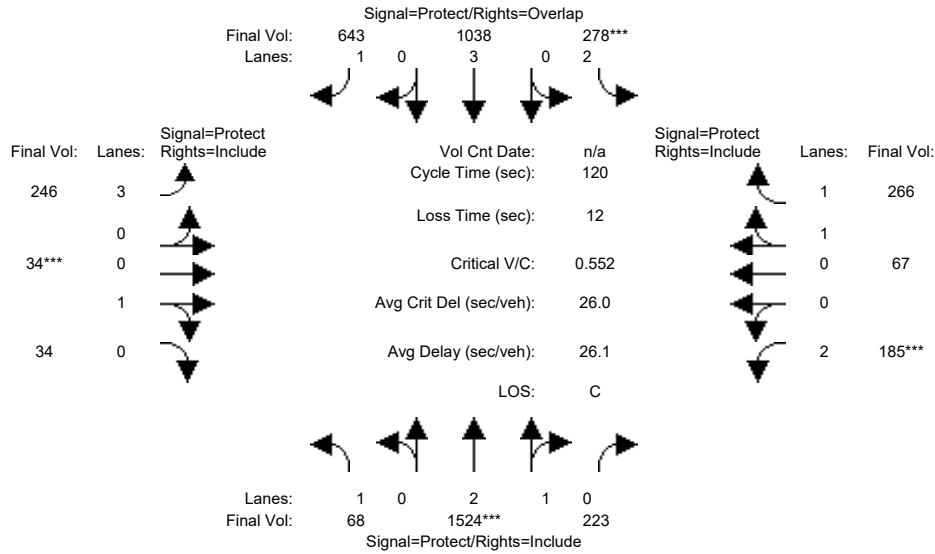
Capacity Analysis Module:												
Vol/Sat:	0.02	0.31	0.31	0.13	0.29	0.19	0.20	0.09	0.09	0.08	0.07	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.6	46.7	46.7	20.1	54.2	84.2	30.0	22.5	22.5	18.7	11.2	11.2
Volume/Cap:	0.18	0.80	0.80	0.80	0.64	0.26	0.80	0.50	0.50	0.50	0.80	0.80
Delay/Veh:	49.4	34.8	34.8	56.6	25.8	6.7	46.3	44.8	44.8	47.2	66.2	66.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	34.8	34.8	56.6	25.8	6.7	46.3	44.8	44.8	47.2	66.2	66.2
LOS by Move:	D	C	C	E	C	A	D	D	D	D	E	E
HCM2k95thQ:	2	33	33	17	26	9	27	12	12	11	14	14

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #58: (21) BOWERS AV / AUGUSTINE DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:

Base Vol:	62	1387	203	253	945	585	224	31	31	168	61	242
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1387	203	253	945	585	224	31	31	168	61	242
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1387	203	253	945	585	224	31	31	168	61	242
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	68	1524	223	278	1038	643	246	34	34	185	67	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1524	223	278	1038	643	246	34	34	185	67	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	1524	223	278	1038	643	246	34	34	185	67	266

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.80	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.60	0.40	2.00	3.00	1.00	3.00	0.50	0.50	2.00	0.40	1.60
Final Sat.:	1750	4884	715	3150	5700	1750	4551	900	900	3150	725	2875

Capacity Analysis Module:

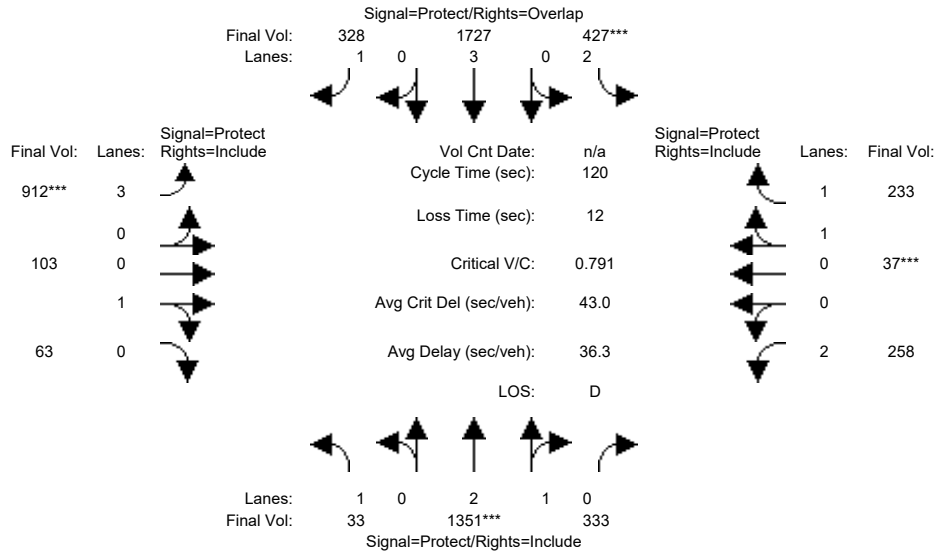
Vol/Sat:	0.04	0.31	0.31	0.09	0.18	0.37	0.05	0.04	0.04	0.06	0.09	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.7	65.3	65.3	18.5	69.0	80.5	11.5	12.0	12.0	12.3	12.8	12.8
Volume/Cap:	0.32	0.57	0.57	0.57	0.32	0.55	0.56	0.38	0.38	0.57	0.87	0.87
Delay/Veh:	48.9	18.4	18.4	48.8	13.3	10.8	53.6	51.8	51.8	53.9	71.6	71.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.9	18.4	18.4	48.8	13.3	10.8	53.6	51.8	51.8	53.9	71.6	71.6
LOS by Move:	D	B	B	D	B	B	D	D	D	D	E	E
HCM2k95thQ:	5	24	24	11	12	23	9	6	6	9	17	17

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #58: (21) BOWERS AV / AUGUSTINE DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	31	1283	316	406	1641	312	866	98	60	245	35	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	31	1283	316	406	1641	312	866	98	60	245	35	221
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	31	1283	316	406	1641	312	866	98	60	245	35	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	33	1351	333	427	1727	328	912	103	63	258	37	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	1351	333	427	1727	328	912	103	63	258	37	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	33	1351	333	427	1727	328	912	103	63	258	37	233

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.80	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.39	0.61	2.00	3.00	1.00	3.00	0.62	0.38	2.00	0.27	1.73
Final Sat.:	1750	4492	1106	3150	5700	1750	4551	1116	684	3150	492	3108

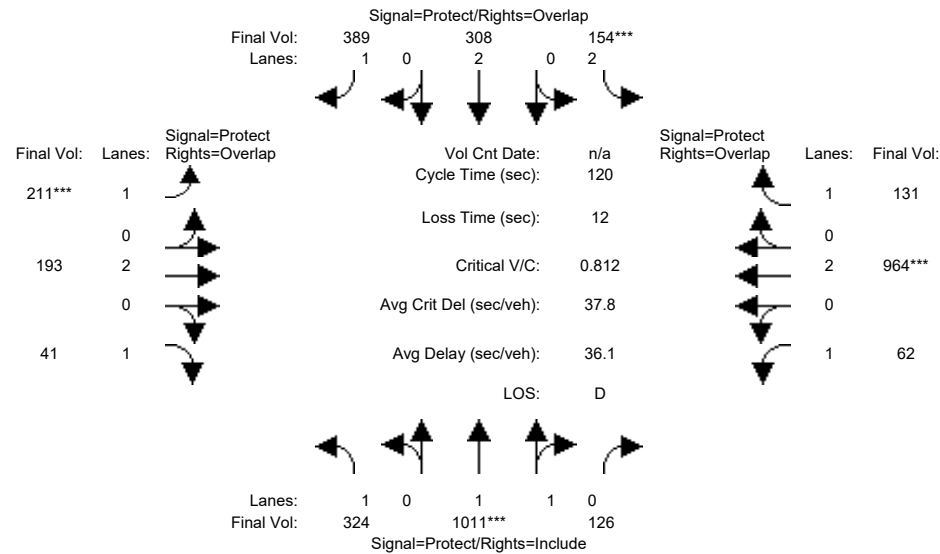
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.14	0.30	0.19	0.20	0.09	0.09	0.08	0.07	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.9	45.6	45.6	20.6	54.3	84.7	30.4	22.8	22.8	19.0	11.4	11.4
Volume/Cap:	0.19	0.79	0.79	0.79	0.67	0.27	0.79	0.49	0.49	0.52	0.79	0.79
Delay/Veh:	50.1	35.0	35.0	55.4	26.5	6.5	45.6	44.5	44.5	47.3	65.0	65.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	35.0	35.0	55.4	26.5	6.5	45.6	44.5	44.5	47.3	65.0	65.0
LOS by Move:	D	D	D	E	C	A	D	D	D	D	E	E
HCM2k95thQ:	2	31	31	17	28	9	26	12	12	11	14	14

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #61: (24) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0

Volume Module:												
Base Vol:	292	910	113	139	277	350	190	174	37	56	868	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	910	113	139	277	350	190	174	37	56	868	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	910	113	139	277	350	190	174	37	56	868	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	324	1011	126	154	308	389	211	193	41	62	964	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1011	126	154	308	389	211	193	41	62	964	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	324	1011	126	154	308	389	211	193	41	62	964	131

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.77	0.23	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3291	409	3150	3800	1750	1750	3800	1750	1750	3800	1750

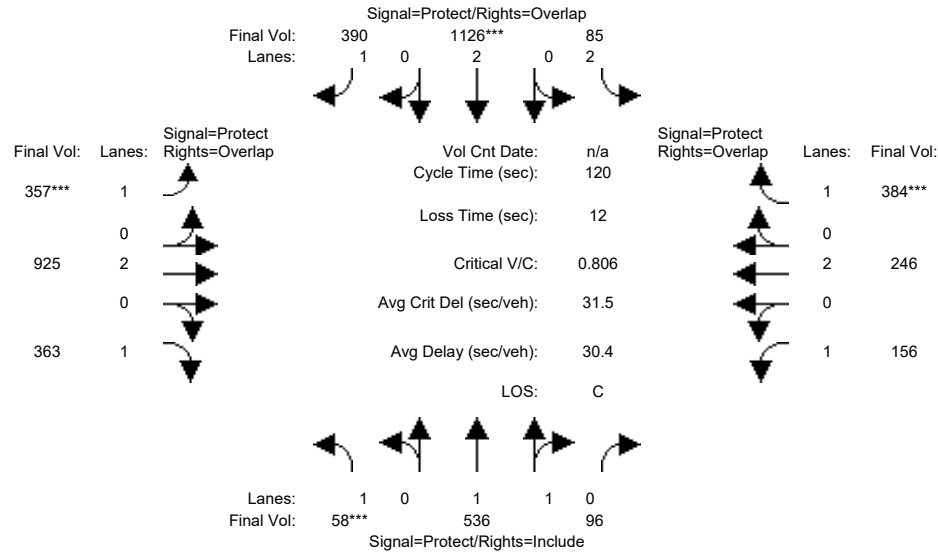
Capacity Analysis Module:												
Vol/Sat:	0.19	0.31	0.31	0.05	0.08	0.22	0.12	0.05	0.02	0.04	0.25	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	34.3	45.1	45.1	8.0	18.8	36.5	17.7	30.2	64.5	24.7	37.2	45.2
Volume/Cap:	0.65	0.82	0.82	0.74	0.52	0.73	0.82	0.20	0.04	0.17	0.82	0.20
Delay/Veh:	30.6	24.2	24.2	65.0	41.5	31.6	67.8	35.5	13.2	39.4	42.9	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.6	24.2	24.2	65.0	41.5	31.6	67.8	35.5	13.2	39.4	42.9	25.3
LOS by Move:	C	C	C	E	D	C	E	D	B	D	D	C
HCM2k95thQ:	18	29	29	7	9	22	16	5	2	4	32	7

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #61: (24) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0

Volume Module:

Base Vol:	57	531	95	84	1115	386	353	916	359	154	244	380
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	531	95	84	1115	386	353	916	359	154	244	380
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	531	95	84	1115	386	353	916	359	154	244	380
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	58	536	96	85	1126	390	357	925	363	156	246	384
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	536	96	85	1126	390	357	925	363	156	246	384
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	58	536	96	85	1126	390	357	925	363	156	246	384

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.69	0.31	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3138	561	3150	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

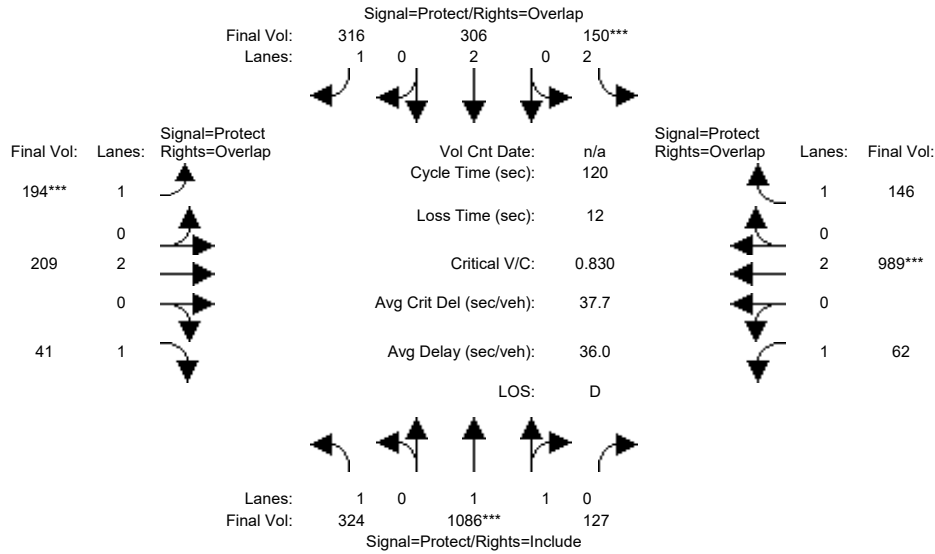
Vol/Sat:	0.03	0.17	0.17	0.03	0.30	0.22	0.20	0.24	0.21	0.09	0.06	0.22
Crit Moves:	****			****			****					****
Green Time:	5.0	37.2	37.2	14.5	46.8	78.9	32.1	41.2	46.2	15.0	24.1	38.6
Volume/Cap:	0.79	0.55	0.55	0.22	0.76	0.34	0.76	0.71	0.54	0.71	0.32	0.68
Delay/Veh:	97.9	24.7	24.7	43.6	20.6	0.2	47.5	36.0	29.5	60.6	41.2	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.9	24.7	24.7	43.6	20.6	0.2	47.5	36.0	29.5	60.6	41.2	38.8
LOS by Move:	F	C	C	D	C	A	D	D	C	E	D	D
HCM2k95thQ:	5	14	14	3	25	1	23	25	19	14	8	25

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #61: (24) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0

Volume Module:												
Base Vol:	292	977	114	135	275	284	175	188	37	56	890	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	977	114	135	275	284	175	188	37	56	890	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	977	114	135	275	284	175	188	37	56	890	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	324	1086	127	150	306	316	194	209	41	62	989	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1086	127	150	306	316	194	209	41	62	989	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	324	1086	127	150	306	316	194	209	41	62	989	146

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.79	0.21	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3313	387	3150	3800	1750	1750	3800	1750	1750	3800	1750

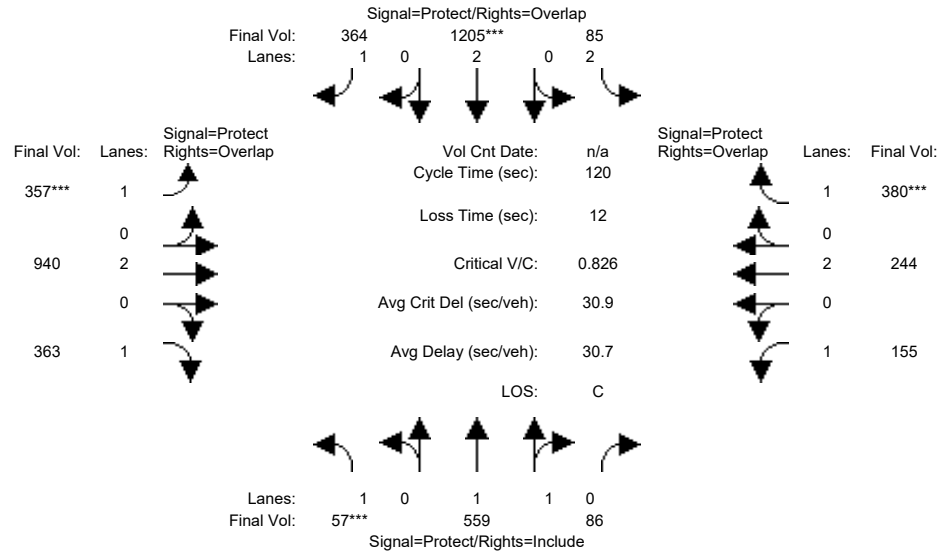
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.33	0.05	0.08	0.18	0.11	0.05	0.02	0.04	0.26	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	37.9	46.9	46.9	8.0	17.0	32.9	15.9	30.2	68.1	22.9	37.2	45.2
Volume/Cap:	0.59	0.84	0.84	0.71	0.57	0.66	0.84	0.22	0.04	0.19	0.84	0.22
Delay/Veh:	25.6	23.5	23.5	63.3	44.2	32.2	73.6	35.7	11.5	41.0	44.1	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.6	23.5	23.5	63.3	44.2	32.2	73.6	35.7	11.5	41.0	44.1	25.6
LOS by Move:	C	C	C	E	D	C	E	D	B	D	D	C
HCM2k95thQ:	16	31	31	7	10	18	16	6	1	4	33	8

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #61: (24) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0

Volume Module:												
Base Vol:	56	553	85	84	1193	360	353	931	359	153	242	376
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	553	85	84	1193	360	353	931	359	153	242	376
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	553	85	84	1193	360	353	931	359	153	242	376
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	57	559	86	85	1205	364	357	940	363	155	244	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	559	86	85	1205	364	357	940	363	155	244	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	559	86	85	1205	364	357	940	363	155	244	380

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.73	0.27	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3207	493	3150	3800	1750	1750	3800	1750	1750	3800	1750

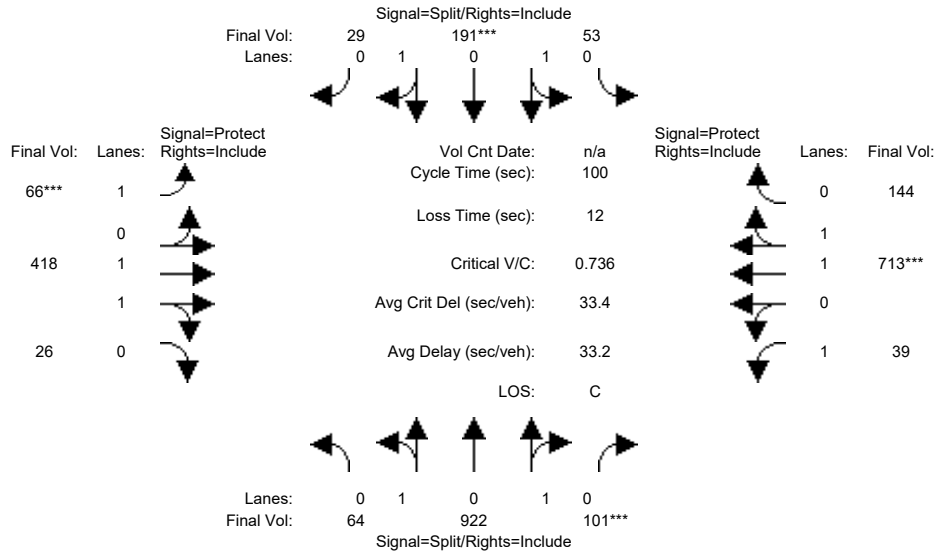
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.03	0.32	0.21	0.20	0.25	0.21	0.09	0.06	0.22
Crit Moves:	****			****			****					****
Green Time:	5.0	38.8	38.8	14.9	48.7	79.9	31.3	40.0	45.0	14.3	23.1	37.9
Volume/Cap:	0.78	0.54	0.54	0.22	0.78	0.31	0.78	0.74	0.55	0.74	0.33	0.69
Delay/Veh:	94.9	23.2	23.2	43.2	19.6	0.2	49.7	37.8	30.5	64.4	42.1	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.9	23.2	23.2	43.2	19.6	0.2	49.7	37.8	30.5	64.4	42.1	39.5
LOS by Move:	F	C	C	D	B	A	D	D	C	E	D	D
HCM2k95thQ:	4	14	14	3	27	1	23	26	20	14	8	25

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #62: (55) Bowers Ave & Monroe St



Street Name:	Bowers Ave						Monroe St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:												
Base Vol:	58	830	91	48	172	26	59	376	23	35	642	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	830	91	48	172	26	59	376	23	35	642	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	830	91	48	172	26	59	376	23	35	642	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	64	922	101	53	191	29	66	418	26	39	713	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	922	101	53	191	29	66	418	26	39	713	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	922	101	53	191	29	66	418	26	39	713	144

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.12	1.69	0.19	0.39	1.40	0.21	1.00	1.88	0.12	1.00	1.65	0.35
Final Sat.:	213	3052	335	702	2517	380	1750	3487	213	1750	3076	623

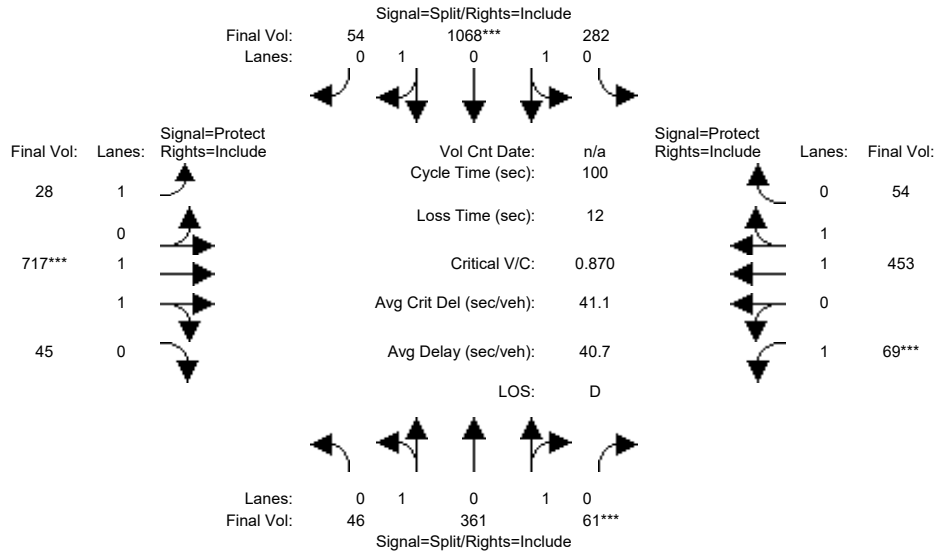
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.30	0.08	0.08	0.08	0.04	0.12	0.12	0.02	0.23	0.23
Crit Moves:			***			***			***			***
Green Time:	41.1	41.1	41.1	10.3	10.3	10.3	5.1	25.8	25.8	10.8	31.5	31.5
Volume/Cap:	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.46	0.46	0.21	0.74	0.74
Delay/Veh:	26.8	26.8	26.8	51.0	51.0	51.0	73.8	31.6	31.6	41.3	33.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.8	26.8	26.8	51.0	51.0	51.0	73.8	31.6	31.6	41.3	33.0	33.0
LOS by Move:	C	C	C	D	D	D	E	C	C	D	C	C
HCM2k95thQ:	26	26	26	9	9	9	7	12	12	3	24	24

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #62: (55) Bowers Ave & Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	44	347	59	271	1025	52	27	688	43	66	435	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	347	59	271	1025	52	27	688	43	66	435	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	347	59	271	1025	52	27	688	43	66	435	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	46	361	61	282	1068	54	28	717	45	69	453	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	361	61	282	1068	54	28	717	45	69	453	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	361	61	282	1068	54	28	717	45	69	453	54

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.20	1.54	0.26	0.40	1.52	0.08	1.00	1.88	0.12	1.00	1.78	0.22
Final Sat.:	352	2776	472	724	2737	139	1750	3482	218	1750	3305	395

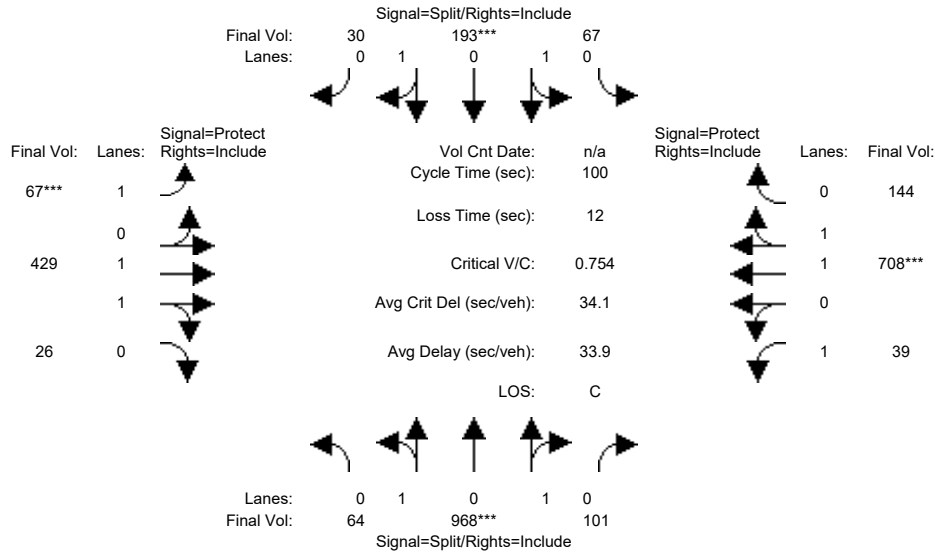
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.13	0.13	0.13	0.39	0.39	0.39	0.02	0.21	0.21	0.04	0.14	0.14
Crit Moves:			***			***			***			***
Green Time:	14.9	14.9	14.9	44.6	44.6	44.6	7.6	23.5	23.5	5.0	20.9	20.9
Volume/Cap:	0.87	0.87	0.87	0.87	0.87	0.87	0.21	0.87	0.87	0.79	0.66	0.66
Delay/Veh:	56.5	56.5	56.5	30.9	30.9	30.9	44.2	46.7	46.7	83.2	38.3	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.5	56.5	56.5	30.9	30.9	30.9	44.2	46.7	46.7	83.2	38.3	38.3
LOS by Move:	E	E	E	C	C	C	D	D	D	F	D	D
HCM2k95thQ:	16	16	16	35	35	35	2	26	26	8	16	16

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #62: (55) Bowers Ave & Monroe St



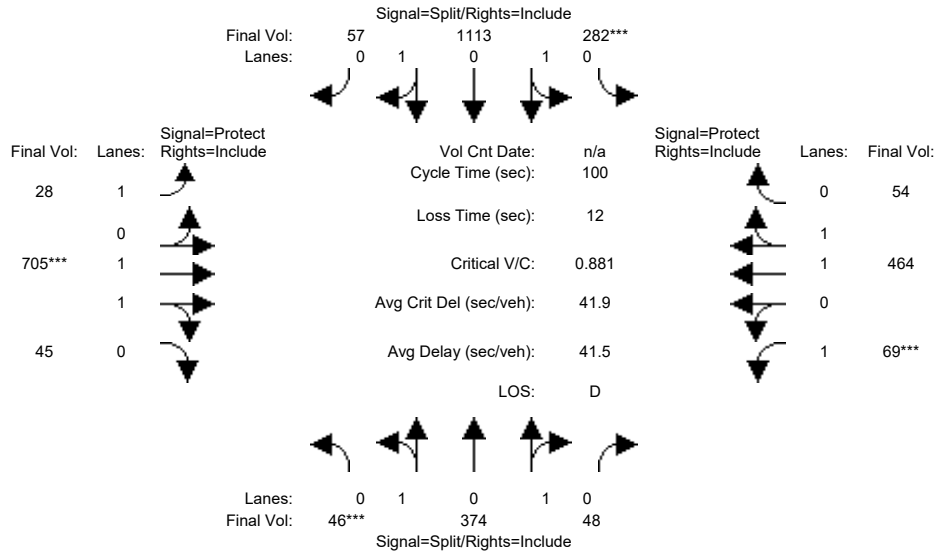
Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module:												
Base Vol:	58	871	91	60	174	27	60	386	23	35	637	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	871	91	60	174	27	60	386	23	35	637	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	871	91	60	174	27	60	386	23	35	637	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	64	968	101	67	193	30	67	429	26	39	708	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	968	101	67	193	30	67	429	26	39	708	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	968	101	67	193	30	67	429	26	39	708	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.11	1.71	0.18	0.46	1.33	0.21	1.00	1.88	0.12	1.00	1.65	0.35
Final Sat.:	205	3074	321	828	2400	372	1750	3492	208	1750	3072	627
Capacity Analysis Module:												
Vol/Sat:	0.31	0.31	0.31	0.08	0.08	0.08	0.04	0.12	0.12	0.02	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	41.7	41.7	41.7	10.7	10.7	10.7	5.1	25.3	25.3	10.3	30.5	30.5
Volume/Cap:	0.75	0.75	0.75	0.75	0.75	0.75	0.75	0.49	0.49	0.22	0.75	0.75
Delay/Veh:	27.0	27.0	27.0	51.6	51.6	51.6	77.1	32.2	32.2	41.8	34.3	34.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.0	27.0	27.0	51.6	51.6	51.6	77.1	32.2	32.2	41.8	34.3	34.3
LOS by Move:	C	C	C	D	D	D	E	C	C	D	C	C
HCM2k95thQ:	27	27	27	9	9	9	8	12	12	3	24	24

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #62: (55) Bowers Ave & Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	44	359	46	271	1068	55	27	677	43	66	445	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	359	46	271	1068	55	27	677	43	66	445	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	359	46	271	1068	55	27	677	43	66	445	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	46	374	48	282	1113	57	28	705	45	69	464	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	374	48	282	1113	57	28	705	45	69	464	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	374	48	282	1113	57	28	705	45	69	464	54

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.20	1.60	0.20	0.39	1.53	0.08	1.00	1.88	0.12	1.00	1.78	0.22
Final Sat.:	353	2878	369	700	2758	142	1750	3479	221	1750	3313	387

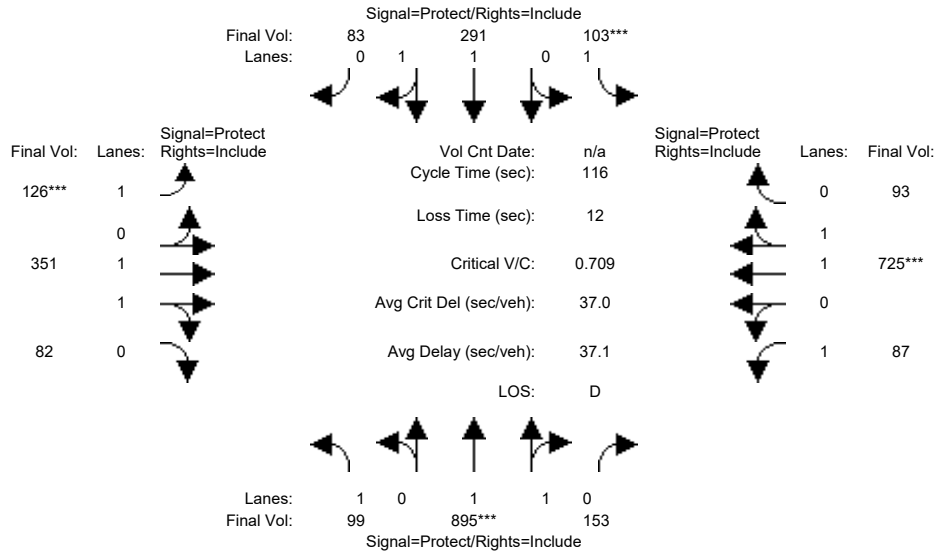
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.13	0.13	0.13	0.40	0.40	0.40	0.02	0.20	0.20	0.04	0.14	0.14
Crit Moves:	***			****			****			****		
Green Time:	14.7	14.7	14.7	45.5	45.5	45.5	7.3	22.9	22.9	5.0	20.5	20.5
Volume/Cap:	0.89	0.89	0.89	0.89	0.89	0.89	0.22	0.89	0.89	0.79	0.68	0.68
Delay/Veh:	58.4	58.4	58.4	31.2	31.2	31.2	44.5	48.5	48.5	83.2	39.3	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.4	58.4	58.4	31.2	31.2	31.2	44.5	48.5	48.5	83.2	39.3	39.3
LOS by Move:	E	E	E	C	C	C	D	D	D	F	D	D
HCM2k95thQ:	16	16	16	37	37	37	2	26	26	8	16	16

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #64: (57) Kiely Blvd & Benton St



Street Name:	Kiely Blvd						Benton St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	94	850	145	98	276	79	120	333	78	83	689	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	850	145	98	276	79	120	333	78	83	689	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	850	145	98	276	79	120	333	78	83	689	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	99	895	153	103	291	83	126	351	82	87	725	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	895	153	103	291	83	126	351	82	87	725	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	895	153	103	291	83	126	351	82	87	725	93

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.70	0.30	1.00	1.54	0.46	1.00	1.61	0.39	1.00	1.77	0.23
Final Sat.:	1750	3160	539	1750	2876	823	1750	2997	702	1750	3281	419

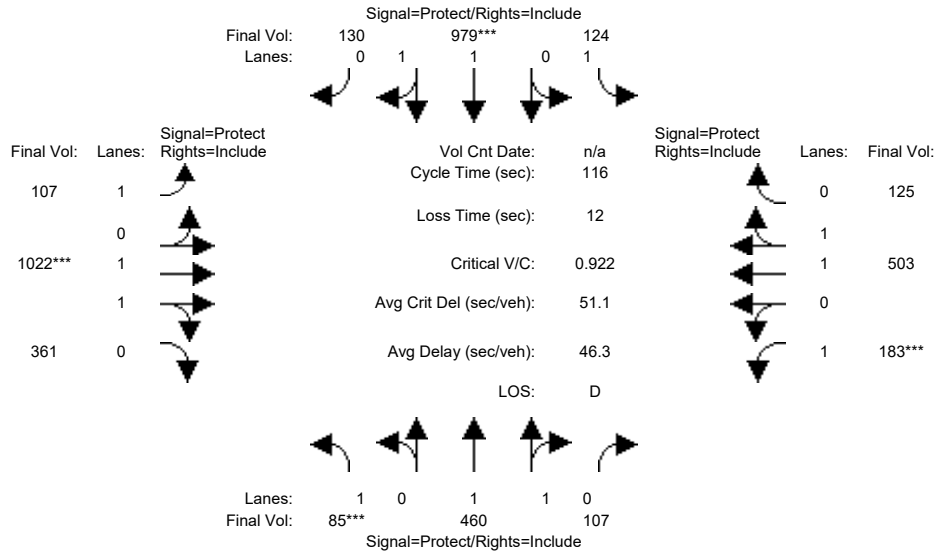
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.06	0.10	0.10	0.07	0.12	0.12	0.05	0.22	0.22
Crit Moves:	****			****			****			****		
Green Time:	20.1	46.3	46.3	9.6	35.9	35.9	11.8	25.5	25.5	22.5	36.2	36.2
Volume/Cap:	0.33	0.71	0.71	0.71	0.33	0.33	0.71	0.53	0.53	0.26	0.71	0.71
Delay/Veh:	42.7	30.8	30.8	66.7	30.9	30.9	62.8	40.7	40.7	40.0	37.3	37.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	30.8	30.8	66.7	30.9	30.9	62.8	40.7	40.7	40.0	37.3	37.3
LOS by Move:	D	C	C	E	C	C	E	D	D	D	D	D
HCM2k95thQ:	6	27	27	8	10	10	12	14	14	6	25	25

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #64: (57) Kiely Blvd & Benton St



Street Name:	Kiely Blvd						Benton St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	78	423	98	114	901	120	98	940	332	168	463	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	423	98	114	901	120	98	940	332	168	463	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	423	98	114	901	120	98	940	332	168	463	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	85	460	107	124	979	130	107	1022	361	183	503	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	460	107	124	979	130	107	1022	361	183	503	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	85	460	107	124	979	130	107	1022	361	183	503	125

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.61	0.39	1.00	1.76	0.24	1.00	1.46	0.54	1.00	1.59	0.41
Final Sat.:	1750	3004	696	1750	3265	435	1750	2734	965	1750	2963	736

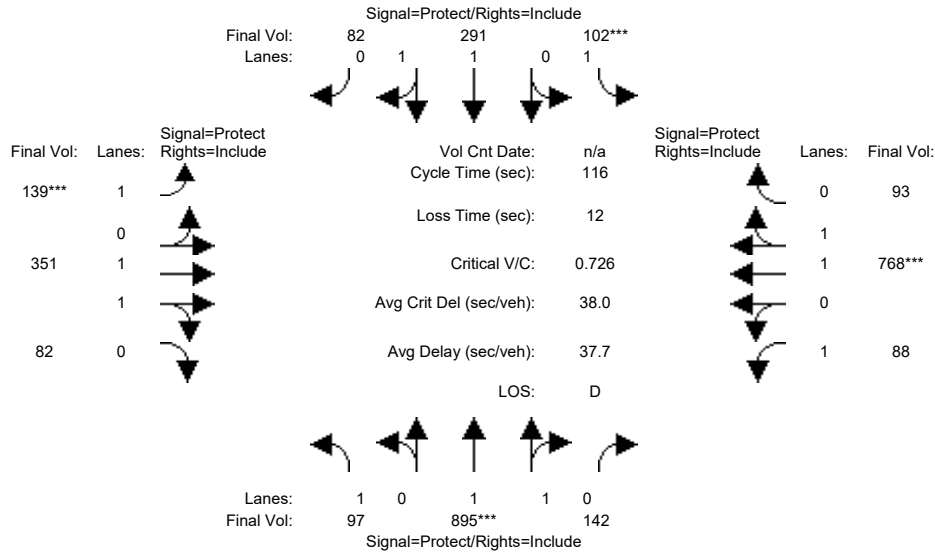
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.07	0.30	0.30	0.06	0.37	0.37	0.10	0.17	0.17
Crit Moves:	***			****			****			****		
Green Time:	6.1	30.0	30.0	13.9	37.7	37.7	21.6	47.0	47.0	13.1	38.6	38.6
Volume/Cap:	0.92	0.59	0.59	0.59	0.92	0.92	0.33	0.92	0.92	0.92	0.51	0.51
Delay/Veh:	123.3	38.7	38.7	52.9	49.3	49.3	41.5	42.5	42.5	93.4	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.3	38.7	38.7	52.9	49.3	49.3	41.5	42.5	42.5	93.4	31.5	31.5
LOS by Move:	F	D	D	D	D	D	D	D	D	F	C	C
HCM2k95thQ:	8	17	17	9	35	35	7	46	46	19	17	17

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #64: (57) Kiely Blvd & Benton St



Street Name:	Kiely Blvd						Benton St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	92	850	135	97	276	78	132	333	78	84	730	88
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	850	135	97	276	78	132	333	78	84	730	88
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	850	135	97	276	78	132	333	78	84	730	88
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	97	895	142	102	291	82	139	351	82	88	768	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	895	142	102	291	82	139	351	82	88	768	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	97	895	142	102	291	82	139	351	82	88	768	93

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.72	0.28	1.00	1.55	0.45	1.00	1.61	0.39	1.00	1.78	0.22
Final Sat.:	1750	3193	507	1750	2884	815	1750	2997	702	1750	3302	398

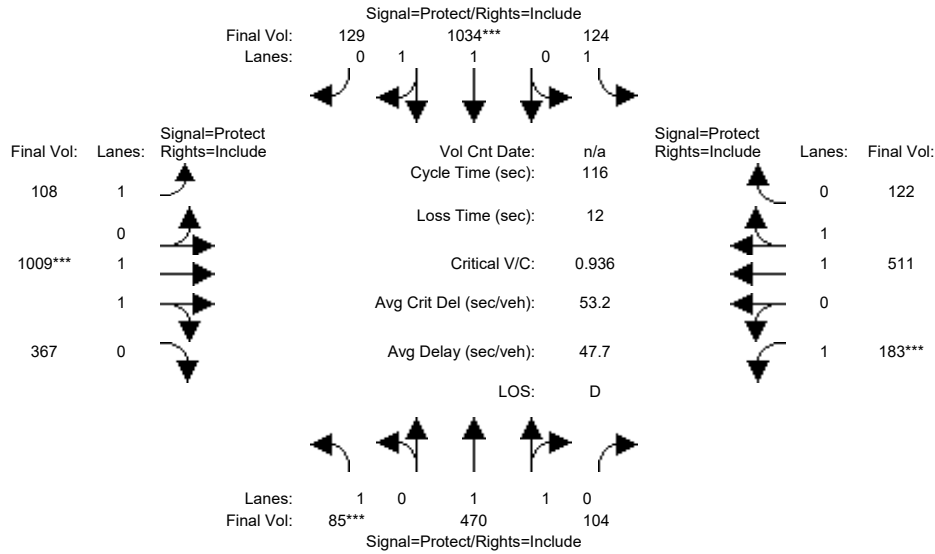
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.06	0.10	0.10	0.08	0.12	0.12	0.05	0.23	0.23
Crit Moves:	****			****			****			****		
Green Time:	19.2	44.8	44.8	9.3	34.9	34.9	12.7	26.5	26.5	23.4	37.2	37.2
Volume/Cap:	0.33	0.73	0.73	0.73	0.33	0.33	0.73	0.51	0.51	0.25	0.73	0.73
Delay/Veh:	43.5	32.3	32.3	69.2	31.7	31.7	62.9	39.7	39.7	39.3	37.2	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	32.3	32.3	69.2	31.7	31.7	62.9	39.7	39.7	39.3	37.2	37.2
LOS by Move:	D	C	C	E	C	C	E	D	D	D	D	D
HCM2k95thQ:	6	27	27	8	10	10	13	14	14	6	26	26

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #64: (57) Kiely Blvd & Benton St



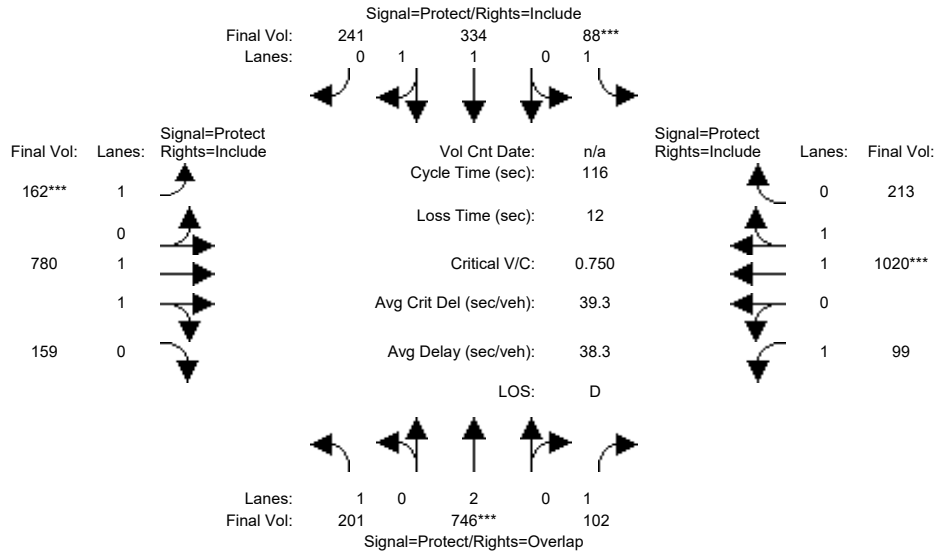
Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	78	432	96	114	951	119	99	928	338	168	470	112
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	432	96	114	951	119	99	928	338	168	470	112
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	432	96	114	951	119	99	928	338	168	470	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	85	470	104	124	1034	129	108	1009	367	183	511	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	470	104	124	1034	129	108	1009	367	183	511	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	85	470	104	124	1034	129	108	1009	367	183	511	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.63	0.37	1.00	1.77	0.23	1.00	1.45	0.55	1.00	1.60	0.40
Final Sat.:	1750	3027	673	1750	3288	411	1750	2711	988	1750	2987	712
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.07	0.31	0.31	0.06	0.37	0.37	0.10	0.17	0.17
Crit Moves:	***			****			****			****		
Green Time:	6.0	30.9	30.9	14.1	39.0	39.0	21.1	46.1	46.1	12.9	38.0	38.0
Volume/Cap:	0.94	0.58	0.58	0.58	0.94	0.94	0.34	0.94	0.94	0.94	0.52	0.52
Delay/Veh:	128.3	37.9	37.9	52.3	50.4	50.4	42.0	45.0	45.0	97.5	32.1	32.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	128.3	37.9	37.9	52.3	50.4	50.4	42.0	45.0	45.0	97.5	32.1	32.1
LOS by Move:	F	D	D	D	D	D	D	D	D	F	C	C
HCM2k95thQ:	8	17	17	9	36	36	8	47	47	19	18	18

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #65: (58) Kiely Blvd & Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	181	671	92	79	301	217	146	702	143	89	918	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	671	92	79	301	217	146	702	143	89	918	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	671	92	79	301	217	146	702	143	89	918	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	201	746	102	88	334	241	162	780	159	99	1020	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	746	102	88	334	241	162	780	159	99	1020	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	201	746	102	88	334	241	162	780	159	99	1020	213

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.14	0.86	1.00	1.65	0.35	1.00	1.64	0.36
Final Sat.:	1750	3800	1750	1750	2149	1549	1750	3073	626	1750	3060	640

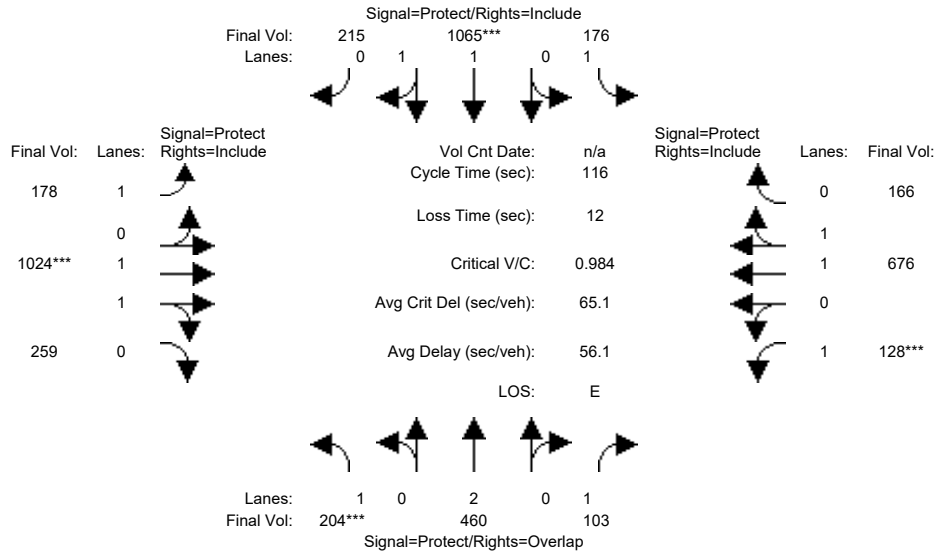
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.06	0.05	0.16	0.16	0.09	0.25	0.25	0.06	0.33	0.33
Crit Moves:	****			****			****			****		
Green Time:	17.4	29.0	40.5	12.0	23.6	23.6	13.7	51.5	51.5	11.5	49.3	49.3
Volume/Cap:	0.77	0.78	0.17	0.48	0.77	0.77	0.78	0.57	0.57	0.57	0.78	0.78
Delay/Veh:	59.9	44.9	26.2	51.1	48.3	48.3	67.4	24.5	24.5	54.4	31.4	31.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.9	44.9	26.2	51.1	48.3	48.3	67.4	24.5	24.5	54.4	31.4	31.4
LOS by Move:	E	D	C	D	D	D	E	C	C	D	C	C
HCM2k95thQ:	15	23	5	6	19	19	15	23	23	9	35	35

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #65: (58) Kiely Blvd & Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	196	442	99	169	1022	206	171	983	249	123	649	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	196	442	99	169	1022	206	171	983	249	123	649	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	196	442	99	169	1022	206	171	983	249	123	649	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	204	460	103	176	1065	215	178	1024	259	128	676	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	460	103	176	1065	215	178	1024	259	128	676	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	204	460	103	176	1065	215	178	1024	259	128	676	166

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.66	0.34	1.00	1.58	0.42	1.00	1.60	0.40
Final Sat.:	1750	3800	1750	1750	3079	621	1750	2952	748	1750	2971	728

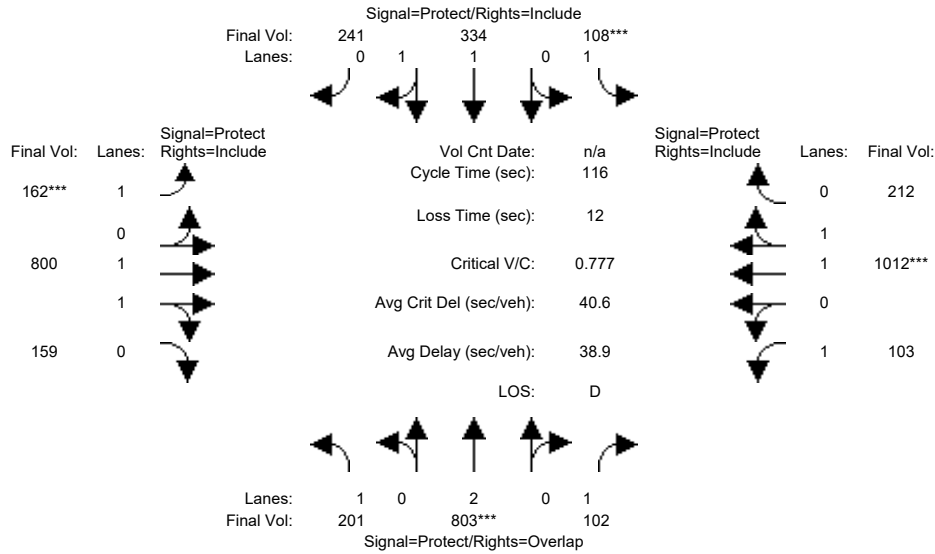
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.06	0.10	0.35	0.35	0.10	0.35	0.35	0.07	0.23	0.23
Crit Moves:	***			****			****			****		
Green Time:	13.7	29.4	38.0	25.1	40.7	40.7	15.3	40.9	40.9	8.6	34.2	34.2
Volume/Cap:	0.98	0.48	0.18	0.46	0.98	0.98	0.77	0.98	0.98	0.98	0.77	0.77
Delay/Veh:	108.8	37.2	28.0	40.5	58.5	58.5	63.4	58.4	58.4	127.5	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.8	37.2	28.0	40.5	58.5	58.5	63.4	58.4	58.4	127.5	40.8	40.8
LOS by Move:	F	D	C	D	E	E	E	E	E	F	D	D
HCM2k95thQ:	18	13	5	11	40	40	16	48	48	16	27	27

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #65: (58) Kiely Blvd & Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:	Kiely Blvd						Homestead Rd					
Base Vol:	181	723	92	97	301	217	146	720	143	93	911	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	723	92	97	301	217	146	720	143	93	911	191
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	723	92	97	301	217	146	720	143	93	911	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	201	803	102	108	334	241	162	800	159	103	1012	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	803	102	108	334	241	162	800	159	103	1012	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	201	803	102	108	334	241	162	800	159	103	1012	212

Saturation Flow Module:	Kiely Blvd						Homestead Rd					
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.14	0.86	1.00	1.66	0.34	1.00	1.64	0.36
Final Sat.:	1750	3800	1750	1750	2149	1549	1750	3086	613	1750	3058	641

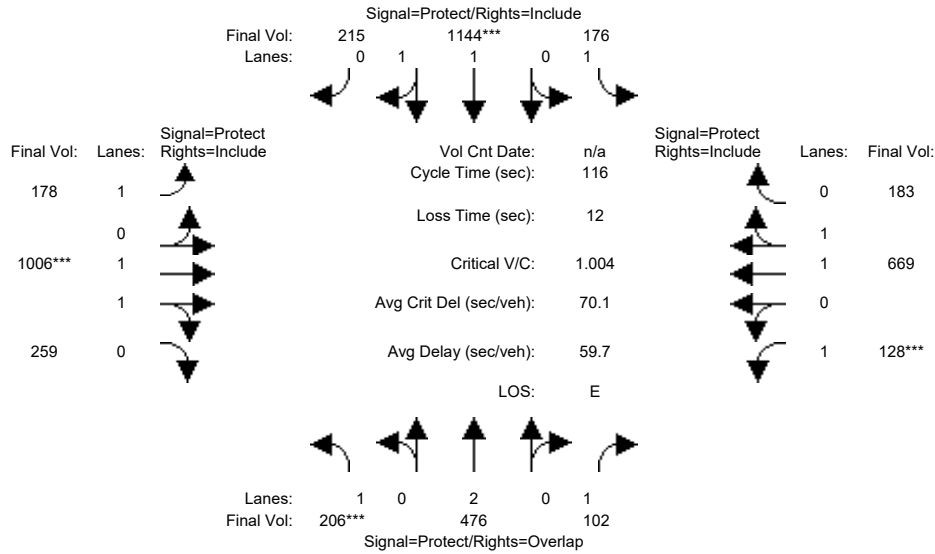
Capacity Analysis Module:	Kiely Blvd						Homestead Rd					
Vol/Sat:	0.11	0.21	0.06	0.06	0.16	0.16	0.09	0.26	0.26	0.06	0.33	0.33
Crit Moves:	****			****			****			****		
Green Time:	18.1	30.6	42.0	12.0	24.5	24.5	13.4	50.0	50.0	11.4	47.9	47.9
Volume/Cap:	0.74	0.80	0.16	0.60	0.74	0.74	0.80	0.60	0.60	0.60	0.80	0.80
Delay/Veh:	56.7	44.5	25.2	55.0	46.4	46.4	69.9	26.0	26.0	56.0	33.0	33.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	44.5	25.2	55.0	46.4	46.4	69.9	26.0	26.0	56.0	33.0	33.0
LOS by Move:	E	D	C	D	D	D	E	C	C	E	C	C
HCM2k95thQ:	15	25	5	8	19	19	15	24	24	9	36	36

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #65: (58) Kiely Blvd & Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	198	457	98	169	1098	206	171	966	249	123	642	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	198	457	98	169	1098	206	171	966	249	123	642	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	198	457	98	169	1098	206	171	966	249	123	642	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	206	476	102	176	1144	215	178	1006	259	128	669	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	476	102	176	1144	215	178	1006	259	128	669	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	206	476	102	176	1144	215	178	1006	259	128	669	183

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.68	0.32	1.00	1.58	0.42	1.00	1.56	0.44
Final Sat.:	1750	3800	1750	1750	3115	584	1750	2941	758	1750	2903	796

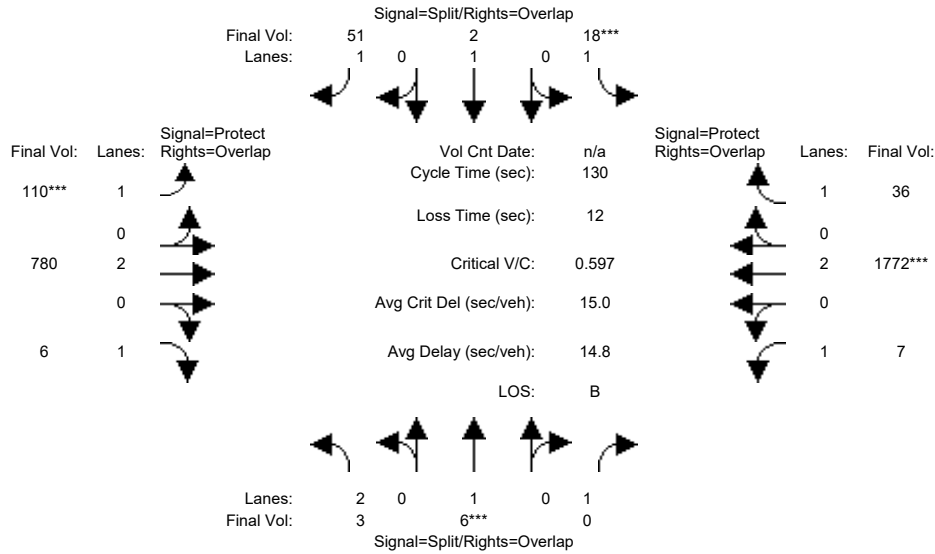
Capacity Analysis Module:												
Vol/Sat:	0.12	0.13	0.06	0.10	0.37	0.37	0.10	0.34	0.34	0.07	0.23	0.23
Crit Moves:	***			****			****			****		
Green Time:	13.6	30.7	39.1	25.3	42.4	42.4	14.7	39.5	39.5	8.5	33.3	33.3
Volume/Cap:	1.00	0.47	0.17	0.46	1.00	1.00	0.80	1.00	1.00	1.00	0.80	0.80
Delay/Veh:	115.1	36.2	27.2	40.3	62.3	62.3	68.0	64.6	64.6	134.6	42.8	42.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.1	36.2	27.2	40.3	62.3	62.3	68.0	64.6	64.6	134.6	42.8	42.8
LOS by Move:	F	D	C	D	E	E	E	E	E	F	D	D
HCM2k95thQ:	19	13	5	11	43	43	16	49	49	16	28	28

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #69: (36) CONVENTION CENTER / Tasman Dr



Street Name:	CONVENTION CENTER						Tasman Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0

Volume Module:												
Base Vol:	3	5	0	16	2	46	99	702	5	6	1595	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	5	0	16	2	46	99	702	5	6	1595	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	5	0	16	2	46	99	702	5	6	1595	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	3	6	0	18	2	51	110	780	6	7	1772	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	6	0	18	2	51	110	780	6	7	1772	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	6	0	18	2	51	110	780	6	7	1772	36

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

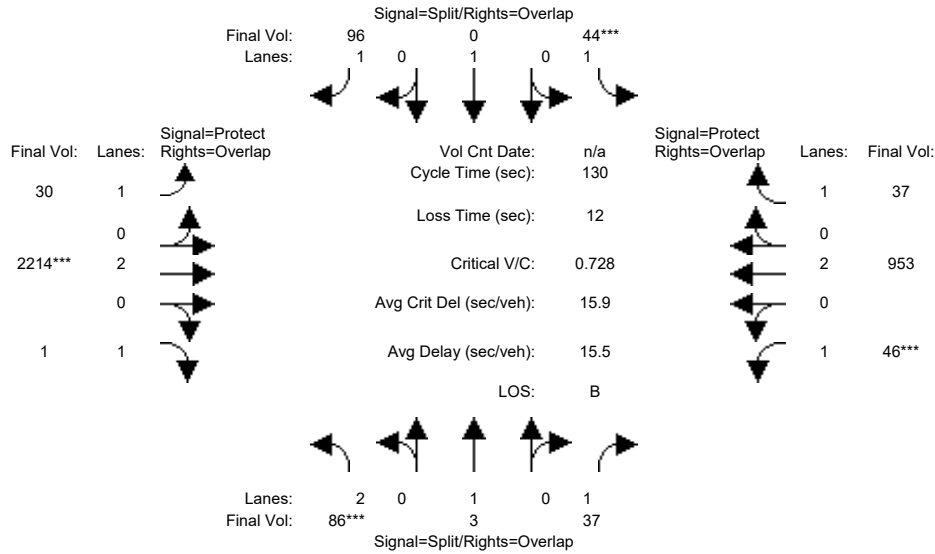
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.06	0.21	0.00	0.00	0.47	0.02
Crit Moves:	****			****			****			****		
Green Time:	7.0	7.0	0.0	7.0	7.0	19.4	12.4	80.0	87.0	24.0	91.6	98.6
Volume/Cap:	0.02	0.05	0.00	0.19	0.02	0.20	0.66	0.33	0.00	0.02	0.66	0.03
Delay/Veh:	58.3	58.6	0.0	59.8	58.3	48.9	66.3	12.2	7.1	43.4	11.2	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	58.6	0.0	59.8	58.3	48.9	66.3	12.2	7.1	43.4	11.2	3.9
LOS by Move:	E	E	A	E	E	D	E	B	A	D	B	A
HCM2k95thQ:	0	1	0	2	0	4	9	14	0	0	33	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #69: (36) CONVENTION CENTER / Tasman Dr



Street Name:	CONVENTION CENTER						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0

Volume Module:												
Base Vol:	81	3	35	41	0	90	28	2081	1	43	896	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	3	35	41	0	90	28	2081	1	43	896	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	3	35	41	0	90	28	2081	1	43	896	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	86	3	37	44	0	96	30	2214	1	46	953	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	3	37	44	0	96	30	2214	1	46	953	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	86	3	37	44	0	96	30	2214	1	46	953	37

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

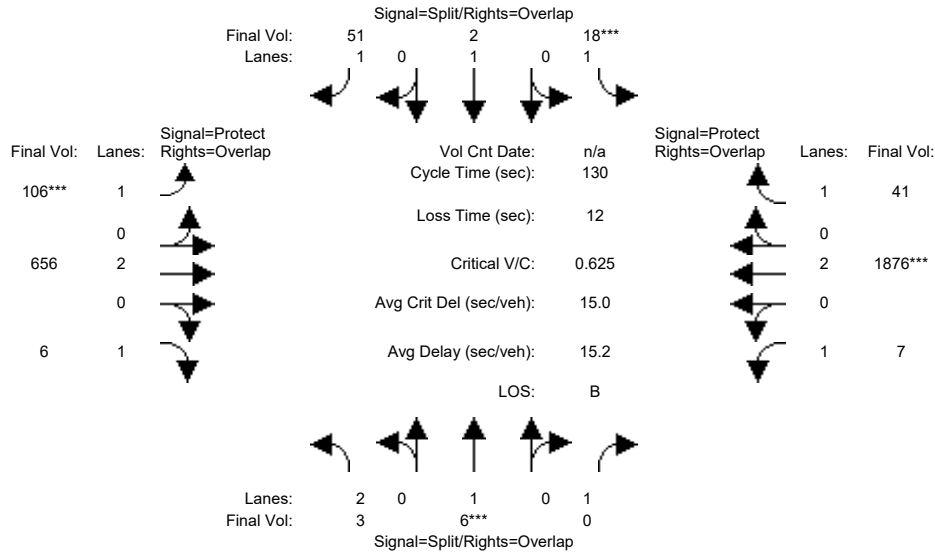
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.02	0.00	0.05	0.02	0.58	0.00	0.03	0.25	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	7.0	15.0	7.0	0.0	23.2	16.2	96.0	103.0	8.0	87.8	94.8
Volume/Cap:	0.51	0.03	0.18	0.46	0.00	0.31	0.14	0.79	0.00	0.42	0.37	0.03
Delay/Veh:	62.3	58.4	52.4	63.2	0.0	47.0	51.0	12.2	2.8	61.5	9.2	4.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	58.4	52.4	63.2	0.0	47.0	51.0	12.2	2.8	61.5	9.2	4.9
LOS by Move:	E	E	D	E	A	D	D	B	A	E	A	A
HCM2k95thQ:	6	0	3	5	0	7	2	43	0	4	15	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #69: (36) CONVENTION CENTER / Tasman Dr



Street Name:	CONVENTION CENTER						Tasman Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0

Volume Module:												
Base Vol:	3	5	0	16	2	46	95	590	5	6	1688	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	5	0	16	2	46	95	590	5	6	1688	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	5	0	16	2	46	95	590	5	6	1688	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	3	6	0	18	2	51	106	656	6	7	1876	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	6	0	18	2	51	106	656	6	7	1876	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	6	0	18	2	51	106	656	6	7	1876	41

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

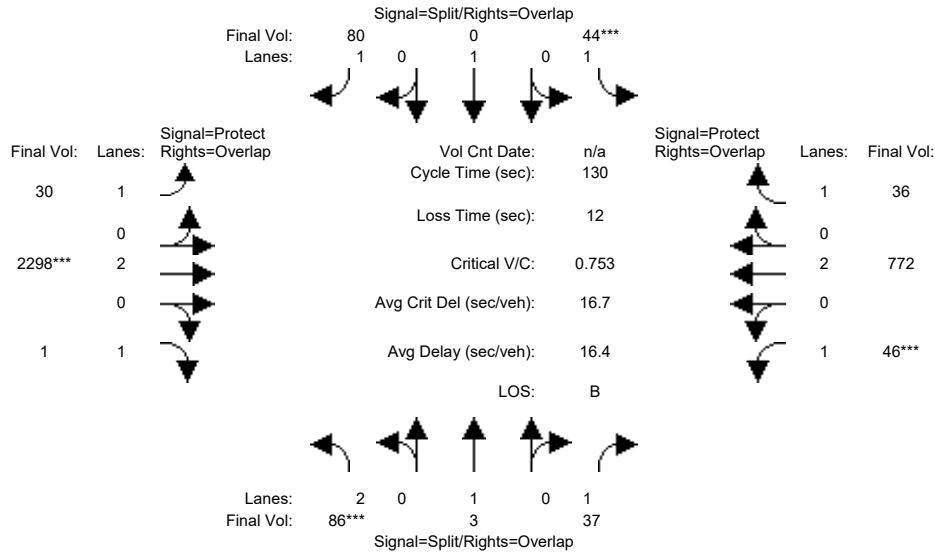
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.06	0.17	0.00	0.00	0.49	0.02
Crit Moves:	****			****			****			****		
Green Time:	7.0	7.0	0.0	7.0	7.0	18.3	11.3	76.7	83.7	27.3	92.7	99.7
Volume/Cap:	0.02	0.05	0.00	0.19	0.02	0.21	0.69	0.29	0.00	0.02	0.69	0.03
Delay/Veh:	58.3	58.6	0.0	59.8	58.3	49.8	70.5	13.3	8.3	40.7	11.4	3.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	58.6	0.0	59.8	58.3	49.8	70.5	13.3	8.3	40.7	11.4	3.6
LOS by Move:	E	E	A	E	E	D	E	B	A	D	B	A
HCM2k95thQ:	0	1	0	2	0	4	9	12	0	0	36	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #69: (36) CONVENTION CENTER / Tasman Dr



Street Name:	CONVENTION CENTER						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0

Volume Module:												
Base Vol:	81	3	35	41	0	75	28	2160	1	43	726	34
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	3	35	41	0	75	28	2160	1	43	726	34
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	3	35	41	0	75	28	2160	1	43	726	34
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	86	3	37	44	0	80	30	2298	1	46	772	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	3	37	44	0	80	30	2298	1	46	772	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	86	3	37	44	0	80	30	2298	1	46	772	36

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

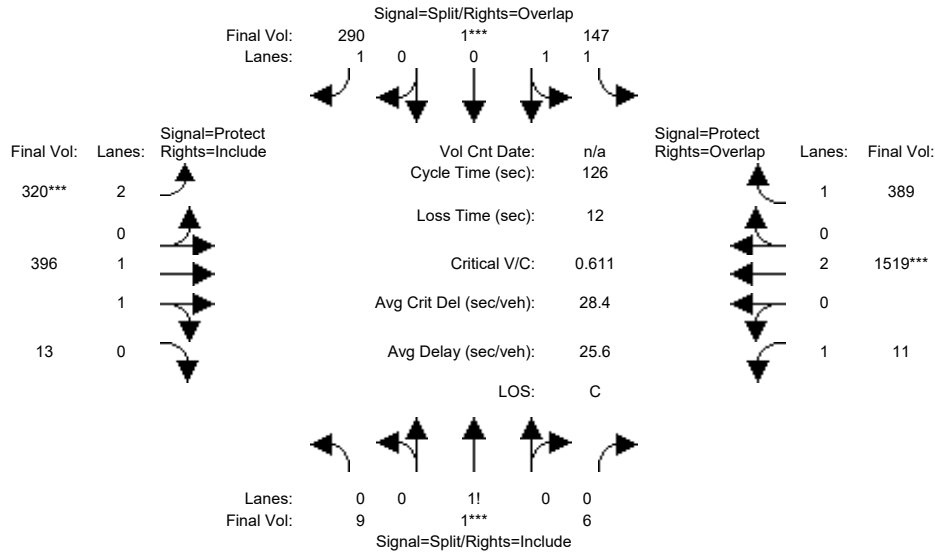
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.02	0.00	0.05	0.02	0.60	0.00	0.03	0.20	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	7.0	15.0	7.0	0.0	26.2	19.2	96.0	103.0	8.0	84.8	91.8
Volume/Cap:	0.51	0.03	0.18	0.46	0.00	0.23	0.11	0.82	0.00	0.42	0.31	0.03
Delay/Veh:	62.3	58.4	52.4	63.2	0.0	43.7	48.2	13.3	2.8	61.5	10.0	5.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	58.4	52.4	63.2	0.0	43.7	48.2	13.3	2.8	61.5	10.0	5.8
LOS by Move:	E	E	D	E	A	D	D	B	A	E	A	A
HCM2k95thQ:	6	0	3	5	0	6	2	46	0	4	13	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #71: (37) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0

Volume Module:

Base Vol:	9	1	6	141	1	278	307	380	12	11	1458	373
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1	6	141	1	278	307	380	12	11	1458	373
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1	6	141	1	278	307	380	12	11	1458	373
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	9	1	6	147	1	290	320	396	13	11	1519	389
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1	6	147	1	290	320	396	13	11	1519	389
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	1	6	147	1	290	320	396	13	11	1519	389

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.57	0.06	0.37	1.99	0.01	1.00	2.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	984	109	656	3525	25	1750	3150	3587	113	1750	3800	1750

Capacity Analysis Module:

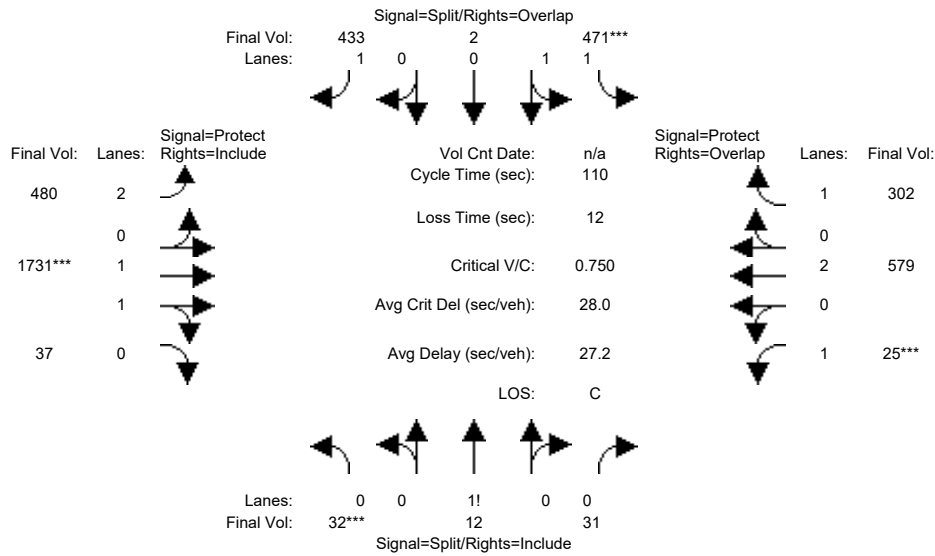
Vol/Sat:	0.01	0.01	0.01	0.04	0.04	0.17	0.10	0.11	0.11	0.01	0.40	0.22
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	13.2	13.2	31.6	18.4	72.6	72.6	18.2	72.4	85.6
Volume/Cap:	0.12	0.12	0.12	0.40	0.40	0.66	0.70	0.19	0.19	0.05	0.70	0.33
Delay/Veh:	54.3	54.3	54.3	53.4	53.4	46.1	55.7	12.7	12.7	46.5	20.0	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:	54.3	54.3	54.3	53.4	53.4	46.1	55.7	12.7	12.7	46.5	20.0	8.5
LOS by Move:	D	D	D	D	D	D	E	B	B	D	B	A
HCM2k95thQ:	2	2	2	6	6	21	14	7	7	1	35	13

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #71: (37) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0

Volume Module:

Base Vol:	29	11	28	429	2	394	437	1575	34	23	527	275
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	29	11	28	429	2	394	437	1575	34	23	527	275
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	29	11	28	429	2	394	437	1575	34	23	527	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	32	12	31	471	2	433	480	1731	37	25	579	302
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	32	12	31	471	2	433	480	1731	37	25	579	302
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	32	12	31	471	2	433	480	1731	37	25	579	302

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.43	0.16	0.41	1.99	0.01	1.00	2.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	746	283	721	3534	16	1750	3150	3622	78	1750	3800	1750

Capacity Analysis Module:

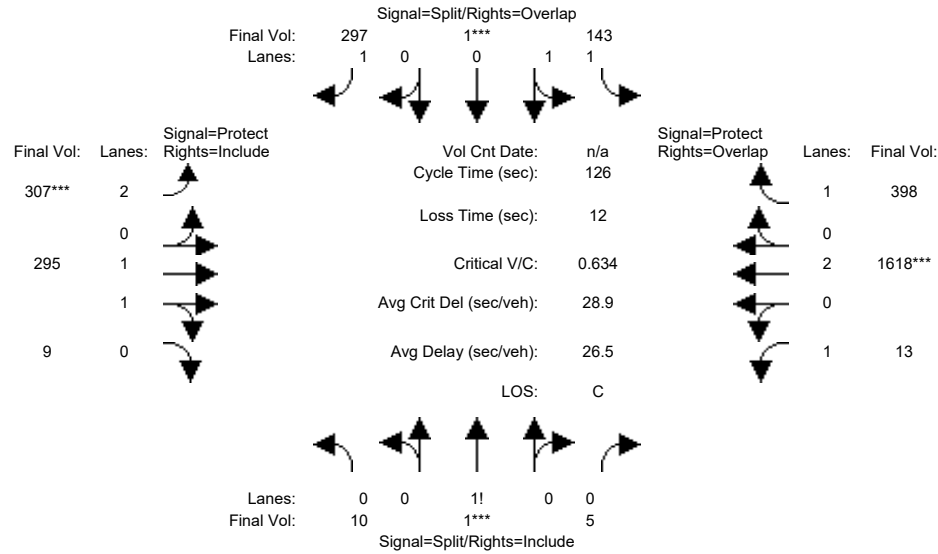
Vol/Sat:	0.04	0.04	0.04	0.13	0.13	0.25	0.15	0.48	0.48	0.01	0.15	0.17
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	18.1	18.1	50.0	31.9	64.9	64.9	5.0	38.0	56.1
Volume/Cap:	0.47	0.47	0.47	0.81	0.81	0.54	0.53	0.81	0.81	0.32	0.44	0.34
Delay/Veh:	49.7	49.7	49.7	52.6	52.6	22.5	33.3	20.1	20.1	53.1	28.0	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	49.7	49.7	52.6	52.6	22.5	33.3	20.1	20.1	53.1	28.0	16.2
LOS by Move:	D	D	D	D	D	C	C	C	C	D	C	B
HCM2k95thQ:	6	6	6	19	19	21	15	41	41	2	14	12

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #71: (37) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0

Volume Module:

Base Vol:	10	1	5	137	1	285	295	283	9	12	1553	382
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1	5	137	1	285	295	283	9	12	1553	382
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1	5	137	1	285	295	283	9	12	1553	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	10	1	5	143	1	297	307	295	9	13	1618	398
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1	5	143	1	297	307	295	9	13	1618	398
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	1	5	143	1	297	307	295	9	13	1618	398

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.63	0.06	0.31	1.99	0.01	1.00	2.00	1.94	0.06	1.00	2.00	1.00
Final Sat.:	1094	109	547	3524	26	1750	3150	3586	114	1750	3800	1750

Capacity Analysis Module:

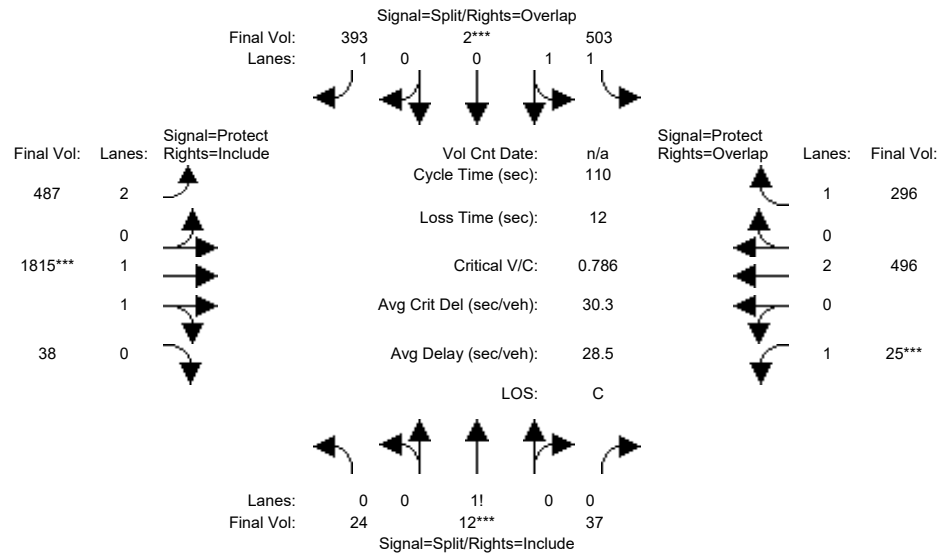
Vol/Sat:	0.01	0.01	0.01	0.04	0.04	0.17	0.10	0.08	0.08	0.01	0.43	0.23
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	14.3	14.3	31.1	16.7	71.7	71.7	17.9	72.9	87.3
Volume/Cap:	0.12	0.12	0.12	0.36	0.36	0.69	0.74	0.14	0.14	0.05	0.74	0.33
Delay/Veh:	54.3	54.3	54.3	52.1	52.1	47.7	59.2	12.8	12.8	46.8	20.8	7.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	54.3	54.3	52.1	52.1	47.7	59.2	12.8	12.8	46.8	20.8	7.9
LOS by Move:	D	D	D	D	D	D	E	B	B	D	C	A
HCM2k95thQ:	2	2	2	6	6	22	14	5	5	1	38	12

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #71: (37) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0

Volume Module:

Base Vol:	22	11	34	458	2	358	443	1652	35	23	451	269
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	11	34	458	2	358	443	1652	35	23	451	269
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	11	34	458	2	358	443	1652	35	23	451	269
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	24	12	37	503	2	393	487	1815	38	25	496	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	12	37	503	2	393	487	1815	38	25	496	296
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	24	12	37	503	2	393	487	1815	38	25	496	296

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.33	0.16	0.51	1.99	0.01	1.00	2.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	575	287	888	3535	15	1750	3150	3623	77	1750	3800	1750

Capacity Analysis Module:

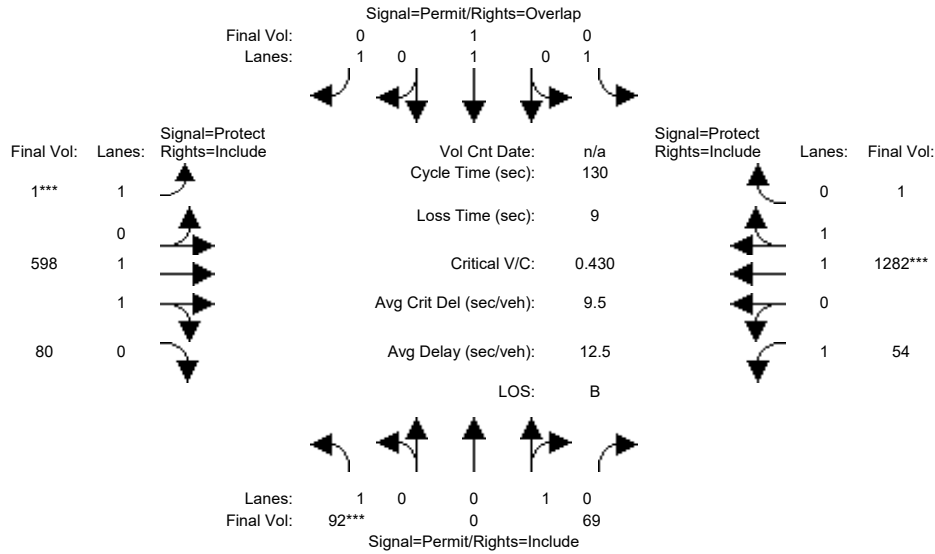
Vol/Sat:	0.04	0.04	0.04	0.14	0.14	0.22	0.15	0.50	0.50	0.01	0.13	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.0	10.0	10.0	18.4	18.4	50.4	32.0	64.6	64.6	5.0	37.6	56.0
Volume/Cap:	0.46	0.46	0.46	0.85	0.85	0.49	0.53	0.85	0.85	0.32	0.38	0.33
Delay/Veh:	49.6	49.6	49.6	56.0	56.0	21.3	33.3	22.2	22.2	53.1	27.6	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.6	49.6	49.6	56.0	56.0	21.3	33.3	22.2	22.2	53.1	27.6	16.2
LOS by Move:	D	D	D	E	E	C	C	C	C	D	C	B
HCM2k95thQ:	6	6	6	21	21	19	15	46	46	2	12	12

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #73: (27) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:												
Base Vol:	83	0	62	0	1	0	1	538	72	49	1154	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	83	0	62	0	1	0	1	538	72	49	1154	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	0	62	0	1	0	1	538	72	49	1154	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	92	0	69	0	1	0	1	598	80	54	1282	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	0	69	0	1	0	1	598	80	54	1282	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	0	69	0	1	0	1	598	80	54	1282	1

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.76	0.24	1.00	1.99	0.01
Final Sat.:	1750	0	1800	1750	1900	1750	1750	3263	437	1750	3697	3

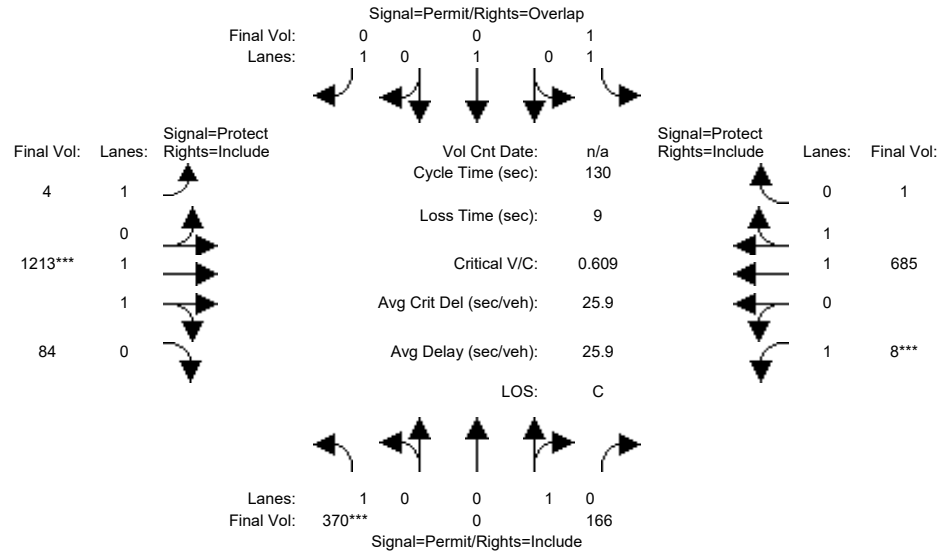
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.04	0.00	0.00	0.00	0.00	0.18	0.18	0.03	0.35	0.35
Crit Moves:	****							****			****	
Green Time:	14.9	0.0	14.9	0.0	14.9	0.0	8.0	79.4	79.4	26.7	98.1	98.1
Volume/Cap:	0.46	0.00	0.33	0.00	0.01	0.00	0.01	0.30	0.30	0.15	0.46	0.46
Delay/Veh:	55.5	0.0	53.9	0.0	51.0	0.0	57.3	12.1	12.1	42.6	6.1	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.5	0.0	53.9	0.0	51.0	0.0	57.3	12.1	12.1	42.6	6.1	6.1
LOS by Move:	E	A	D	A	D	A	E	B	B	D	A	A
HCM2k95thQ:	8	0	6	0	0	0	0	12	12	4	18	18

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #73: (27) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:

Base Vol:	359	0	161	1	0	0	4	1177	81	8	664	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	359	0	161	1	0	0	4	1177	81	8	664	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	359	0	161	1	0	0	4	1177	81	8	664	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	370	0	166	1	0	0	4	1213	84	8	685	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	370	0	166	1	0	0	4	1213	84	8	685	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	370	0	166	1	0	0	4	1213	84	8	685	1

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.87	0.13	1.00	1.99	0.01
Final Sat.:	1750	0	1800	1750	1900	1750	1750	3462	238	1750	3694	6

Capacity Analysis Module:

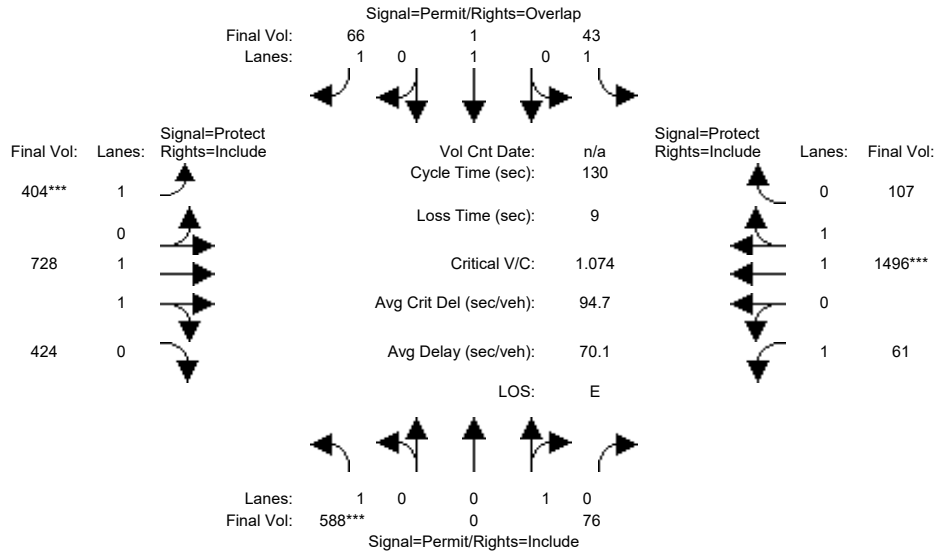
Vol/Sat:	0.21	0.00	0.09	0.00	0.00	0.00	0.00	0.35	0.35	0.00	0.19	0.19
Crit Moves:	****							****		****		
Green Time:	42.5	0.0	42.5	42.5	0.0	0.0	19.6	70.5	70.5	8.0	58.9	58.9
Volume/Cap:	0.65	0.00	0.28	0.00	0.00	0.00	0.02	0.65	0.65	0.08	0.41	0.41
Delay/Veh:	39.9	0.0	32.7	29.5	0.0	0.0	47.0	21.7	21.7	57.8	24.0	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.9	0.0	32.7	29.5	0.0	0.0	47.0	21.7	21.7	57.8	24.0	24.0
LOS by Move:	D	A	C	C	A	A	D	C	C	E	C	C
HCM2k95thQ:	25	0	10	0	0	0	0	31	31	1	17	17

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #73: (27) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	29	29	29	29	29	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:												
Base Vol:	529	0	68	39	1	59	364	655	382	55	1346	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	529	0	68	39	1	59	364	655	382	55	1346	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	529	0	68	39	1	59	364	655	382	55	1346	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	588	0	76	43	1	66	404	728	424	61	1496	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	588	0	76	43	1	66	404	728	424	61	1496	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	588	0	76	43	1	66	404	728	424	61	1496	107

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.24	0.76	1.00	1.86	0.14
Final Sat.:	1750	0	1800	1750	1900	1750	1750	2336	1362	1750	3453	246

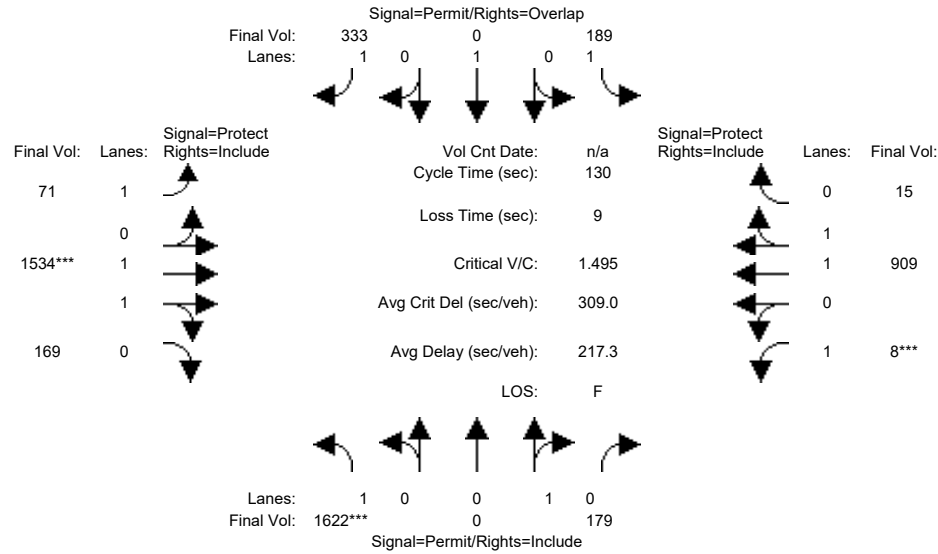
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.04	0.02	0.00	0.04	0.23	0.31	0.31	0.03	0.43	0.43
Crit Moves:	****						****				****	
Green Time:	40.6	0.0	40.6	40.6	40.6	68.6	28.0	67.1	67.1	13.3	52.4	52.4
Volume/Cap:	1.07	0.00	0.13	0.08	0.00	0.07	1.07	0.60	0.60	0.34	1.07	1.07
Delay/Veh:	104.7	0.0	32.2	31.6	30.7	15.1	118.7	22.7	22.7	55.5	84.9	84.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	104.7	0.0	32.2	31.6	30.7	15.1	118.7	22.7	22.7	55.5	84.9	84.9
LOS by Move:	F	A	C	C	C	B	F	C	C	E	F	F
HCM2k95thQ:	56	0	5	3	0	3	38	28	28	5	66	66

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

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #73: (27) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	29	29	29	29	29	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:

Base Vol:	1573	0	174	183	0	323	69	1488	164	8	882	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1573	0	174	183	0	323	69	1488	164	8	882	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1573	0	174	183	0	323	69	1488	164	8	882	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	1622	0	179	189	0	333	71	1534	169	8	909	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1622	0	179	189	0	333	71	1534	169	8	909	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1622	0	179	189	0	333	71	1534	169	8	909	15

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.80	0.20	1.00	1.97	0.03
Final Sat.:	1750	0	1800	1750	1900	1750	1750	3332	367	1750	3638	62

Capacity Analysis Module:

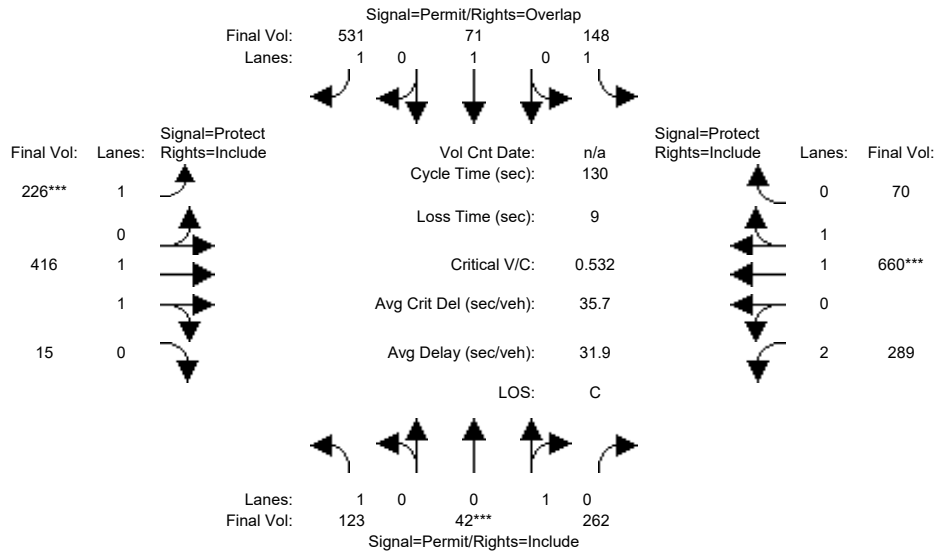
Vol/Sat:	0.93	0.00	0.10	0.11	0.00	0.19	0.04	0.46	0.46	0.00	0.25	0.25
Crit Moves:	****							****		****		
Green Time:	75.5	0.0	75.5	75.5	0.0	84.5	9.0	37.5	37.5	8.0	36.5	36.5
Volume/Cap:	1.60	0.00	0.17	0.19	0.00	0.29	0.59	1.60	1.60	0.08	0.89	0.89
Delay/Veh:	300.0	0.0	12.8	12.9	0.0	10.0	66.1	319	318.7	57.8	54.5	54.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	300.0	0.0	12.8	12.9	0.0	10.0	66.1	319	318.7	57.8	54.5	54.5
LOS by Move:	F	A	B	B	A	A	E	F	F	E	D	D
HCM2k95thQ:	223	0	7	7	0	12	6	111	111	1	34	34

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #74: (28) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	34	34	36	36	36	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:												
Base Vol:	112	38	238	135	65	483	206	379	14	263	601	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	38	238	135	65	483	206	379	14	263	601	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	38	238	135	65	483	206	379	14	263	601	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	123	42	262	148	71	531	226	416	15	289	660	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	42	262	148	71	531	226	416	15	289	660	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	42	262	148	71	531	226	416	15	289	660	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.83	0.98	0.95
Lanes:	1.00	0.14	0.86	1.00	1.00	1.00	1.00	1.93	0.07	2.00	1.80	0.20
Final Sat.:	1750	248	1552	1750	1900	1750	1750	3568	132	3150	3344	356

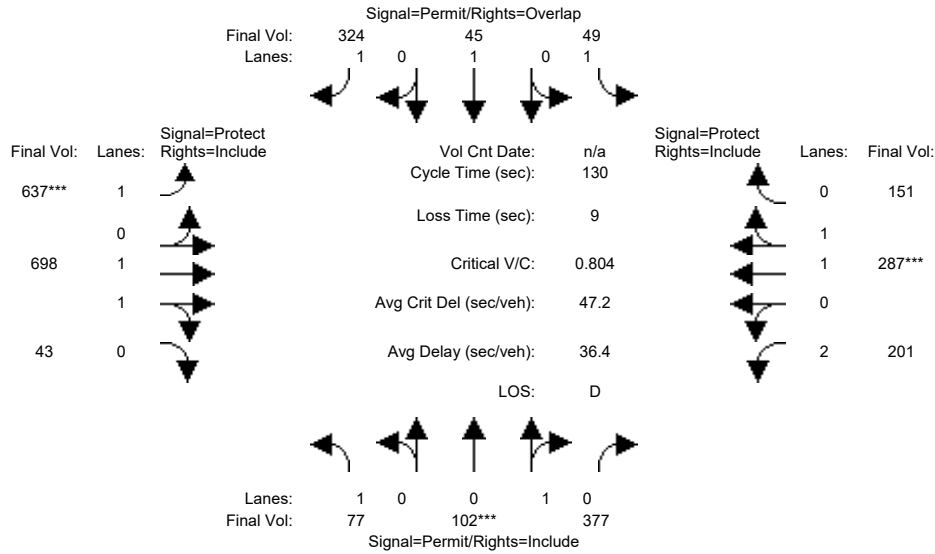
Capacity Analysis Module:												
Vol/Sat:	0.07	0.17	0.17	0.08	0.04	0.30	0.13	0.12	0.12	0.09	0.20	0.20
Crit Moves:	****						****			****		
Green Time:	41.2	41.2	41.2	41.2	41.2	72.8	31.6	44.7	44.7	35.1	48.2	48.2
Volume/Cap:	0.22	0.53	0.53	0.27	0.12	0.54	0.53	0.34	0.34	0.34	0.53	0.53
Delay/Veh:	32.9	37.5	37.5	33.4	31.6	18.7	44.1	31.8	31.8	38.3	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:	32.9	37.5	37.5	33.4	31.6	18.7	44.1	31.8	31.8	38.3	32.4	32.4
LOS by Move:	C	D	D	C	C	B	D	C	C	D	C	C
HCM2k95thQ:	8	19	19	9	4	25	16	12	12	10	21	21

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #74: (28) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	34	34	36	36	36	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:

Base Vol:	75	99	366	48	44	314	618	677	42	195	278	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	99	366	48	44	314	618	677	42	195	278	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	99	366	48	44	314	618	677	42	195	278	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	77	102	377	49	45	324	637	698	43	201	287	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	102	377	49	45	324	637	698	43	201	287	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	102	377	49	45	324	637	698	43	201	287	151

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	0.21	0.79	1.00	1.00	1.00	1.00	1.88	0.12	2.00	1.29	0.71
Final Sat.:	1750	383	1417	1750	1900	1750	1750	3484	216	3150	2425	1274

Capacity Analysis Module:

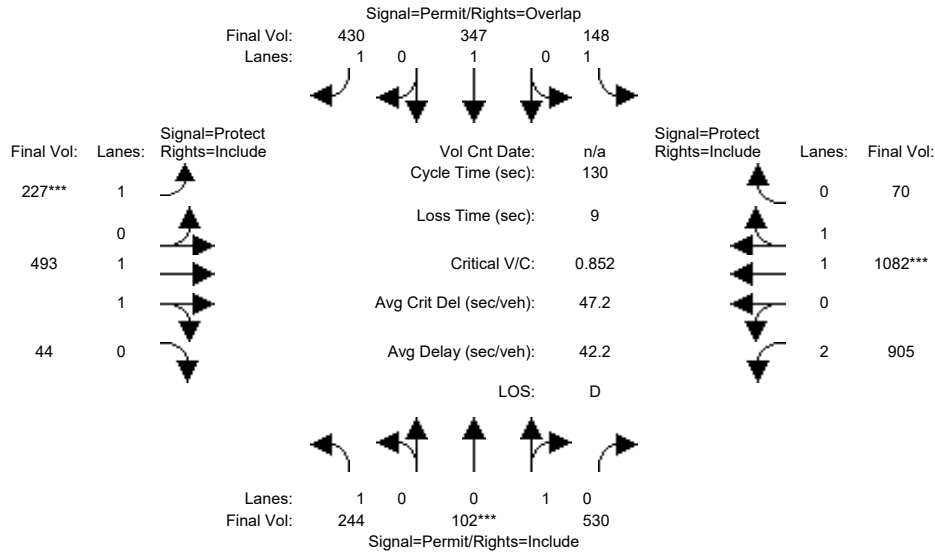
Vol/Sat:	0.04	0.27	0.27	0.03	0.02	0.18	0.36	0.20	0.20	0.06	0.12	0.12
Crit Moves:	****						****			****		
Green Time:	43.0	43.0	43.0	43.0	43.0	101.9	58.8	56.3	56.3	21.6	19.1	19.1
Volume/Cap:	0.13	0.80	0.80	0.09	0.07	0.24	0.80	0.46	0.46	0.38	0.80	0.80
Delay/Veh:	30.5	47.5	47.5	30.0	29.8	3.8	36.6	26.3	26.3	48.7	62.2	62.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	47.5	47.5	30.0	29.8	3.8	36.6	26.3	26.3	48.7	62.2	62.2
LOS by Move:	C	D	D	C	C	A	D	C	C	D	E	E
HCM2k95thQ:	5	34	34	3	2	7	40	19	19	8	17	17

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

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #74: (28) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	34	34	36	36	36	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:												
Base Vol:	222	93	482	135	316	391	207	449	40	824	985	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	93	482	135	316	391	207	449	40	824	985	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	93	482	135	316	391	207	449	40	824	985	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	244	102	530	148	347	430	227	493	44	905	1082	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	102	530	148	347	430	227	493	44	905	1082	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	244	102	530	148	347	430	227	493	44	905	1082	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	0.16	0.84	1.00	1.00	1.00	1.00	1.83	0.17	2.00	1.87	0.13
Final Sat.:	1750	291	1509	1750	1900	1750	1750	3397	303	3150	3474	226

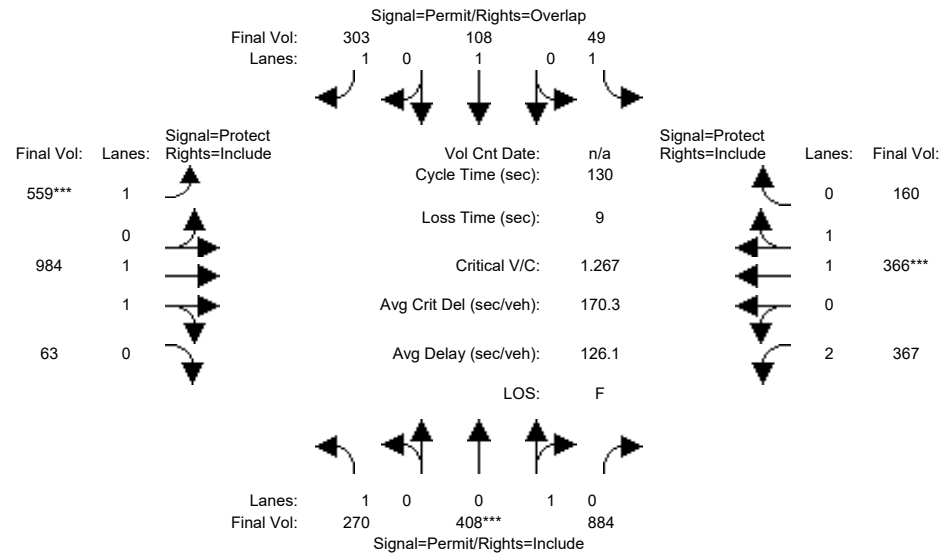
Capacity Analysis Module:												
Vol/Sat:	0.14	0.35	0.35	0.08	0.18	0.25	0.13	0.15	0.15	0.29	0.31	0.31
Crit Moves:	****						****			****		
Green Time:	53.6	53.6	53.6	53.6	53.6	73.4	19.8	22.6	22.6	44.8	47.6	47.6
Volume/Cap:	0.34	0.85	0.85	0.21	0.44	0.43	0.85	0.83	0.83	0.83	0.85	0.85
Delay/Veh:	26.4	43.9	43.9	24.7	27.9	16.6	75.8	61.1	61.1	44.9	43.3	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.4	43.9	43.9	24.7	27.9	16.6	75.8	61.1	61.1	44.9	43.3	43.3
LOS by Move:	C	D	D	C	C	B	E	E	E	D	D	D
HCM2k95thQ:	13	43	43	8	18	19	19	21	21	35	37	37

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #74: (28) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	34	34	36	36	36	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:

Base Vol:	262	396	857	48	105	294	542	954	61	356	355	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	396	857	48	105	294	542	954	61	356	355	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	262	396	857	48	105	294	542	954	61	356	355	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	270	408	884	49	108	303	559	984	63	367	366	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	408	884	49	108	303	559	984	63	367	366	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	408	884	49	108	303	559	984	63	367	366	160

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	0.32	0.68	1.00	1.00	1.00	1.00	1.88	0.12	2.00	1.38	0.62
Final Sat.:	1750	569	1231	1750	1900	1750	1750	3477	222	3150	2575	1124

Capacity Analysis Module:

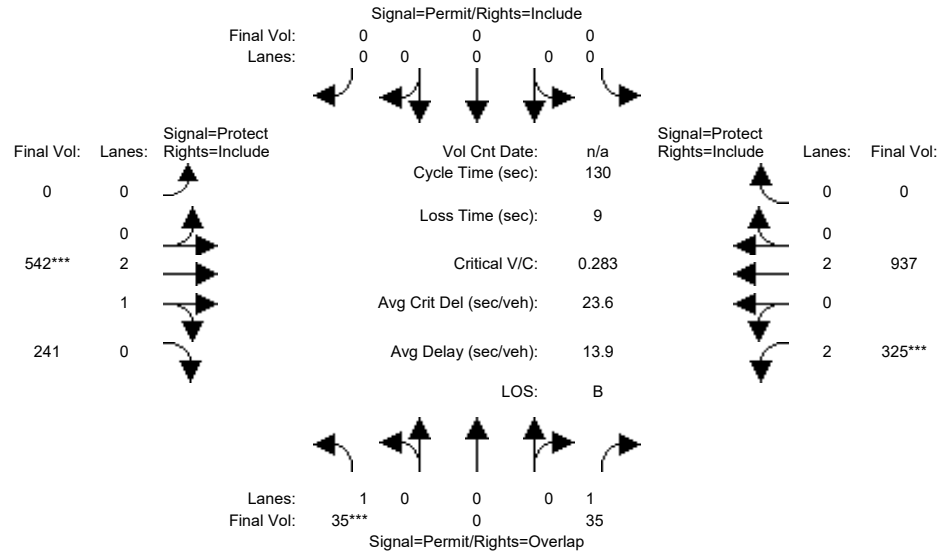
Vol/Sat:	0.15	0.72	0.72	0.03	0.06	0.17	0.32	0.28	0.28	0.12	0.14	0.14
Crit Moves:	****						****			****		
Green Time:	73.4	73.4	73.4	73.4	73.4	106.0	32.6	33.7	33.7	13.9	15.0	15.0
Volume/Cap:	0.27	1.27	1.27	0.05	0.10	0.21	1.27	1.09	1.09	1.09	1.23	1.23
Delay/Veh:	14.7	158	158.4	12.7	13.1	2.8	187.8	105	104.7	133.3	181	180.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	14.7	158	158.4	12.7	13.1	2.8	187.8	105	104.7	133.3	181	180.8
LOS by Move:	B	F	F	B	B	A	F	F	F	F	F	F
HCM2k95thQ:	11	135	135	2	4	6	63	47	47	22	30	30

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #75: (30) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	15	15	15	15	0
Y+R:	4.1	0.0	4.1	0.0	0.0	0.0	0.0	5.0	5.0	4.0	4.9	0.0

Volume Module:

Base Vol:	32	0	32	0	0	0	0	499	222	299	862	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	32	0	32	0	0	0	0	499	222	299	862	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	32	0	32	0	0	0	0	499	222	299	862	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	35	0	35	0	0	0	0	542	241	325	937	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	35	0	35	0	0	0	0	542	241	325	937	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	35	0	35	0	0	0	0	542	241	325	937	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.04	0.96	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	3873	1723	3150	3800	0

Capacity Analysis Module:

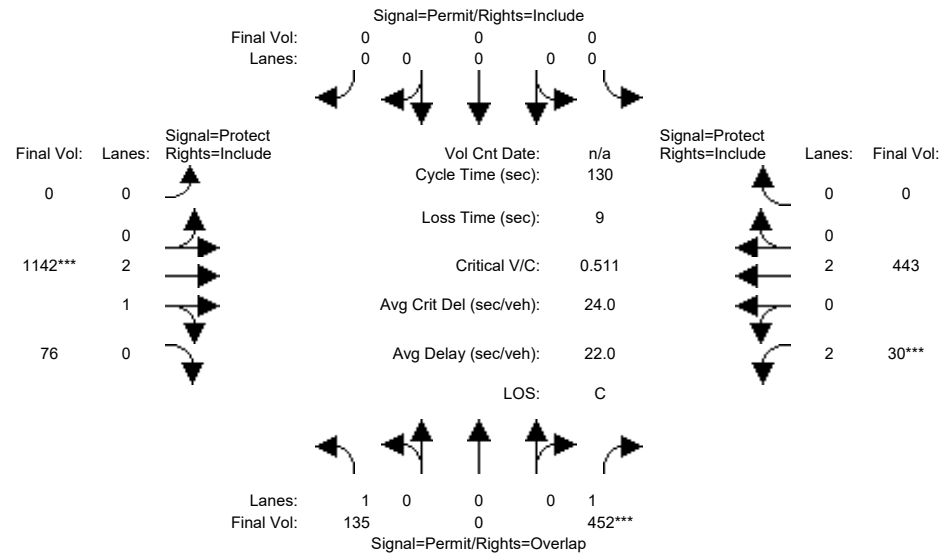
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.14	0.14	0.10	0.25	0.00
Crit Moves:	****							****		****		
Green Time:	10.0	0.0	57.1	0.0	0.0	0.0	0.0	63.9	63.9	47.1	111	0.0
Volume/Cap:	0.26	0.00	0.05	0.00	0.00	0.00	0.00	0.28	0.28	0.28	0.29	0.00
Delay/Veh:	57.5	0.0	20.9	0.0	0.0	0.0	0.0	19.6	19.6	29.6	1.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	0.0	20.9	0.0	0.0	0.0	0.0	19.6	19.6	29.6	1.9	0.0
LOS by Move:	E	A	C	A	A	A	A	B	B	C	A	A
HCM2k95thQ:	3	0	2	0	0	0	0	12	12	10	7	0

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

Patrick Henry Specific Plan
City of Santa Clara

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2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #75: (30) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	15	15	15	15	0
Y+R:	4.1	0.0	4.1	0.0	0.0	0.0	0.0	5.0	5.0	4.0	4.9	0.0

Volume Module:

Base Vol:	131	0	438	0	0	0	0	1108	74	29	430	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	131	0	438	0	0	0	0	1108	74	29	430	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	131	0	438	0	0	0	0	1108	74	29	430	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	135	0	452	0	0	0	0	1142	76	30	443	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	0	452	0	0	0	0	1142	76	30	443	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	135	0	452	0	0	0	0	1142	76	30	443	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.81	0.19	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	5249	351	3150	3800	0

Capacity Analysis Module:

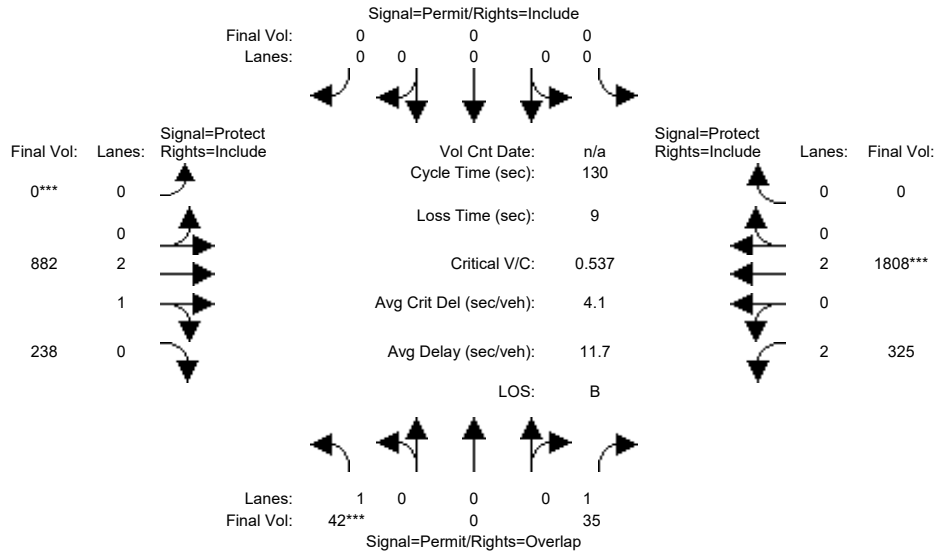
Vol/Sat:	0.08	0.00	0.26	0.00	0.00	0.00	0.00	0.22	0.22	0.01	0.12	0.00
Crit Moves:			****					****		****		
Green Time:	42.0	0.0	57.0	0.0	0.0	0.0	0.0	64.0	64.0	15.0	79.0	0.0
Volume/Cap:	0.24	0.00	0.59	0.00	0.00	0.00	0.00	0.44	0.44	0.08	0.19	0.00
Delay/Veh:	32.5	0.0	28.9	0.0	0.0	0.0	0.0	21.5	21.5	51.5	11.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.5	0.0	28.9	0.0	0.0	0.0	0.0	21.5	21.5	51.5	11.4	0.0
LOS by Move:	C	A	C	A	A	A	A	C	C	D	B	A
HCM2k95thQ:	8	0	26	0	0	0	0	19	19	1	7	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #75: (30) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	15	15	15	15	0
Y+R:	4.1	0.0	4.1	0.0	0.0	0.0	0.0	5.0	5.0	4.0	4.9	0.0

Volume Module:

Base Vol:	39	0	32	0	0	0	0	811	219	299	1663	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	0	32	0	0	0	0	811	219	299	1663	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	0	32	0	0	0	0	811	219	299	1663	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	42	0	35	0	0	0	0	882	238	325	1808	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	0	35	0	0	0	0	882	238	325	1808	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	42	0	35	0	0	0	0	882	238	325	1808	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.34	0.66	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	4408	1190	3150	3800	0

Capacity Analysis Module:

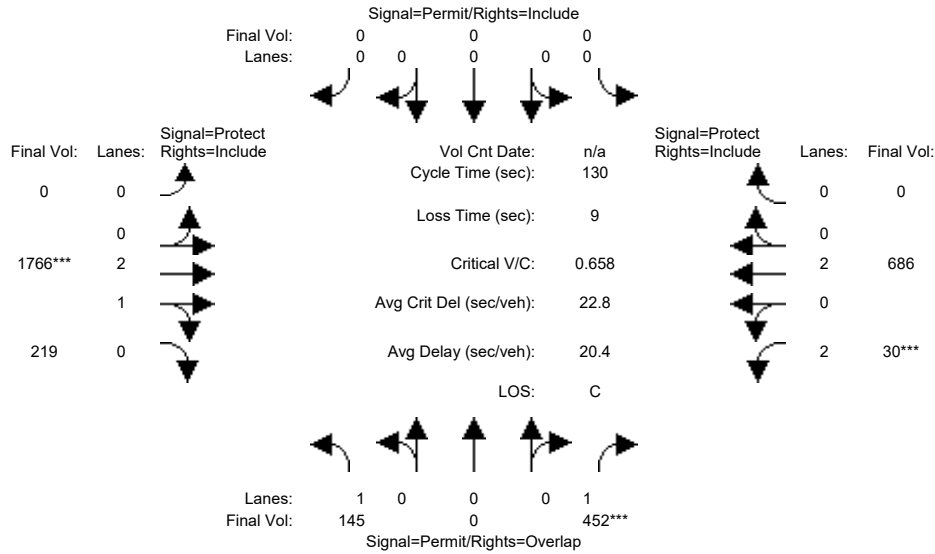
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.20	0.20	0.10	0.48	0.00
Crit Moves:	****							****			****	
Green Time:	10.0	0.0	50.6	0.0	0.0	0.0	0.0	70.4	70.4	40.6	111	0.0
Volume/Cap:	0.31	0.00	0.05	0.00	0.00	0.00	0.00	0.37	0.37	0.33	0.56	0.00
Delay/Veh:	58.1	0.0	24.8	0.0	0.0	0.0	0.0	17.2	17.2	34.5	2.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.1	0.0	24.8	0.0	0.0	0.0	0.0	17.2	17.2	34.5	2.9	0.0
LOS by Move:	E	A	C	A	A	A	A	B	B	C	A	A
HCM2k95thQ:	4	0	2	0	0	0	0	15	15	11	17	0

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

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2030 FC - PM

Intersection #75: (30) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	15	15	15	15	0
Y+R:	4.1	4.1	4.1	0.0	0.0	0.0	0.0	5.0	5.0	4.0	4.9	0.0

Volume Module:

Base Vol:	141	0	438	0	0	0	0	1713	212	29	665	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	0	438	0	0	0	0	1713	212	29	665	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	0	438	0	0	0	0	1713	212	29	665	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	145	0	452	0	0	0	0	1766	219	30	686	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	0	452	0	0	0	0	1766	219	30	686	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	145	0	452	0	0	0	0	1766	219	30	686	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.66	0.34	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	4982	617	3150	3800	0

Capacity Analysis Module:

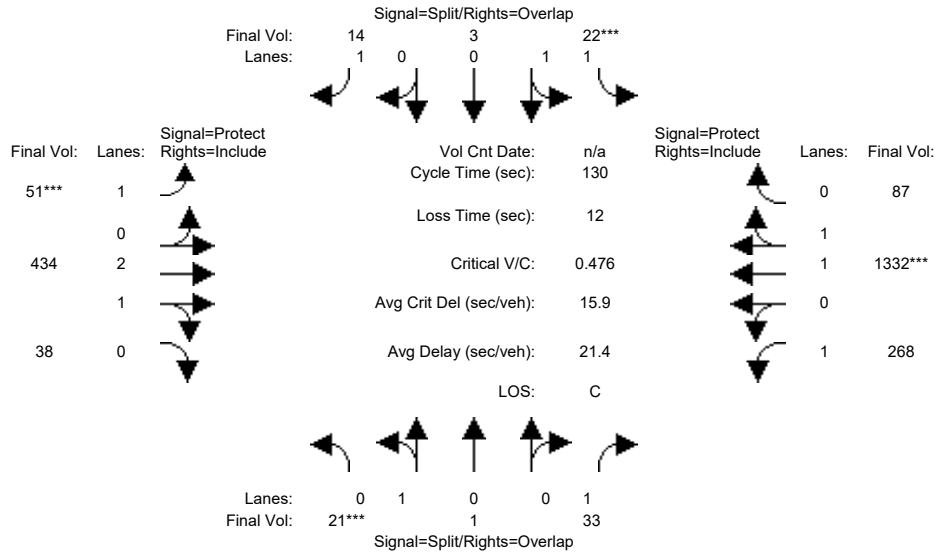
Vol/Sat:	0.08	0.00	0.26	0.00	0.00	0.00	0.00	0.35	0.35	0.01	0.18	0.00
Crit Moves:			****					****		****		
Green Time:	30.4	0.0	45.4	0.0	0.0	0.0	0.0	75.6	75.6	15.0	90.6	0.0
Volume/Cap:	0.35	0.00	0.74	0.00	0.00	0.00	0.00	0.61	0.61	0.08	0.26	0.00
Delay/Veh:	42.1	0.0	41.8	0.0	0.0	0.0	0.0	18.0	18.0	51.5	7.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.1	0.0	41.8	0.0	0.0	0.0	0.0	18.0	18.0	51.5	7.3	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	A	A
HCM2k95thQ:	10	0	31	0	0	0	0	28	28	1	10	0

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

Patrick Henry Specific Plan
City of Santa Clara

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2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #76: (31) BURTON / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4

Volume Module:

Base Vol:	19	1	30	20	3	13	46	391	34	241	1199	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1	30	20	3	13	46	391	34	241	1199	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1	30	20	3	13	46	391	34	241	1199	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	21	1	33	22	3	14	51	434	38	268	1332	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1	33	22	3	14	51	434	38	268	1332	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1	33	22	3	14	51	434	38	268	1332	87

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.95	0.05	1.00	1.74	0.26	1.00	1.00	2.75	0.25	1.00	1.87	0.13
Final Sat.:	1710	90	1750	3087	463	1750	1750	5151	448	1750	3474	226

Capacity Analysis Module:

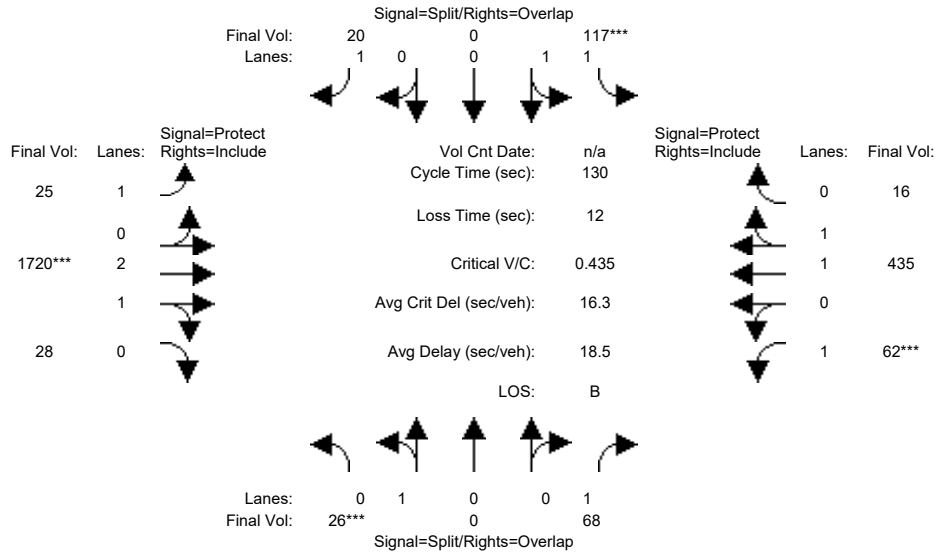
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.03	0.08	0.08	0.15	0.38	0.38
Crit Moves:	****			****			****				****	
Green Time:	12.0	12.0	73.2	11.0	11.0	21.0	10.0	33.8	33.8	61.2	85.0	85.0
Volume/Cap:	0.13	0.13	0.03	0.09	0.09	0.05	0.38	0.32	0.32	0.32	0.59	0.59
Delay/Veh:	54.6	54.6	12.6	55.0	55.0	46.2	58.8	39.0	39.0	21.7	13.0	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	54.6	12.6	55.0	55.0	46.2	58.8	39.0	39.0	21.7	13.0	13.0
LOS by Move:	D	D	B	D	D	D	E	D	D	C	B	B
HCM2k95thQ:	2	2	1	1	1	1	4	10	10	13	28	28

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #76: (31) BURTON / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4

Volume Module:

Base Vol:	25	0	65	111	0	19	24	1634	27	59	413	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	65	111	0	19	24	1634	27	59	413	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	65	111	0	19	24	1634	27	59	413	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	0	68	117	0	20	25	1720	28	62	435	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	68	117	0	20	25	1720	28	62	435	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	0	68	117	0	20	25	1720	28	62	435	16

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.95	0.05	1.00	1.93	0.07
Final Sat.:	1800	0	1750	3550	0	1750	1750	5509	91	1750	3570	130

Capacity Analysis Module:

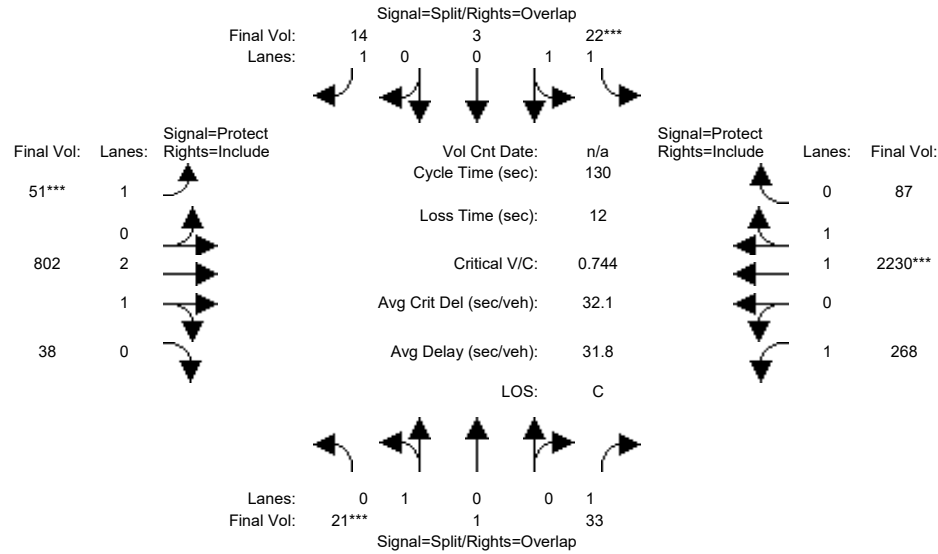
Vol/Sat:	0.01	0.00	0.04	0.03	0.00	0.01	0.01	0.31	0.31	0.04	0.12	0.12
Crit Moves:	****			****				****		****		
Green Time:	12.0	0.0	22.0	11.0	0.0	47.8	36.8	85.0	85.0	10.0	58.2	58.2
Volume/Cap:	0.16	0.00	0.23	0.39	0.00	0.03	0.05	0.48	0.48	0.46	0.27	0.27
Delay/Veh:	54.8	0.0	47.1	57.2	0.0	26.3	34.0	11.4	11.4	59.9	22.7	22.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	0.0	47.1	57.2	0.0	26.3	34.0	11.4	11.4	59.9	22.7	22.7
LOS by Move:	D	A	D	E	A	C	C	B	B	E	C	C
HCM2k95thQ:	2	0	5	6	0	1	2	21	21	6	11	11

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #76: (31) BURTON / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4

Volume Module:

Base Vol:	19	1	30	20	3	13	46	722	34	241	2007	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1	30	20	3	13	46	722	34	241	2007	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1	30	20	3	13	46	722	34	241	2007	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	21	1	33	22	3	14	51	802	38	268	2230	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1	33	22	3	14	51	802	38	268	2230	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	21	1	33	22	3	14	51	802	38	268	2230	87

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.95	0.05	1.00	1.74	0.26	1.00	1.00	2.86	0.14	1.00	1.92	0.08
Final Sat.:	1710	90	1750	3087	463	1750	1750	5348	252	1750	3561	138

Capacity Analysis Module:

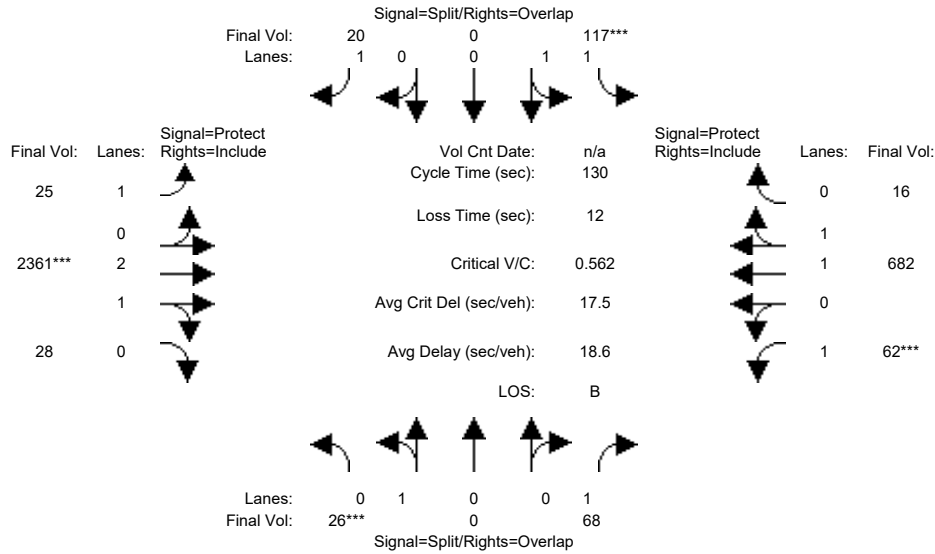
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.03	0.15	0.15	0.15	0.63	0.63
Crit Moves:	****			****			****				****	
Green Time:	12.0	12.0	60.0	11.0	11.0	21.0	10.0	47.0	47.0	48.0	85.0	85.0
Volume/Cap:	0.13	0.13	0.04	0.09	0.09	0.05	0.38	0.41	0.41	0.41	0.96	0.96
Delay/Veh:	54.6	54.6	19.2	55.0	55.0	46.2	58.8	31.3	31.3	31.0	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	54.6	19.2	55.0	55.0	46.2	58.8	31.3	31.3	31.0	31.0	31.0
LOS by Move:	D	D	B	D	D	D	E	C	C	C	C	C
HCM2k95thQ:	2	2	2	1	1	1	4	15	15	16	76	76

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #76: (31) BURTON / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4

Volume Module:

Base Vol:	25	0	65	111	0	19	24	2243	27	59	648	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	65	111	0	19	24	2243	27	59	648	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	65	111	0	19	24	2243	27	59	648	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	0	68	117	0	20	25	2361	28	62	682	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	68	117	0	20	25	2361	28	62	682	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	26	0	68	117	0	20	25	2361	28	62	682	16

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.96	0.04	1.00	1.95	0.05
Final Sat.:	1800	0	1750	3550	0	1750	1750	5533	67	1750	3616	84

Capacity Analysis Module:

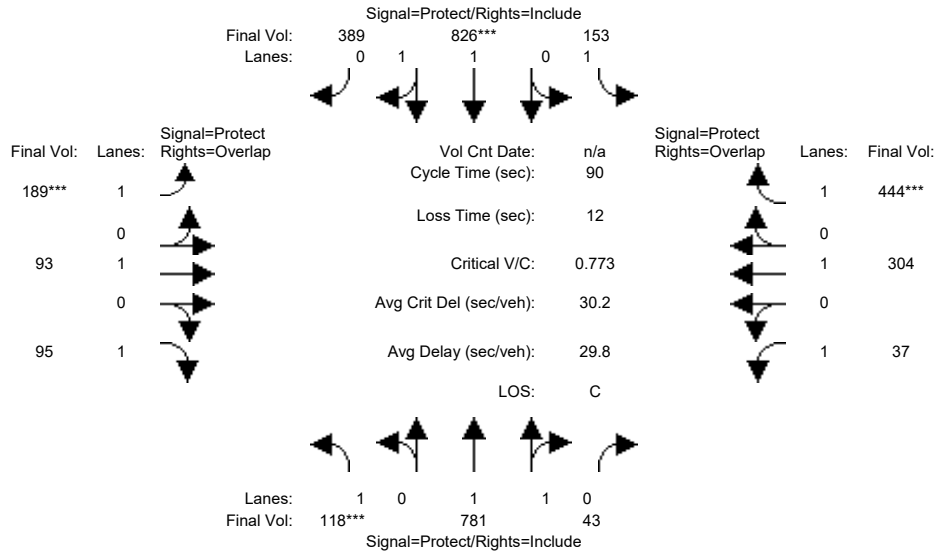
Vol/Sat:	0.01	0.00	0.04	0.03	0.00	0.01	0.01	0.43	0.43	0.04	0.19	0.19
Crit Moves:	****			****				****		****		
Green Time:	12.0	0.0	22.0	11.0	0.0	38.5	27.5	85.0	85.0	10.0	67.5	67.5
Volume/Cap:	0.16	0.00	0.23	0.39	0.00	0.04	0.07	0.65	0.65	0.46	0.36	0.36
Delay/Veh:	54.8	0.0	47.1	57.2	0.0	32.6	41.1	14.0	14.0	59.9	18.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	0.0	47.1	57.2	0.0	32.6	41.1	14.0	14.0	59.9	18.6	18.6
LOS by Move:	D	A	D	E	A	C	D	B	B	E	B	B
HCM2k95thQ:	2	0	5	6	0	1	2	33	33	6	15	15

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

Patrick Henry Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #106: (41) LAFAYETTE / AGNEW / LICK MILL



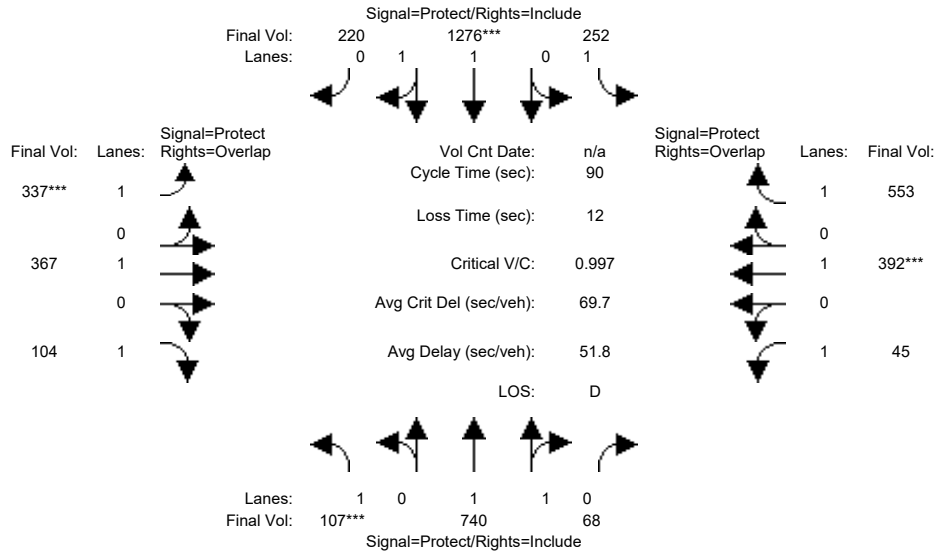
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module:												
Base Vol:	107	711	39	139	752	354	172	85	86	34	277	404
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	711	39	139	752	354	172	85	86	34	277	404
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	711	39	139	752	354	172	85	86	34	277	404
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	118	781	43	153	826	389	189	93	95	37	304	444
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	781	43	153	826	389	189	93	95	37	304	444
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	781	43	153	826	389	189	93	95	37	304	444
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	1.00	1.34	0.66	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3507	192	1750	2515	1184	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.09	0.33	0.33	0.11	0.05	0.05	0.02	0.16	0.25
Crit Moves:	****				****		****					****
Green Time:	8.0	33.2	33.2	13.0	38.1	38.1	12.5	21.2	29.2	10.6	19.3	32.3
Volume/Cap:	0.76	0.60	0.60	0.60	0.78	0.78	0.78	0.21	0.17	0.18	0.75	0.71
Delay/Veh:	58.9	23.9	23.9	40.2	24.7	24.7	51.8	27.9	21.8	36.2	40.4	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	23.9	23.9	40.2	24.7	24.7	51.8	27.9	21.8	36.2	40.4	28.5
LOS by Move:	E	C	C	D	C	C	D	C	C	D	D	C
HCM2k95thQ:	7	17	17	9	27	27	11	4	4	2	18	23

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #106: (41) LAFAYETTE / AGNEW / LICK MILL



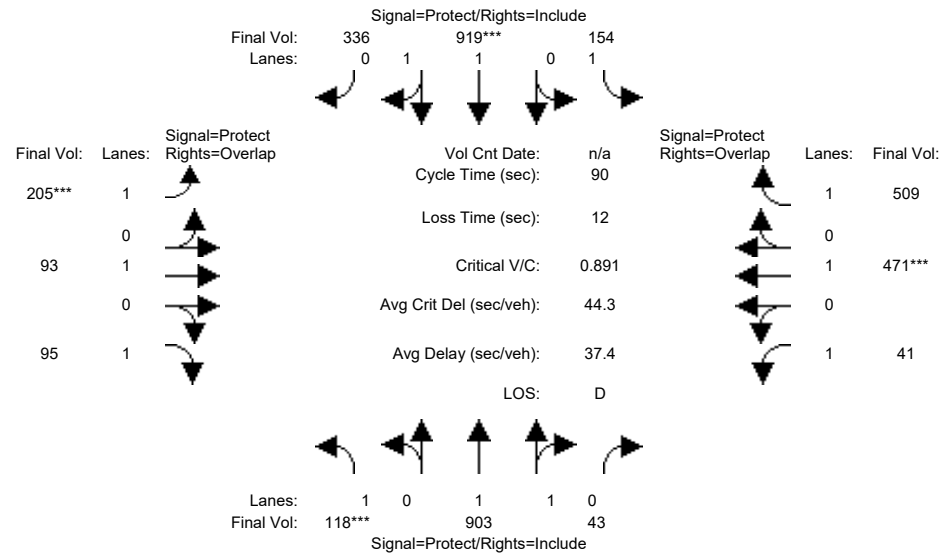
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module:												
Base Vol:	105	725	67	247	1250	216	330	360	102	44	384	542
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	725	67	247	1250	216	330	360	102	44	384	542
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	725	67	247	1250	216	330	360	102	44	384	542
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	107	740	68	252	1276	220	337	367	104	45	392	553
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	740	68	252	1276	220	337	367	104	45	392	553
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	740	68	252	1276	220	337	367	104	45	392	553
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.83	0.17	1.00	1.70	0.30	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3387	313	1750	3154	545	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.22	0.14	0.40	0.40	0.19	0.19	0.06	0.03	0.21	0.32
Crit Moves:	****			****			****			****		
Green Time:	8.0	26.2	26.2	17.0	35.2	35.2	16.8	28.3	36.3	6.5	18.0	35.0
Volume/Cap:	0.69	0.75	0.75	0.76	1.03	1.03	1.03	0.62	0.15	0.36	1.03	0.81
Delay/Veh:	52.1	31.9	31.9	44.6	59.8	59.8	95.1	28.2	17.2	41.5	90.8	32.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	31.9	31.9	44.6	59.8	59.8	95.1	28.2	17.2	41.5	90.8	32.0
LOS by Move:	D	C	C	D	E	E	F	C	B	D	F	C
HCM2k95thQ:	7	20	20	14	46	46	24	16	4	3	30	29

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #106: (41) LAFAYETTE / AGNEW / LICK MILL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0

Volume Module:												
Base Vol:	107	822	39	140	836	306	187	85	86	37	429	463
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	822	39	140	836	306	187	85	86	37	429	463
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	822	39	140	836	306	187	85	86	37	429	463
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	118	903	43	154	919	336	205	93	95	41	471	509
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	903	43	154	919	336	205	93	95	41	471	509
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	903	43	154	919	336	205	93	95	41	471	509

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	1.00	1.45	0.55	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3532	168	1750	2708	991	1750	1900	1750	1750	1900	1750

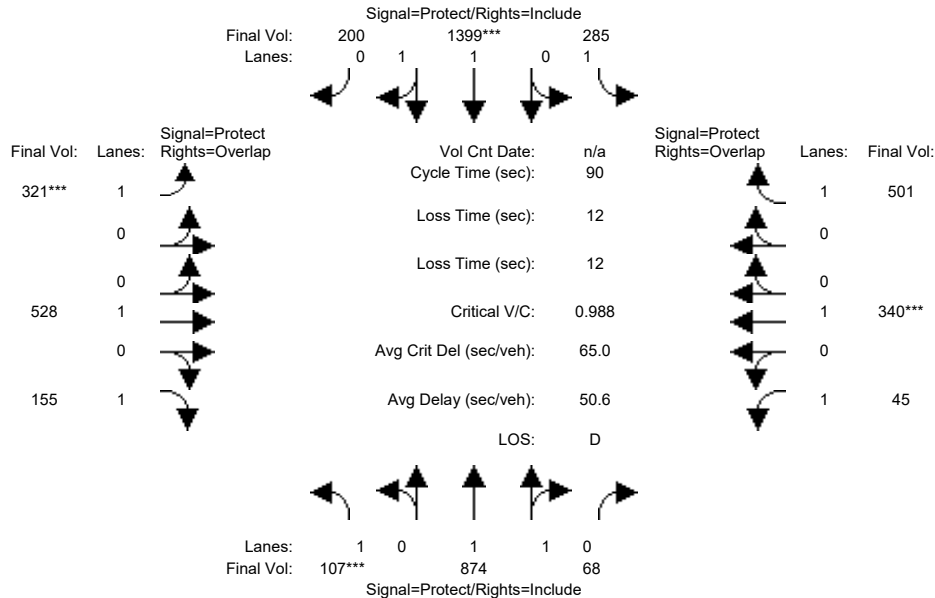
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.09	0.34	0.34	0.12	0.05	0.05	0.02	0.25	0.29
Crit Moves:	****				****		****				****	
Green Time:	8.0	31.0	31.0	10.7	33.7	33.7	11.7	24.2	32.2	12.1	24.6	35.3
Volume/Cap:	0.76	0.74	0.74	0.74	0.91	0.91	0.91	0.18	0.15	0.17	0.91	0.74
Delay/Veh:	58.9	28.3	28.3	51.7	35.5	35.5	74.1	25.5	19.7	34.9	51.0	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	28.3	28.3	51.7	35.5	35.5	74.1	25.5	19.7	34.9	51.0	27.8
LOS by Move:	E	C	C	D	D	D	E	C	B	C	D	C
HCM2k95thQ:	7	22	22	9	32	32	14	4	4	2	29	26

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #106: (41) LAFAYETTE / AGNEW / LICK MILL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0

Volume Module:												
Base Vol:	105	857	67	279	1371	196	315	517	152	44	333	491
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	857	67	279	1371	196	315	517	152	44	333	491
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	857	67	279	1371	196	315	517	152	44	333	491
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	107	874	68	285	1399	200	321	528	155	45	340	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	874	68	285	1399	200	321	528	155	45	340	501
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	874	68	285	1399	200	321	528	155	45	340	501

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.85	0.15	1.00	1.74	0.26	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3432	268	1750	3237	463	1750	1900	1750	1750	1900	1750

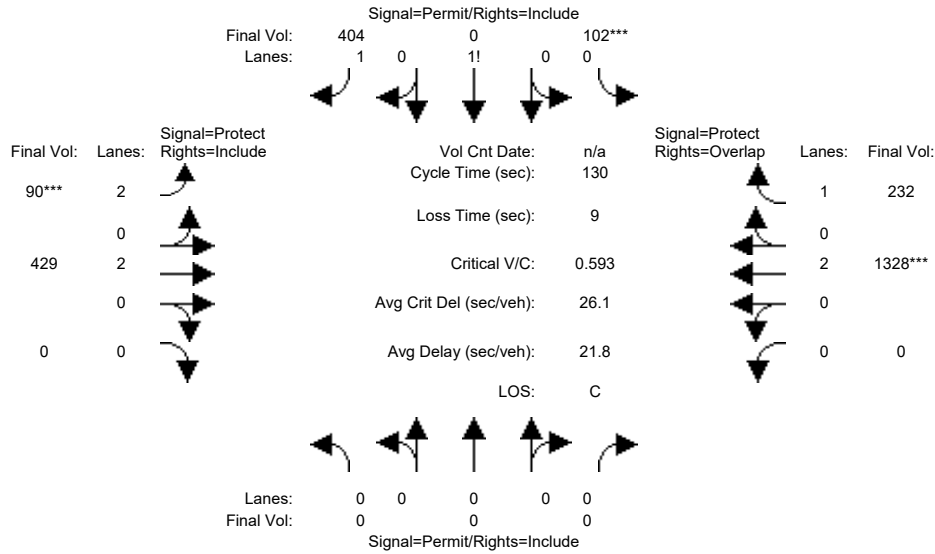
Capacity Analysis Module:												
Vol/Sat:	0.06	0.25	0.25	0.16	0.43	0.43	0.18	0.28	0.09	0.03	0.18	0.29
Crit Moves:	****			****			****			****		
Green Time:	8.0	28.1	28.1	18.0	38.1	38.1	16.2	27.5	35.5	4.4	15.8	33.7
Volume/Cap:	0.69	0.82	0.82	0.82	1.02	1.02	1.02	0.91	0.22	0.52	1.02	0.76
Delay/Veh:	52.1	33.2	33.2	48.2	54.4	54.4	93.3	48.1	18.3	47.6	92.2	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	33.2	33.2	48.2	54.4	54.4	93.3	48.1	18.3	47.6	92.2	30.0
LOS by Move:	D	C	C	D	D	D	F	D	B	D	F	C
HCM2k95thQ:	7	23	23	17	48	48	22	26	6	4	27	26

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #115: (38) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	99	0	392	87	416	0	0	1288	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	99	0	392	87	416	0	0	1288	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	99	0	392	87	416	0	0	1288	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	102	0	404	90	429	0	0	1328	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	102	0	404	90	429	0	0	1328	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	102	0	404	90	429	0	0	1328	232

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.34	0.00	1.66	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	587	0	2913	3150	3800	0	0	3800	1750

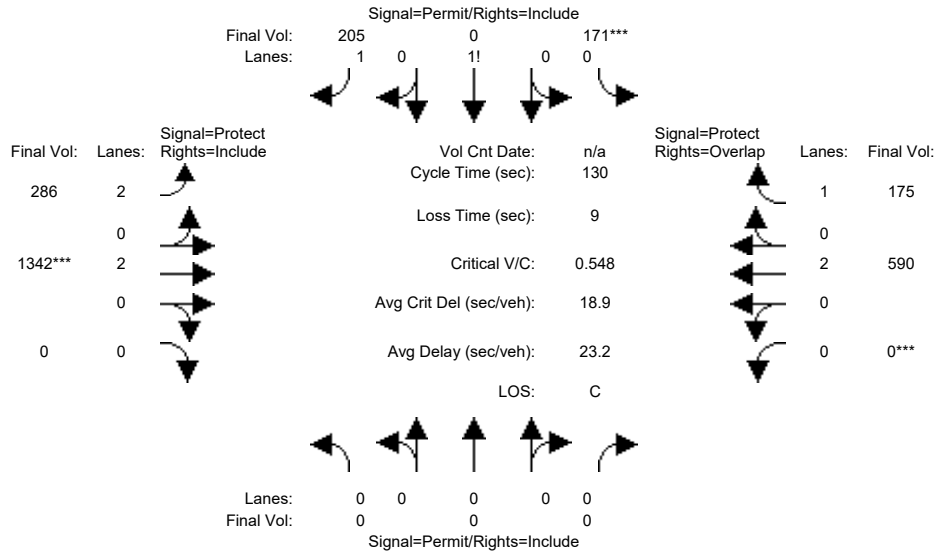
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.14	0.03	0.11	0.00	0.00	0.35	0.13
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	37.5	0.0	37.5	8.0	83.5	0.0	0.0	75.5	75.5
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.48	0.46	0.18	0.00	0.00	0.60	0.23
Delay/Veh:	0.0	0.0	0.0	41.0	0.0	38.5	60.7	9.4	0.0	0.0	18.1	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.0	0.0	38.5	60.7	9.4	0.0	0.0	18.1	13.3
LOS by Move:	A	A	A	D	A	D	E	A	A	A	B	B
HCM2k95thQ:	0	0	0	21	0	16	4	7	0	0	28	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #115: (38) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	166	0	199	277	1302	0	0	572	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	166	0	199	277	1302	0	0	572	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	166	0	199	277	1302	0	0	572	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	171	0	205	286	1342	0	0	590	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	171	0	205	286	1342	0	0	590	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	171	0	205	286	1342	0	0	590	175

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.63	0.00	1.37	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1094	0	2406	3150	3800	0	0	3800	1750

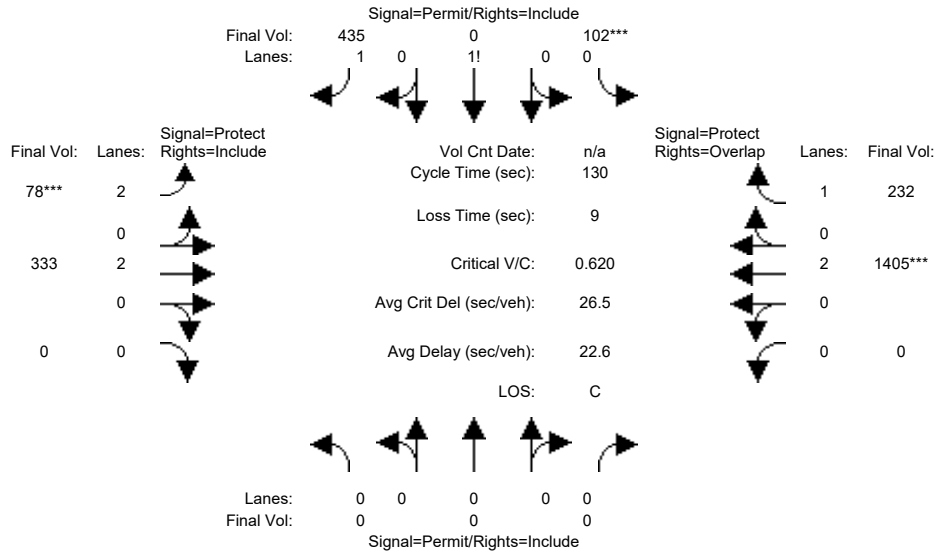
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.09	0.09	0.35	0.00	0.00	0.16	0.10
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	37.1	0.0	37.1	30.9	83.9	0.0	0.0	52.9	52.9
Volume/Cap:	0.00	0.00	0.00	0.55	0.00	0.30	0.38	0.55	0.00	0.00	0.38	0.25
Delay/Veh:	0.0	0.0	0.0	40.3	0.0	36.4	41.8	12.9	0.0	0.0	27.2	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.3	0.0	36.4	41.8	12.9	0.0	0.0	27.2	25.6
LOS by Move:	A	A	A	D	A	D	D	B	A	A	C	C
HCM2k95thQ:	0	0	0	19	0	10	11	26	0	0	15	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #115: (38) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	99	0	422	76	323	0	0	1363	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	99	0	422	76	323	0	0	1363	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	99	0	422	76	323	0	0	1363	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	102	0	435	78	333	0	0	1405	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	102	0	435	78	333	0	0	1405	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	102	0	435	78	333	0	0	1405	232

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.32	0.00	1.68	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	559	0	2941	3150	3800	0	0	3800	1750

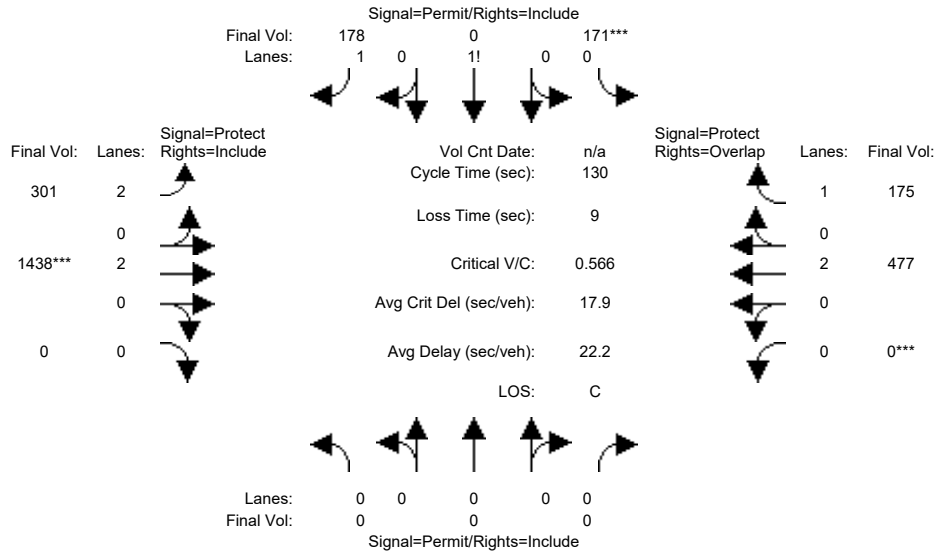
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.15	0.02	0.09	0.00	0.00	0.37	0.13
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	37.4	0.0	37.4	8.0	83.6	0.0	0.0	75.6	75.6
Volume/Cap:	0.00	0.00	0.00	0.64	0.00	0.51	0.40	0.14	0.00	0.00	0.64	0.23
Delay/Veh:	0.0	0.0	0.0	42.0	0.0	39.2	60.1	9.1	0.0	0.0	18.6	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.0	0.0	39.2	60.1	9.1	0.0	0.0	18.6	13.2
LOS by Move:	A	A	A	D	A	D	E	A	A	A	B	B
HCM2k95thQ:	0	0	0	23	0	18	4	5	0	0	31	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #115: (38) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:

Base Vol:	0	0	0	166	0	173	292	1395	0	0	463	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	166	0	173	292	1395	0	0	463	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	166	0	173	292	1395	0	0	463	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	171	0	178	301	1438	0	0	477	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	171	0	178	301	1438	0	0	477	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	171	0	178	301	1438	0	0	477	175

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.66	0.00	1.34	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1150	0	2350	3150	3800	0	0	3800	1750

Capacity Analysis Module:

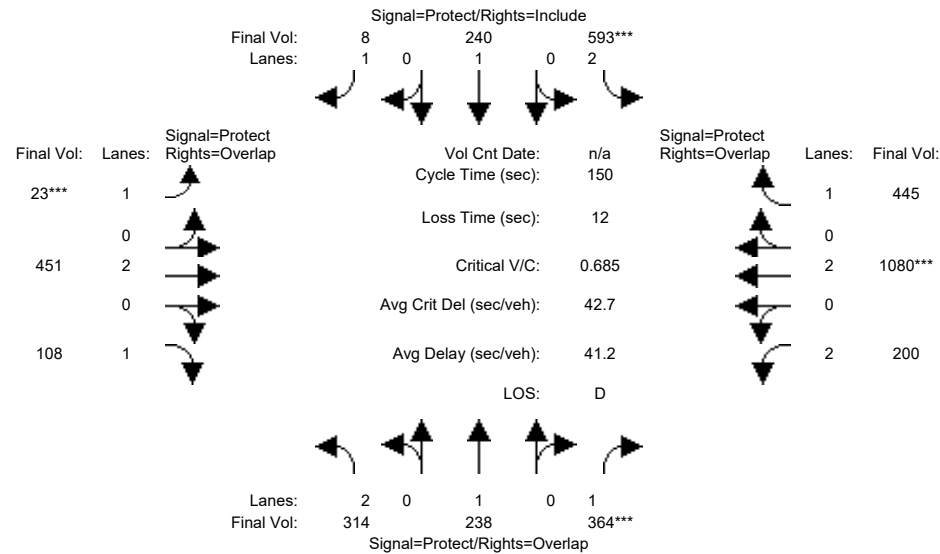
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.08	0.10	0.38	0.00	0.00	0.13	0.10
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	34.1	0.0	34.1	37.5	86.9	0.0	0.0	49.3	49.3
Volume/Cap:	0.00	0.00	0.00	0.57	0.00	0.29	0.33	0.57	0.00	0.00	0.33	0.26
Delay/Veh:	0.0	0.0	0.0	42.8	0.0	38.4	36.6	11.8	0.0	0.0	28.8	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.8	0.0	38.4	36.6	11.8	0.0	0.0	28.8	28.0
LOS by Move:	A	A	A	D	A	D	D	B	A	A	C	C
HCM2k95thQ:	0	0	0	19	0	9	11	27	0	0	12	10

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #123: (39) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:												
Base Vol:	289	219	335	546	221	7	21	415	99	184	994	409
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	289	219	335	546	221	7	21	415	99	184	994	409
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	289	219	335	546	221	7	21	415	99	184	994	409
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	314	238	364	593	240	8	23	451	108	200	1080	445
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	314	238	364	593	240	8	23	451	108	200	1080	445
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	314	238	364	593	240	8	23	451	108	200	1080	445

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750

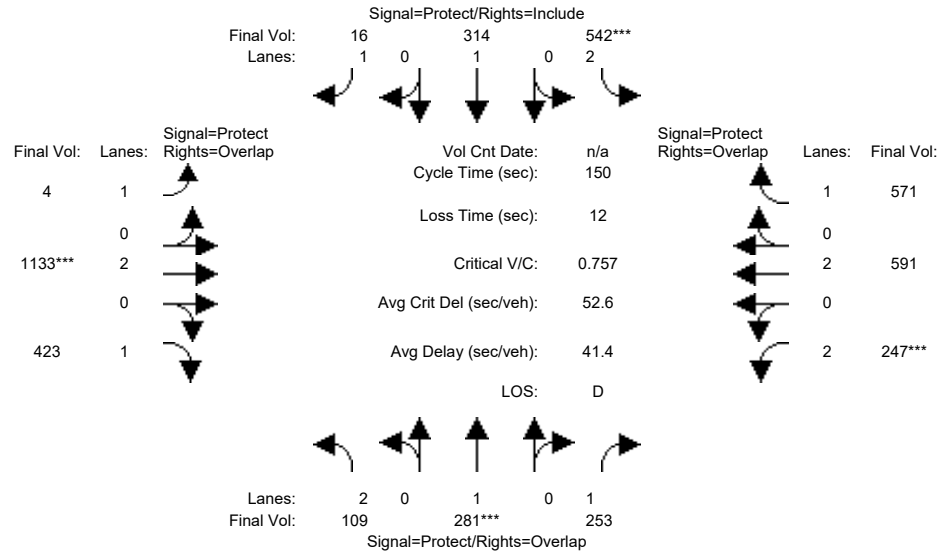
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.21	0.19	0.13	0.00	0.01	0.12	0.06	0.06	0.28	0.25
Crit Moves:			****	****			****				****	
Green Time:	31.6	31.2	54.2	40.6	40.1	40.1	5.0	43.2	74.8	23.1	61.3	101.8
Volume/Cap:	0.47	0.60	0.58	0.70	0.47	0.02	0.39	0.41	0.12	0.41	0.70	0.37
Delay/Veh:	52.4	56.5	39.9	51.7	46.8	40.4	75.3	43.4	20.1	57.9	38.1	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	56.5	39.9	51.7	46.8	40.4	75.3	43.4	20.1	57.9	38.1	10.6
LOS by Move:	D	E	D	D	D	D	E	D	C	E	D	B
HCM2k95thQ:	14	18	25	27	17	1	2	15	5	9	34	17

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #123: (39) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:												
Base Vol:	105	270	243	520	301	15	4	1088	406	237	567	548
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	270	243	520	301	15	4	1088	406	237	567	548
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	270	243	520	301	15	4	1088	406	237	567	548
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	109	281	253	542	314	16	4	1133	423	247	591	571
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	281	253	542	314	16	4	1133	423	247	591	571
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	109	281	253	542	314	16	4	1133	423	247	591	571

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750

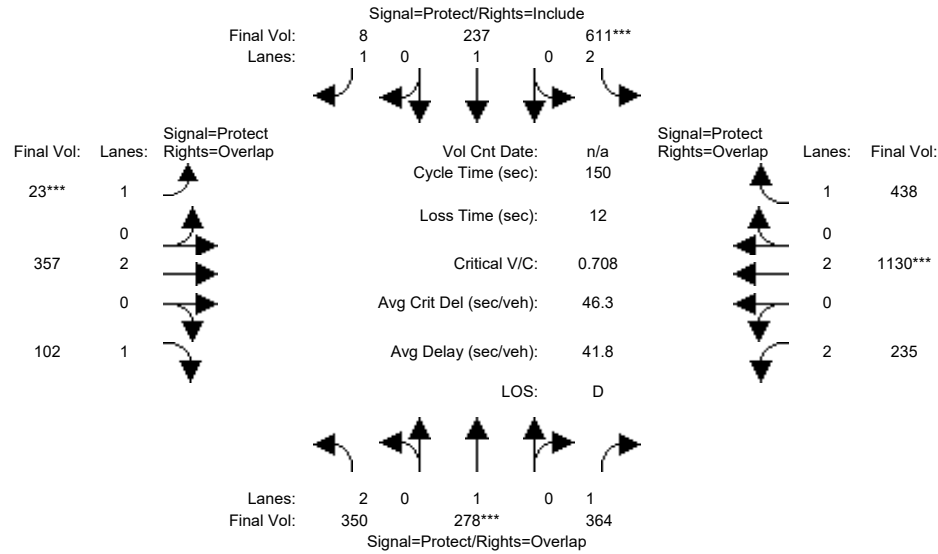
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.14	0.17	0.17	0.01	0.00	0.30	0.24	0.08	0.16	0.33
Crit Moves:	****			****				****		****		
Green Time:	18.2	29.3	44.9	34.1	45.2	45.2	13.2	59.1	77.3	15.5	61.4	95.5
Volume/Cap:	0.29	0.76	0.48	0.76	0.55	0.03	0.03	0.76	0.47	0.76	0.38	0.51
Delay/Veh:	60.4	65.7	43.8	58.8	45.0	37.0	62.6	41.5	23.6	75.2	31.1	15.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	65.7	43.8	58.8	45.0	37.0	62.6	41.5	23.6	75.2	31.1	15.1
LOS by Move:	E	E	D	E	D	D	E	D	C	E	C	B
HCM2k95thQ:	5	22	18	27	22	1	0	37	23	13	17	26

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #123: (39) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:

Base Vol:	322	256	335	562	218	7	21	328	94	216	1040	403
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	322	256	335	562	218	7	21	328	94	216	1040	403
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	322	256	335	562	218	7	21	328	94	216	1040	403
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	350	278	364	611	237	8	23	357	102	235	1130	438
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	278	364	611	237	8	23	357	102	235	1130	438
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	350	278	364	611	237	8	23	357	102	235	1130	438

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750

Capacity Analysis Module:

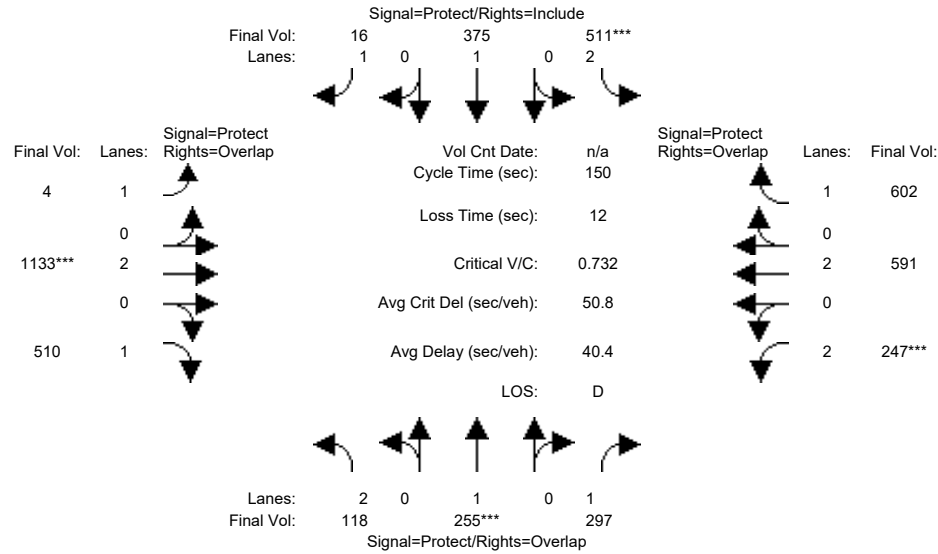
Vol/Sat:	0.11	0.15	0.21	0.19	0.12	0.00	0.01	0.09	0.06	0.07	0.30	0.25
Crit Moves:	****			****			****				****	
Green Time:	33.4	30.5	60.2	40.4	37.5	37.5	5.0	37.4	70.8	29.7	62.0	102.5
Volume/Cap:	0.50	0.72	0.52	0.72	0.50	0.02	0.39	0.38	0.12	0.38	0.72	0.37
Delay/Veh:	51.5	62.2	34.6	52.7	49.0	42.4	75.3	46.9	22.3	52.5	38.4	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.5	62.2	34.6	52.7	49.0	42.4	75.3	46.9	22.3	52.5	38.4	10.2
LOS by Move:	D	E	C	D	D	D	E	D	C	D	D	B
HCM2k95thQ:	15	22	24	28	17	1	2	12	5	10	36	17

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #123: (39) LICK MILL/TASMAN



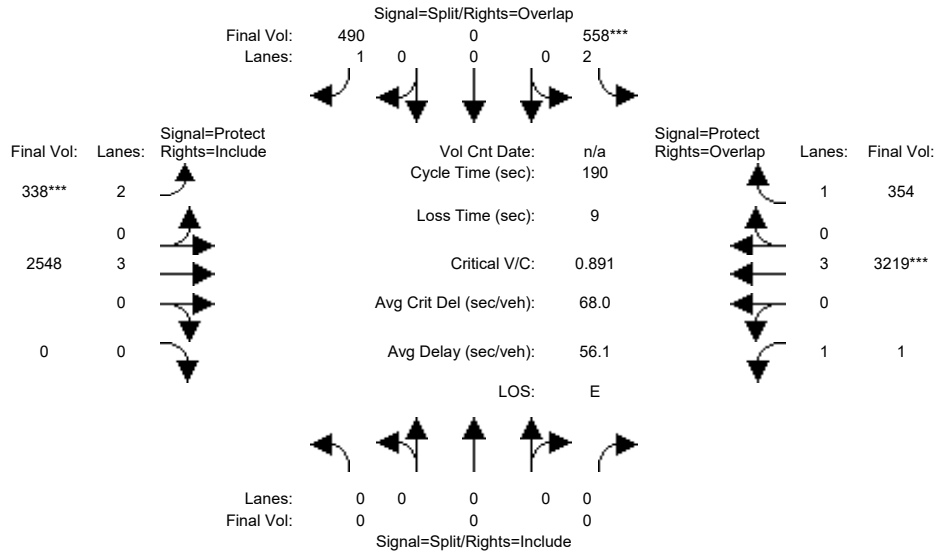
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	113	245	285	491	360	15	4	1088	490	237	567	578
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	245	285	491	360	15	4	1088	490	237	567	578
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	245	285	491	360	15	4	1088	490	237	567	578
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	118	255	297	511	375	16	4	1133	510	247	591	602
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	255	297	511	375	16	4	1133	510	247	591	602
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	255	297	511	375	16	4	1133	510	247	591	602
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.17	0.16	0.20	0.01	0.00	0.30	0.29	0.08	0.16	0.34
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	15.4	27.5	43.6	33.3	45.5	45.5	12.0	61.1	76.5	16.1	65.2	98.5
Volume/Cap:	0.37	0.73	0.58	0.73	0.65	0.03	0.03	0.73	0.57	0.73	0.36	0.52
Delay/Veh:	63.5	65.5	47.2	58.2	48.0	36.8	63.7	39.3	26.3	72.9	28.5	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.5	65.5	47.2	58.2	48.0	36.8	63.7	39.3	26.3	72.9	28.5	13.9
LOS by Move:	E	E	D	E	D	D	E	D	C	E	C	B
HCM2k95thQ:	6	21	22	25	27	1	0	36	29	13	16	27

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #125: (46) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	0	0	0	558	0	490	338	2929	0	1	3700	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	558	0	490	338	2929	0	1	3700	354
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	558	0	490	338	2929	0	1	3700	354
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	558	0	490	338	2548	0	1	3219	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	558	0	490	338	2548	0	1	3219	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	558	0	490	338	2548	0	1	3219	354

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750

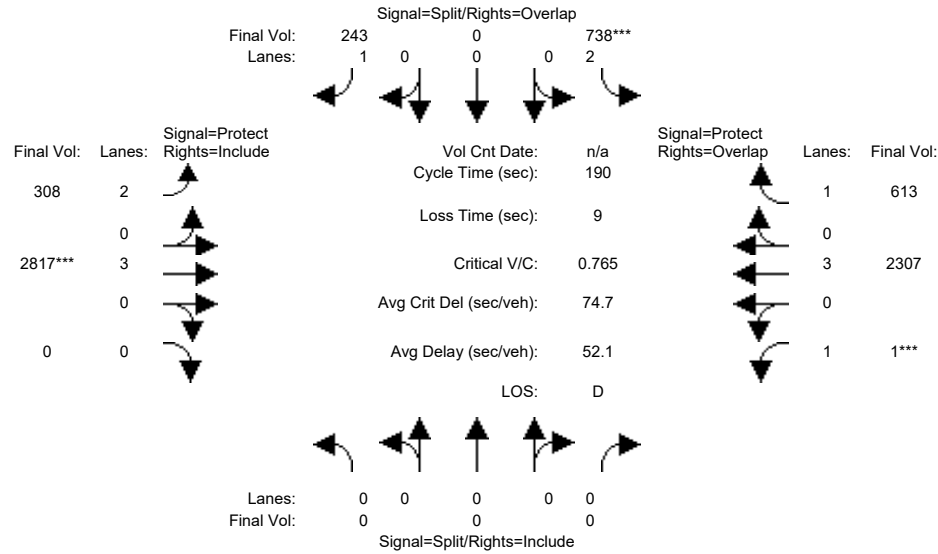
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.28	0.11	0.45	0.00	0.00	0.56	0.20
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	25.4	0.0	42.3	16.9	135	0.0	10.6	131	156.1
Volume/Cap:	0.00	0.00	0.00	1.32	0.00	1.26	1.21	0.63	0.00	0.01	0.82	0.25
Delay/Veh:	0.0	0.0	0.0	244.3	0.0	209.2	208.4	14.6	0.0	84.8	22.7	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	244.3	0.0	209.2	208.4	14.6	0.0	84.8	22.7	3.9
LOS by Move:	A	A	A	F	A	F	F	B	A	F	C	A
HCM2k95thQ:	0	0	0	50	0	70	32	41	0	0	64	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #125: (46) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	0	0	738	0	243	308	3521	0	1	3393	613
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	738	0	243	308	3521	0	1	3393	613
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	738	0	243	308	3521	0	1	3393	613
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	738	0	243	308	2817	0	1	2307	613
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	738	0	243	308	2817	0	1	2307	613
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	738	0	243	308	2817	0	1	2307	613

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750

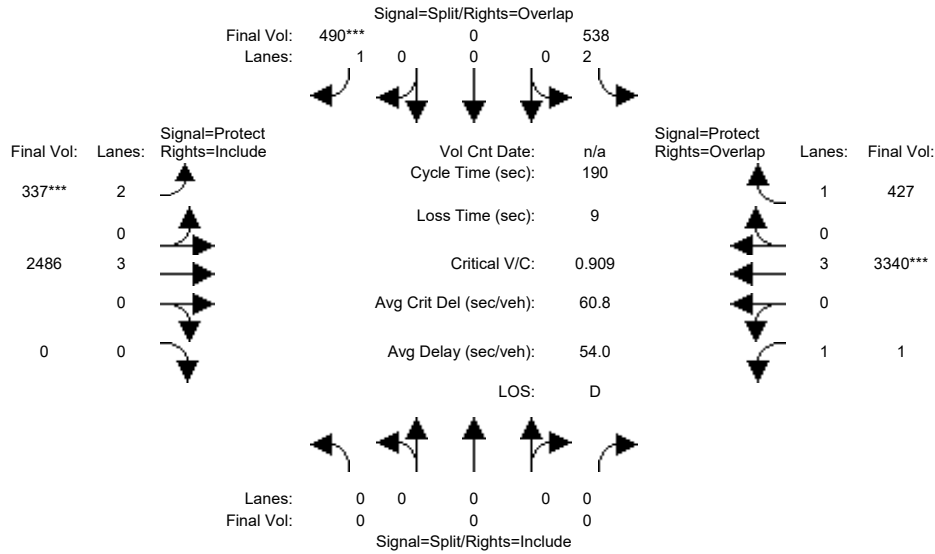
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.14	0.10	0.49	0.00	0.00	0.40	0.35
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	30.9	0.0	52.0	21.1	131	0.0	10.6	121	151.8
Volume/Cap:	0.00	0.00	0.00	1.44	0.00	0.51	0.88	0.72	0.00	0.01	0.64	0.44
Delay/Veh:	0.0	0.0	0.0	288.8	0.0	59.1	104.9	18.6	0.0	84.8	21.5	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	288.8	0.0	59.1	104.9	18.6	0.0	84.8	21.5	6.1
LOS by Move:	A	A	A	F	A	E	F	B	A	F	C	A
HCM2k95thQ:	0	0	0	67	0	23	24	52	0	0	41	20

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #125: (46) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8

Volume Module:

Base Vol:	0	0	0	538	0	490	337	2857	0	1	3839	427
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	538	0	490	337	2857	0	1	3839	427
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	538	0	490	337	2857	0	1	3839	427
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	538	0	490	337	2486	0	1	3340	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	538	0	490	337	2486	0	1	3340	427
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	538	0	490	337	2486	0	1	3340	427

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750

Capacity Analysis Module:

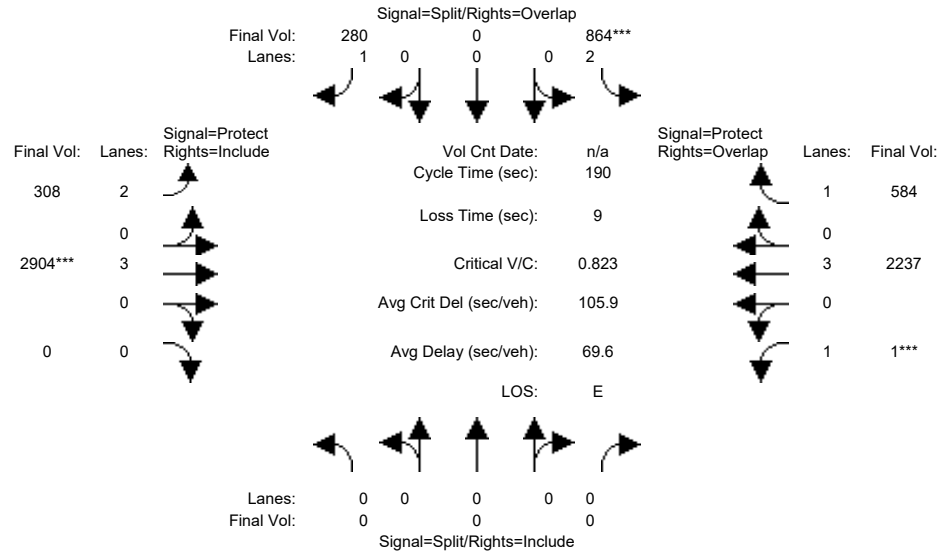
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.28	0.11	0.44	0.00	0.00	0.59	0.24
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	25.4	0.0	42.3	16.9	135	0.0	10.6	131	156.1
Volume/Cap:	0.00	0.00	0.00	1.28	0.00	1.26	1.20	0.61	0.00	0.01	0.85	0.30
Delay/Veh:	0.0	0.0	0.0	224.4	0.0	209.2	207.0	14.3	0.0	84.8	24.3	4.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	224.4	0.0	209.2	207.0	14.3	0.0	84.8	24.3	4.1
LOS by Move:	A	A	A	F	A	F	F	B	A	F	C	A
HCM2k95thQ:	0	0	0	47	0	70	32	40	0	0	70	11

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #125: (46) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	0	0	0	864	0	280	308	3630	0	1	3290	584
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	864	0	280	308	3630	0	1	3290	584
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	864	0	280	308	3630	0	1	3290	584
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	864	0	280	308	2904	0	1	2237	584
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	864	0	280	308	2904	0	1	2237	584
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	864	0	280	308	2904	0	1	2237	584

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750

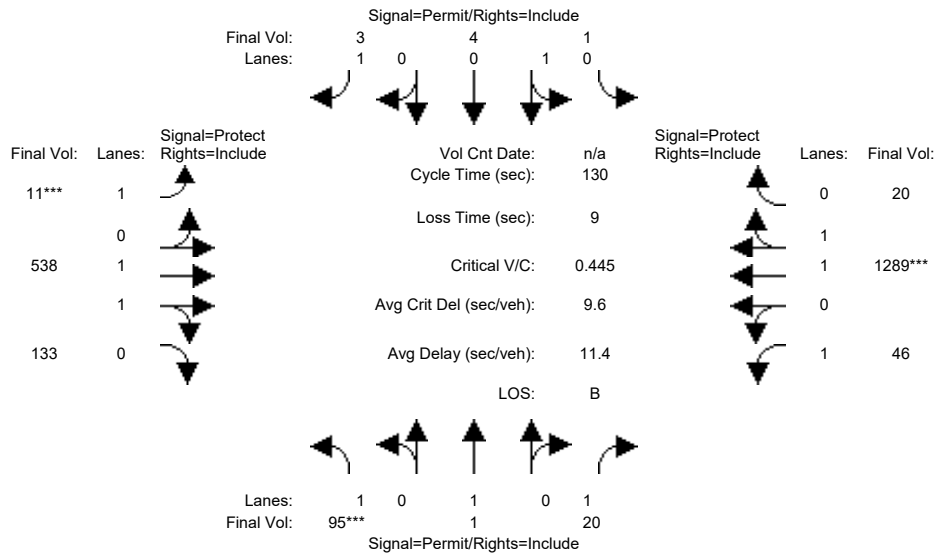
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.27	0.00	0.16	0.10	0.51	0.00	0.00	0.39	0.33
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	30.9	0.0	52.0	21.1	131	0.0	10.6	121	151.8
Volume/Cap:	0.00	0.00	0.00	1.69	0.00	0.58	0.88	0.74	0.00	0.01	0.62	0.42
Delay/Veh:	0.0	0.0	0.0	397.0	0.0	61.5	104.9	19.3	0.0	84.8	21.0	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	397.0	0.0	61.5	104.9	19.3	0.0	84.8	21.0	6.0
LOS by Move:	A	A	A	F	A	E	F	B	A	F	C	A
HCM2k95thQ:	0	0	0	86	0	27	24	55	0	0	39	19

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #139: (26) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	4	4	4	4	4	4	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9

Volume Module:												
Base Vol:	89	1	19	1	4	3	10	506	125	43	1212	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1	19	1	4	3	10	506	125	43	1212	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	1	19	1	4	3	10	506	125	43	1212	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	95	1	20	1	4	3	11	538	133	46	1289	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1	20	1	4	3	11	538	133	46	1289	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	1	20	1	4	3	11	538	133	46	1289	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.20	0.80	1.00	1.00	1.59	0.41	1.00	1.97	0.03
Final Sat.:	1750	1900	1750	360	1440	1750	1750	2966	733	1750	3643	57

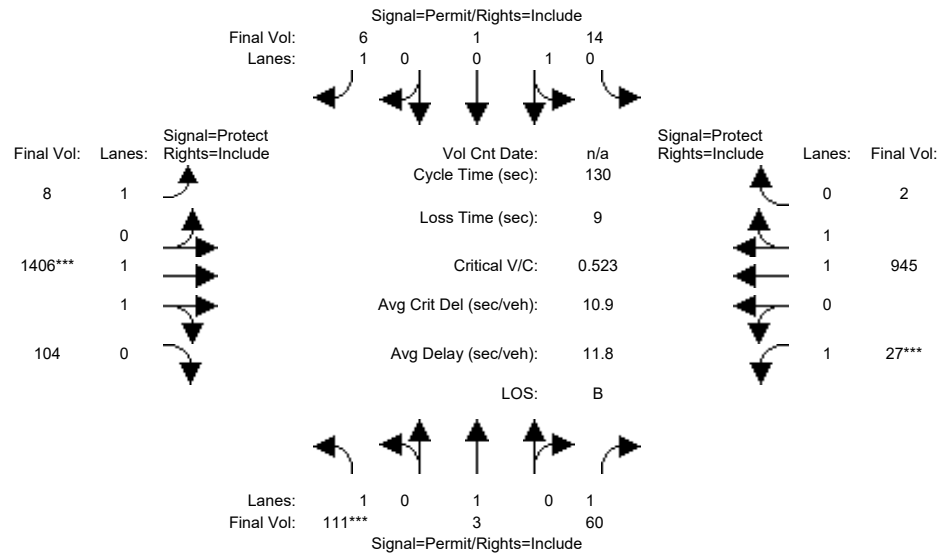
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.01	0.00	0.00	0.00	0.01	0.18	0.18	0.03	0.35	0.35
Crit Moves:	***						****			****		
Green Time:	15.1	15.1	15.1	15.1	15.1	15.1	7.0	81.7	81.7	24.2	98.9	98.9
Volume/Cap:	0.47	0.00	0.10	0.03	0.03	0.02	0.11	0.29	0.29	0.14	0.47	0.47
Delay/Veh:	55.3	50.8	51.6	51.0	51.0	50.9	59.1	11.1	11.1	44.4	5.9	5.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	50.8	51.6	51.0	51.0	50.9	59.1	11.1	11.1	44.4	5.9	5.9
LOS by Move:	E	D	D	D	D	D	E	B	B	D	A	A
HCM2k95thQ:	8	0	2	0	0	0	1	12	12	3	18	18

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #139: (26) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9

Volume Module:												
Base Vol:	108	3	58	14	1	6	8	1364	101	26	917	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	3	58	14	1	6	8	1364	101	26	917	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	3	58	14	1	6	8	1364	101	26	917	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	111	3	60	14	1	6	8	1406	104	27	945	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	3	60	14	1	6	8	1406	104	27	945	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	3	60	14	1	6	8	1406	104	27	945	2

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.93	0.07	1.00	1.00	1.86	0.14	1.00	1.99	0.01
Final Sat.:	1750	1900	1750	1680	120	1750	1750	3445	255	1750	3692	8

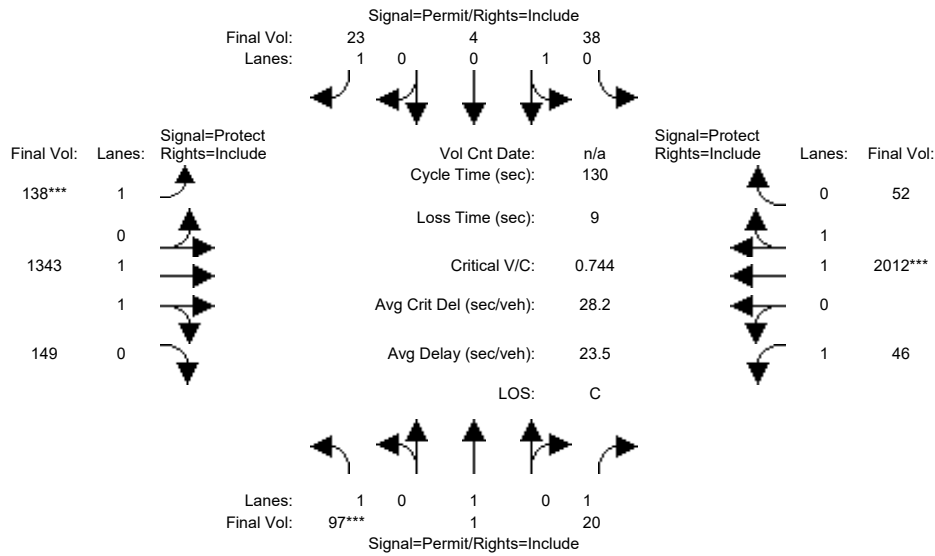
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.03	0.01	0.01	0.00	0.00	0.41	0.41	0.02	0.26	0.26
Crit Moves:	***						***			***		
Green Time:	15.4	15.4	15.4	15.4	15.4	15.4	18.4	98.6	98.6	7.0	87.3	87.3
Volume/Cap:	0.54	0.01	0.29	0.07	0.07	0.03	0.03	0.54	0.54	0.28	0.38	0.38
Delay/Veh:	56.8	50.6	53.1	51.1	51.1	50.8	48.2	6.6	6.6	60.8	9.5	9.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	50.6	53.1	51.1	51.1	50.8	48.2	6.6	6.6	60.8	9.5	9.5
LOS by Move:	E	D	D	D	D	D	D	A	A	E	A	A
HCM2k95thQ:	10	0	5	1	1	1	1	22	22	2	16	16

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #139: (26) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	26	26	26	26	26	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9

Volume Module:												
Base Vol:	91	1	19	36	4	22	130	1262	140	43	1891	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1	19	36	4	22	130	1262	140	43	1891	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1	19	36	4	22	130	1262	140	43	1891	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	97	1	20	38	4	23	138	1343	149	46	2012	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	1	20	38	4	23	138	1343	149	46	2012	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	97	1	20	38	4	23	138	1343	149	46	2012	52

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.90	0.10	1.00	1.00	1.79	0.21	1.00	1.95	0.05
Final Sat.:	1750	1900	1750	1620	180	1750	1750	3330	369	1750	3606	93

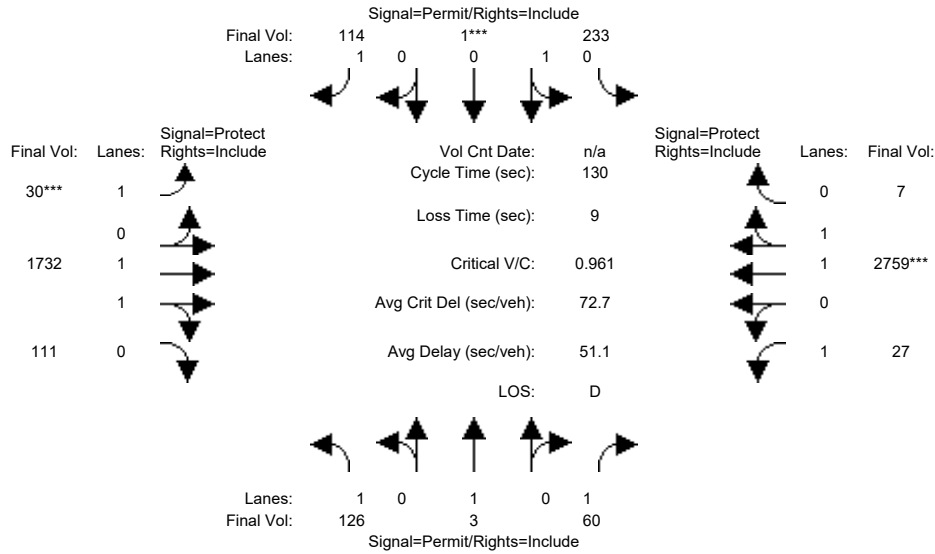
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.01	0.02	0.02	0.01	0.08	0.40	0.40	0.03	0.56	0.56
Crit Moves:	***						****			****		
Green Time:	26.0	26.0	26.0	26.0	26.0	26.0	11.8	83.8	83.8	11.2	83.2	83.2
Volume/Cap:	0.28	0.00	0.06	0.12	0.12	0.07	0.87	0.63	0.63	0.30	0.87	0.87
Delay/Veh:	44.5	41.6	42.2	42.8	42.8	42.2	95.5	14.3	14.3	56.9	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	41.6	42.2	42.8	42.8	42.2	95.5	14.3	14.3	56.9	22.9	22.9
LOS by Move:	D	D	D	D	D	D	F	B	B	E	C	C
HCM2k95thQ:	7	0	1	3	3	2	13	31	31	3	51	51

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #139: (26) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	26	26	26	26	26	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9

Volume Module:												
Base Vol:	122	3	58	226	1	111	29	1680	108	26	2676	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	122	3	58	226	1	111	29	1680	108	26	2676	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	122	3	58	226	1	111	29	1680	108	26	2676	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	126	3	60	233	1	114	30	1732	111	27	2759	7
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	126	3	60	233	1	114	30	1732	111	27	2759	7
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	126	3	60	233	1	114	30	1732	111	27	2759	7

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.99	0.01	1.00	1.00	1.88	0.12	1.00	1.99	0.01
Final Sat.:	1750	1900	1750	1792	8	1750	1750	3476	223	1750	3690	10

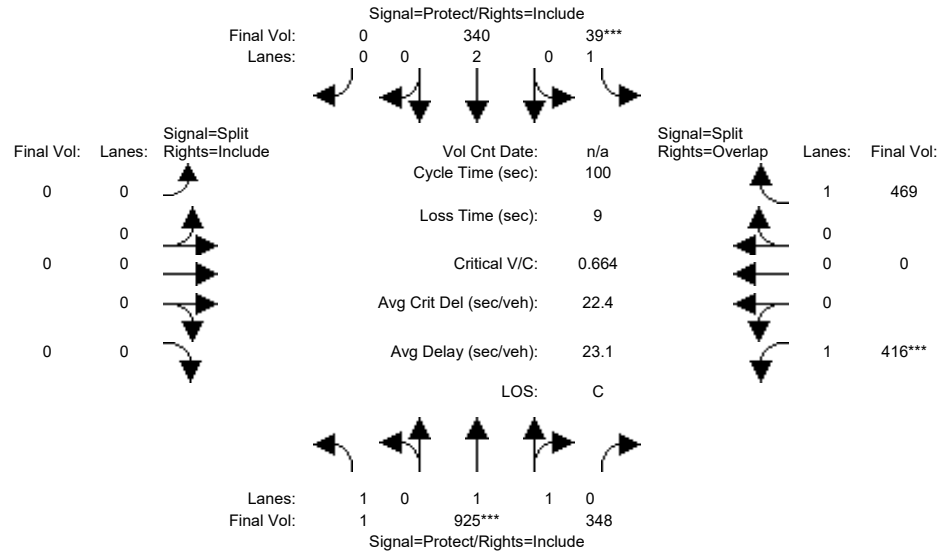
Capacity Analysis Module:												
Vol/Sat:	0.07	0.00	0.03	0.13	0.13	0.07	0.02	0.50	0.50	0.02	0.75	0.75
Crit Moves:					****		****				****	
Green Time:	26.0	26.0	26.0	26.0	26.0	26.0	7.0	85.7	85.7	9.3	88.0	88.0
Volume/Cap:	0.36	0.01	0.17	0.65	0.65	0.33	0.32	0.76	0.76	0.21	1.10	1.10
Delay/Veh:	45.5	41.7	43.3	52.0	52.0	45.1	61.1	16.4	16.4	57.8	74.6	74.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	41.7	43.3	52.0	52.0	45.1	61.1	16.4	16.4	57.8	74.6	74.6
LOS by Move:	D	D	D	D	D	D	E	B	B	E	E	E
HCM2k95thQ:	9	0	4	18	18	9	3	42	42	2	107	107

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #530: (40) LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	0	0	0	0	8	0	8
Y+R:	0.0	5.0	6.4	5.4	6.4	0.0	4.0	4.0	4.0	5.1	0.0	5.1

Volume Module:												
Base Vol:	1	925	348	39	340	0	0	0	0	416	0	469
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	925	348	39	340	0	0	0	0	416	0	469
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	925	348	39	340	0	0	0	0	416	0	469
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	925	348	39	340	0	0	0	0	416	0	469
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	925	348	39	340	0	0	0	0	416	0	469
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	925	348	39	340	0	0	0	0	416	0	469

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.44	0.56	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	2688	1011	1750	3800	0	0	0	0	1750	0	1750

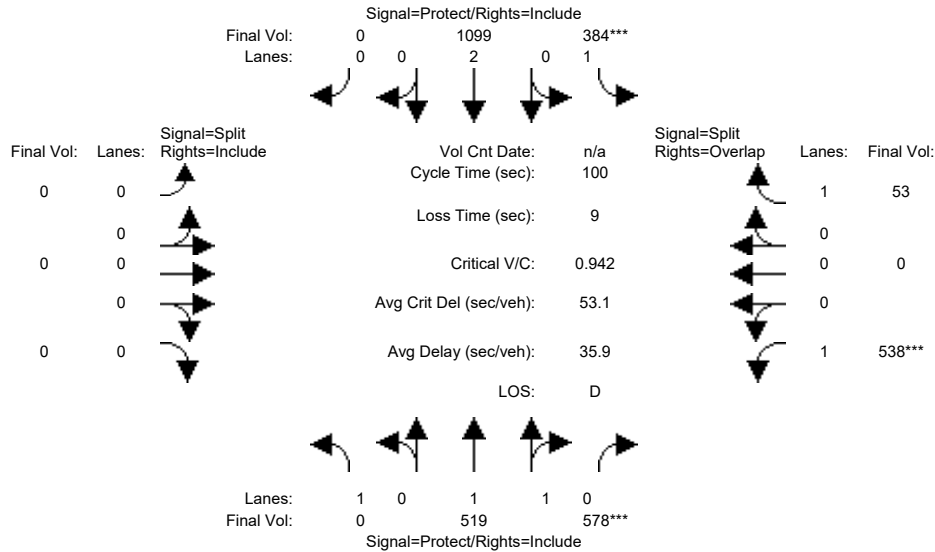
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.34	0.02	0.09	0.00	0.00	0.00	0.00	0.24	0.00	0.27
Crit Moves:	****			****						****		
Green Time:	15.8	51.5	51.5	4.0	39.6	0.0	0.0	0.0	0.0	35.5	0.0	39.5
Volume/Cap:	0.00	0.67	0.67	0.56	0.23	0.00	0.00	0.00	0.00	0.67	0.00	0.68
Delay/Veh:	35.4	18.9	18.9	56.7	20.1	0.0	0.0	0.0	0.0	30.1	0.0	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.4	18.9	18.9	56.7	20.1	0.0	0.0	0.0	0.0	30.1	0.0	27.7
LOS by Move:	D	B	B	E	C	A	A	A	A	C	A	C
HCM2k95thQ:	0	26	26	4	7	0	0	0	0	22	0	24

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #530: (40) LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	0	0	0	0	8	0	8
Y+R:	0.0	5.0	6.4	5.4	6.4	0.0	4.0	4.0	4.0	5.1	0.0	5.1

Volume Module:												
Base Vol:	0	519	578	384	1099	0	0	0	0	538	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	519	578	384	1099	0	0	0	0	538	0	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	519	578	384	1099	0	0	0	0	538	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	519	578	384	1099	0	0	0	0	538	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	519	578	384	1099	0	0	0	0	538	0	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	519	578	384	1099	0	0	0	0	538	0	53

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	1900	1750	1750	3800	0	0	0	0	1750	0	1750

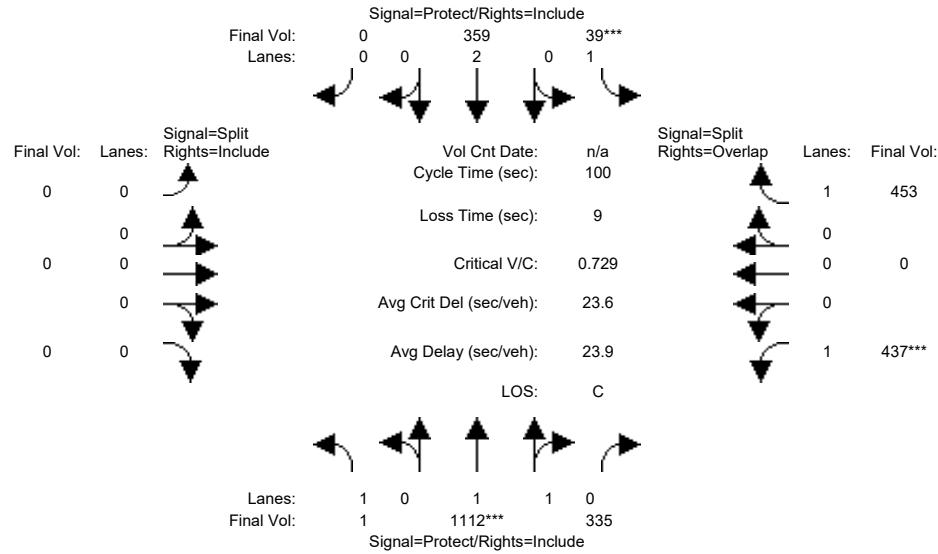
Capacity Analysis Module:												
Vol/Sat:	0.00	0.27	0.33	0.22	0.29	0.00	0.00	0.00	0.00	0.31	0.00	0.03
Crit Moves:			****	****						****		
Green Time:	0.0	35.1	35.1	23.3	58.4	0.0	0.0	0.0	0.0	32.6	0.0	55.9
Volume/Cap:	0.00	0.78	0.94	0.94	0.50	0.00	0.00	0.00	0.00	0.94	0.00	0.05
Delay/Veh:	0.0	31.9	46.1	67.8	12.4	0.0	0.0	0.0	0.0	56.9	0.0	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	31.9	46.1	67.8	12.4	0.0	0.0	0.0	0.0	56.9	0.0	10.0
LOS by Move:	A	C	D	E	B	A	A	A	A	E	A	B
HCM2k95thQ:	0	26	36	30	18	0	0	0	0	37	0	2

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #530: (40) LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	0	0	0	0	8	0	8
Y+R:	0.0	5.0	6.4	5.4	6.4	0.0	4.0	4.0	4.0	5.1	0.0	5.1

Volume Module:

Base Vol:	1	1112	335	39	359	0	0	0	0	437	0	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1112	335	39	359	0	0	0	0	437	0	453
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1112	335	39	359	0	0	0	0	437	0	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1112	335	39	359	0	0	0	0	437	0	453
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1112	335	39	359	0	0	0	0	437	0	453
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	1112	335	39	359	0	0	0	0	437	0	453

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.52	0.48	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	2843	856	1750	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:

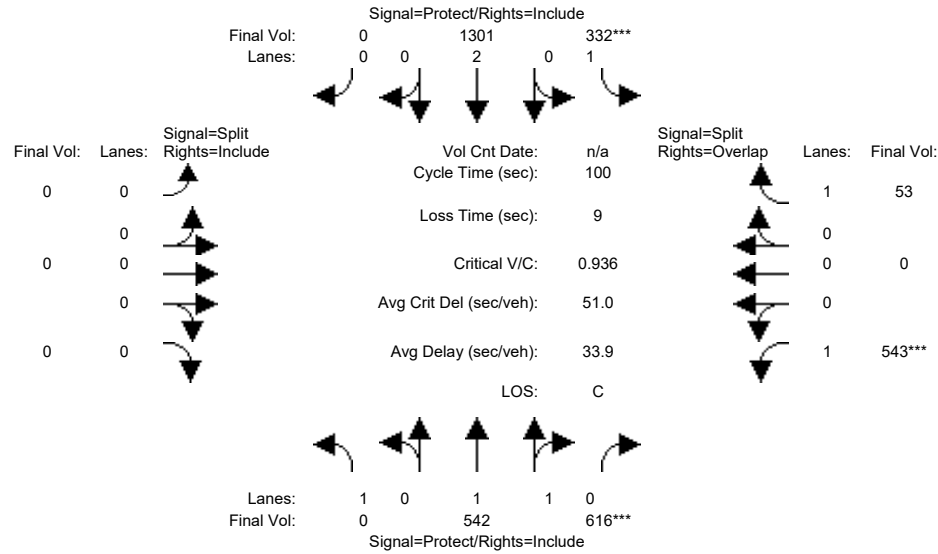
Vol/Sat:	0.00	0.39	0.39	0.02	0.09	0.00	0.00	0.00	0.00	0.25	0.00	0.26
Crit Moves:	****			****			****			****		
Green Time:	16.3	53.1	53.1	4.0	40.8	0.0	0.0	0.0	0.0	33.9	0.0	37.9
Volume/Cap:	0.00	0.74	0.74	0.56	0.23	0.00	0.00	0.00	0.00	0.74	0.00	0.68
Delay/Veh:	35.0	19.6	19.6	56.7	19.4	0.0	0.0	0.0	0.0	33.9	0.0	29.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	19.6	19.6	56.7	19.4	0.0	0.0	0.0	0.0	33.9	0.0	29.0
LOS by Move:	D	B	B	E	B	A	A	A	A	C	A	C
HCM2k95thQ:	0	31	31	4	7	0	0	0	0	25	0	24

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #530: (40) LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	0	0	0	0	8	0	8
Y+R:	0.0	5.0	6.4	5.4	6.4	0.0	4.0	4.0	4.0	5.1	0.0	5.1

Volume Module:

Base Vol:	0	542	616	332	1301	0	0	0	0	543	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	542	616	332	1301	0	0	0	0	543	0	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	542	616	332	1301	0	0	0	0	543	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	542	616	332	1301	0	0	0	0	543	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	542	616	332	1301	0	0	0	0	543	0	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	542	616	332	1301	0	0	0	0	543	0	53

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	2.00	0.00	0.00	0.00	0.00	1.00	0.00	1.00
Final Sat.:	1750	1900	1750	1750	3800	0	0	0	0	1750	0	1750

Capacity Analysis Module:

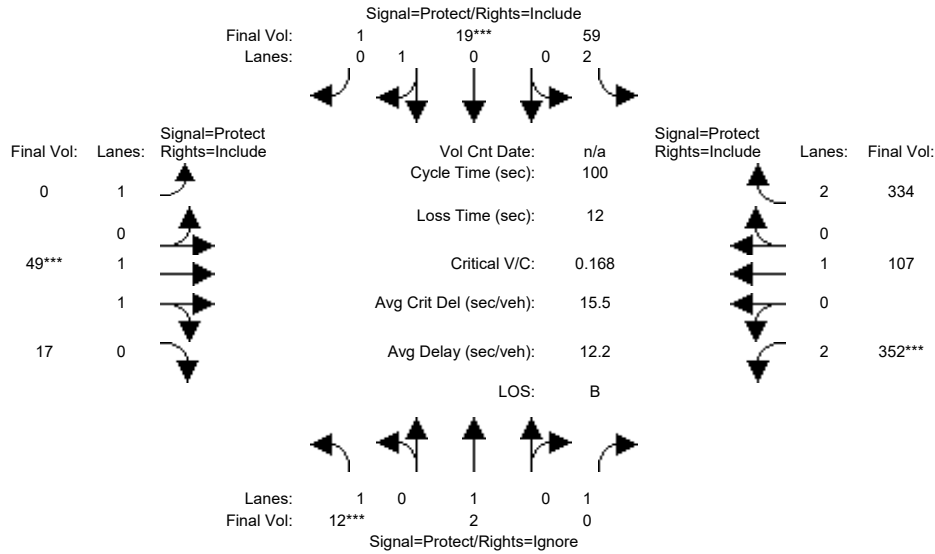
Vol/Sat:	0.00	0.29	0.35	0.19	0.34	0.00	0.00	0.00	0.00	0.31	0.00	0.03
Crit Moves:			****	****						****		
Green Time:	0.0	37.6	37.6	20.3	57.9	0.0	0.0	0.0	0.0	33.1	0.0	53.4
Volume/Cap:	0.00	0.76	0.94	0.94	0.59	0.00	0.00	0.00	0.00	0.94	0.00	0.06
Delay/Veh:	0.0	29.5	43.2	71.0	13.9	0.0	0.0	0.0	0.0	55.2	0.0	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	29.5	43.2	71.0	13.9	0.0	0.0	0.0	0.0	55.2	0.0	11.2
LOS by Move:	A	C	D	E	B	A	A	A	A	E	A	B
HCM2k95thQ:	0	26	38	27	23	0	0	0	0	37	0	2

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd



Street Name:	Mission College Blvd Loop						Mission College Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	8	8	8	8	8	10	10	10	15	10	10
Y+R:	4.6	6.0	6.0	4.0	6.0	6.0	5.6	5.6	5.6	5.5	5.5	5.5

Volume Module:												
Base Vol:	11	2	116	53	17	1	0	44	15	317	96	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	2	116	53	17	1	0	44	15	317	96	301
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	2	116	53	17	1	0	44	15	317	96	301
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	12	2	0	59	19	1	0	49	17	352	107	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	2	0	59	19	1	0	49	17	352	107	334
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	2	0	59	19	1	0	49	17	352	107	334

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.98	0.95	0.83	1.00	0.83
Lanes:	1.00	1.00	1.00	2.00	0.94	0.06	1.00	1.48	0.52	2.00	1.00	2.00
Final Sat.:	1750	1900	1750	3150	1700	100	1750	2759	940	3150	1900	3150

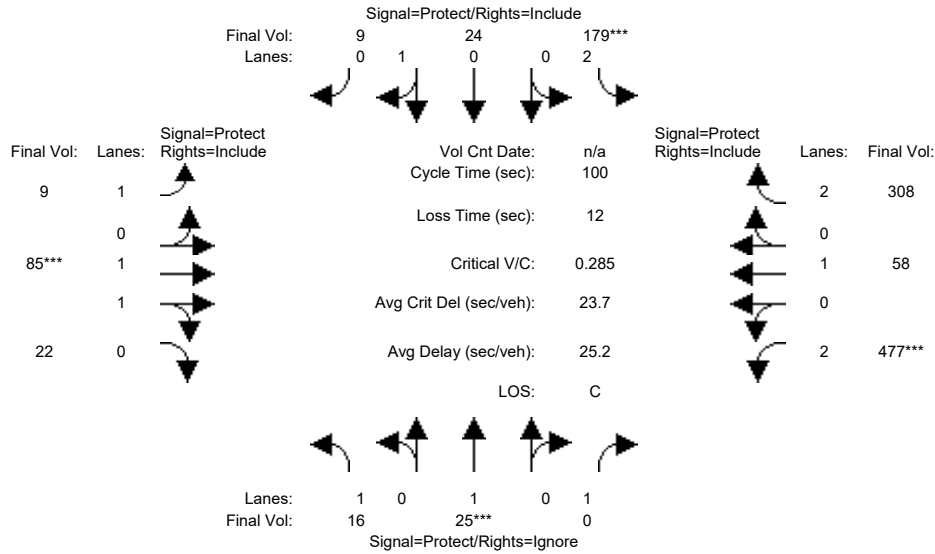
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.02	0.01	0.01	0.00	0.02	0.02	0.11	0.06	0.11
Crit Moves:	***			****			****			****		
Green Time:	8.0	8.0	0.0	8.0	8.0	8.0	0.0	10.0	10.0	62.0	72.0	72.0
Volume/Cap:	0.09	0.01	0.00	0.23	0.14	0.14	0.00	0.18	0.18	0.18	0.08	0.15
Delay/Veh:	42.9	42.4	0.0	43.6	43.2	43.2	0.0	41.5	41.5	8.2	4.2	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	42.4	0.0	43.6	43.2	43.2	0.0	41.5	41.5	8.2	4.2	4.4
LOS by Move:	D	D	A	D	D	D	A	D	D	A	A	A
HCM2k95thQ:	1	0	0	3	1	1	0	2	2	5	2	4

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd



Street Name:	Mission College Blvd Loop						Mission College Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	8	8	8	8	8	10	10	10	15	10	10
Y+R:	4.6	6.0	6.0	4.0	6.0	6.0	5.6	5.6	5.6	5.5	5.5	5.5

Volume Module:												
Base Vol:	15	24	607	170	23	9	9	81	21	453	55	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	24	607	170	23	9	9	81	21	453	55	293
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	24	607	170	23	9	9	81	21	453	55	293
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	25	0	179	24	9	9	85	22	477	58	308
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	25	0	179	24	9	9	85	22	477	58	308
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	25	0	179	24	9	9	85	22	477	58	308

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.98	0.95	0.83	1.00	0.83
Lanes:	1.00	1.00	1.00	2.00	0.72	0.28	1.00	1.58	0.42	2.00	1.00	2.00
Final Sat.:	1750	1900	1750	3150	1294	506	1750	2938	762	3150	1900	3150

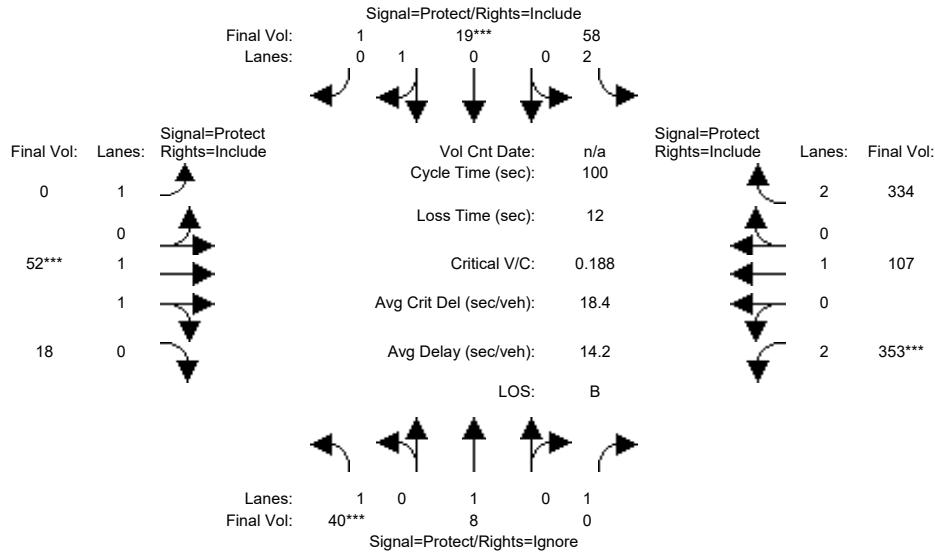
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.06	0.02	0.02	0.01	0.03	0.03	0.15	0.03	0.10
Crit Moves:	****			****			****			****		
Green Time:	13.6	8.0	0.0	19.1	13.6	13.6	30.4	10.0	10.0	50.9	30.4	30.4
Volume/Cap:	0.07	0.17	0.00	0.30	0.14	0.14	0.02	0.29	0.29	0.30	0.10	0.32
Delay/Veh:	37.8	43.4	0.0	35.0	38.3	38.3	24.3	42.1	42.1	14.3	25.0	27.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.8	43.4	0.0	35.0	38.3	38.3	24.3	42.1	42.1	14.3	25.0	27.0
LOS by Move:	D	D	A	C	D	D	C	D	D	B	C	C
HCM2k95thQ:	1	2	0	6	2	2	0	4	4	10	2	8

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd



Street Name:	Mission College Blvd Loop						Mission College Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	8	8	8	8	8	10	10	10	15	10	10
Y+R:	4.6	6.0	6.0	4.0	6.0	6.0	5.6	5.6	5.6	5.5	5.5	5.5

Volume Module:												
Base Vol:	36	7	423	52	17	1	0	47	16	318	96	301
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	7	423	52	17	1	0	47	16	318	96	301
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	7	423	52	17	1	0	47	16	318	96	301
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	40	8	0	58	19	1	0	52	18	353	107	334
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	8	0	58	19	1	0	52	18	353	107	334
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	8	0	58	19	1	0	52	18	353	107	334

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.98	0.95	0.83	1.00	0.83
Lanes:	1.00	1.00	1.00	2.00	0.94	0.06	1.00	1.48	0.52	2.00	1.00	2.00
Final Sat.:	1750	1900	1750	3150	1700	100	1750	2760	939	3150	1900	3150

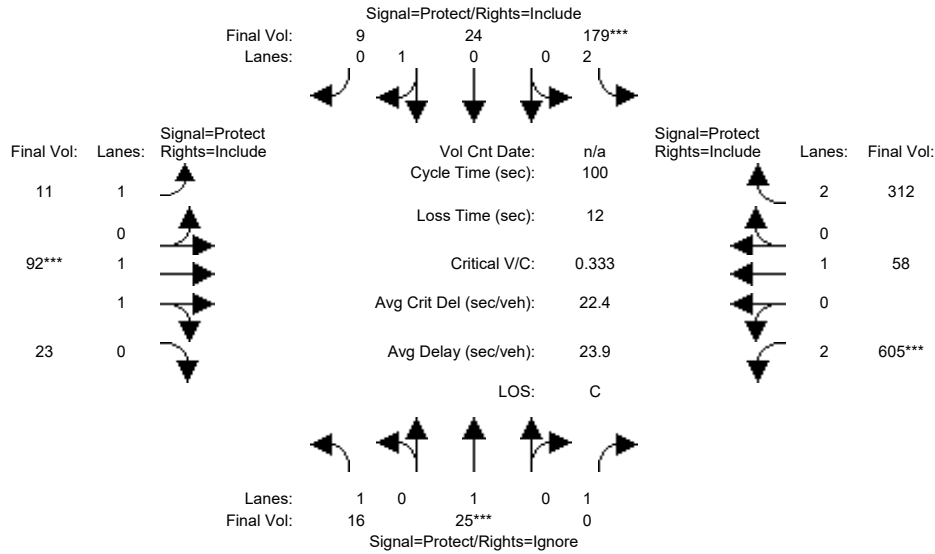
Capacity Analysis Module:												
Vol/Sat:	0.02	0.00	0.00	0.02	0.01	0.01	0.00	0.02	0.02	0.11	0.06	0.11
Crit Moves:	***			****			****			****		
Green Time:	11.8	9.9	0.0	9.9	8.0	8.0	0.0	10.0	10.0	58.2	68.2	68.2
Volume/Cap:	0.19	0.04	0.00	0.18	0.14	0.14	0.00	0.19	0.19	0.19	0.08	0.16
Delay/Veh:	40.2	40.8	0.0	41.6	43.2	43.2	0.0	41.5	41.5	9.9	5.4	5.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	40.8	0.0	41.6	43.2	43.2	0.0	41.5	41.5	9.9	5.4	5.7
LOS by Move:	D	D	A	D	D	D	A	D	D	A	A	A
HCM2k95thQ:	3	0	0	2	1	1	0	2	2	6	2	4

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd



Street Name:	Mission College Blvd Loop						Mission College Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	8	8	8	8	8	10	10	10	15	10	10
Y+R:	4.6	6.0	6.0	4.0	6.0	6.0	5.6	5.6	5.6	5.5	5.5	5.5

Volume Module:												
Base Vol:	15	24	578	170	23	9	10	87	22	575	55	296
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	24	578	170	23	9	10	87	22	575	55	296
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	24	578	170	23	9	10	87	22	575	55	296
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	25	0	179	24	9	11	92	23	605	58	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	25	0	179	24	9	11	92	23	605	58	312
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	25	0	179	24	9	11	92	23	605	58	312

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.98	0.95	0.83	1.00	0.83
Lanes:	1.00	1.00	1.00	2.00	0.72	0.28	1.00	1.59	0.41	2.00	1.00	2.00
Final Sat.:	1750	1900	1750	3150	1294	506	1750	2953	747	3150	1900	3150

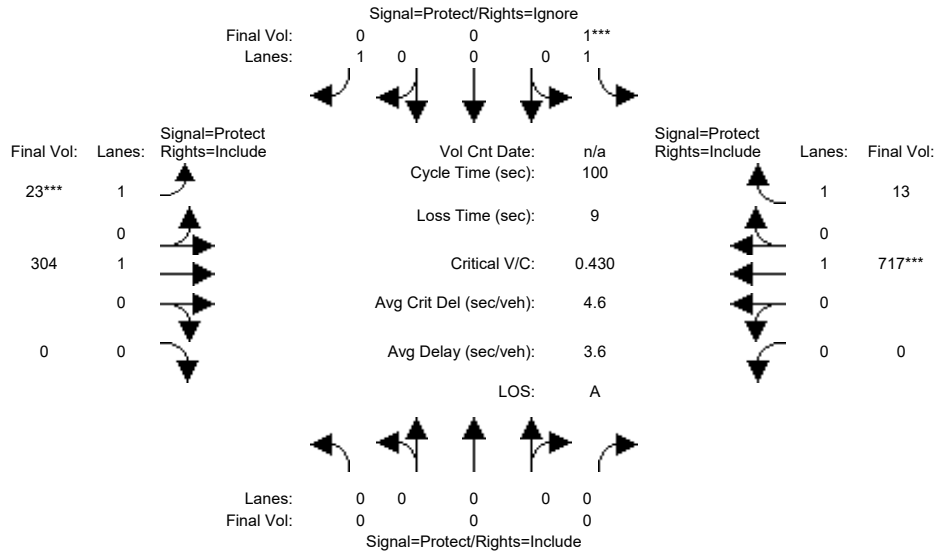
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.06	0.02	0.02	0.01	0.03	0.03	0.19	0.03	0.10
Crit Moves:	****			****			****			****		
Green Time:	12.0	8.0	0.0	16.0	12.0	12.0	32.0	10.0	10.0	54.0	32.0	32.0
Volume/Cap:	0.08	0.17	0.00	0.36	0.16	0.16	0.02	0.31	0.31	0.36	0.10	0.31
Delay/Veh:	39.2	43.4	0.0	37.9	39.8	39.8	23.3	42.3	42.3	13.2	23.9	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	43.4	0.0	37.9	39.8	39.8	23.3	42.3	42.3	13.2	23.9	25.8
LOS by Move:	D	D	A	D	D	D	C	D	D	B	C	C
HCM2k95thQ:	1	2	0	6	2	2	0	4	4	12	2	8

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #580: (29) Great America Emp Entr and Agnew Rd



Street Name:	Great America Emp Entr						Agnew Rd					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	5	0	0	5	15	0	0	5	5
Y+R:	4.0	4.0	4.0	4.5	0.0	0.0	4.5	5.0	0.0	0.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	1	0	9	22	286	0	0	674	12
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	9	22	286	0	0	674	12
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	9	22	286	0	0	674	12
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	1	0	0	23	304	0	0	717	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	0	0	23	304	0	0	717	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	1	0	0	23	304	0	0	717	13

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

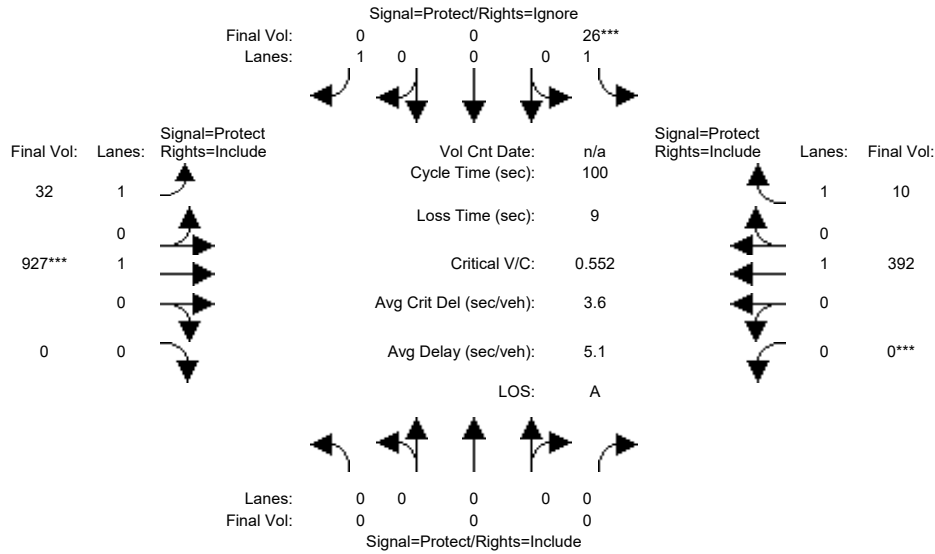
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.16	0.00	0.00	0.38	0.01
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	5.0	0.0	0.0	5.0	86.0	0.0	0.0	81.0	81.0
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.00	0.27	0.19	0.00	0.00	0.47	0.01
Delay/Veh:	0.0	0.0	0.0	45.2	0.0	0.0	47.4	1.2	0.0	0.0	3.1	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.2	0.0	0.0	47.4	1.2	0.0	0.0	3.1	1.8
LOS by Move:	A	A	A	D	A	A	D	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	2	3	0	0	13	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #580: (29) Great America Emp Entr and Agnew Rd



Street Name:	Great America Emp Entr						Agnew Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	5	0	0	5	15	0	0	5	5
Y+R:	4.0	4.0	4.0	4.5	0.0	0.0	4.5	5.0	0.0	0.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	23	0	53	29	834	0	0	353	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	23	0	53	29	834	0	0	353	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	23	0	53	29	834	0	0	353	9
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	26	0	0	32	927	0	0	392	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	26	0	0	32	927	0	0	392	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	26	0	0	32	927	0	0	392	10

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

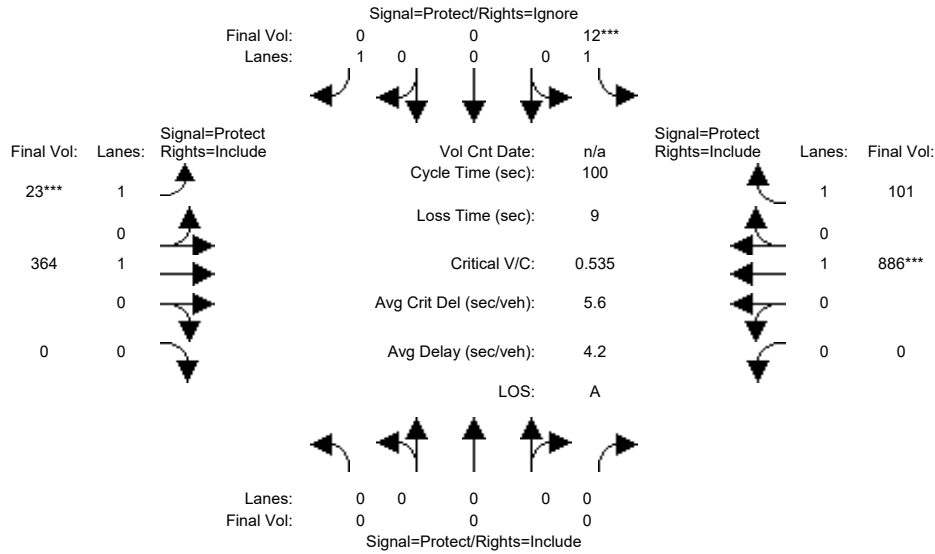
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.02	0.49	0.00	0.00	0.21	0.01
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	5.0	0.0	0.0	16.8	86.0	0.0	0.0	69.2	69.2
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.00	0.11	0.57	0.00	0.00	0.30	0.01
Delay/Veh:	0.0	0.0	0.0	47.7	0.0	0.0	35.5	2.4	0.0	0.0	6.1	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.7	0.0	0.0	35.5	2.4	0.0	0.0	6.1	4.8
LOS by Move:	A	A	A	D	A	A	D	A	A	A	A	A
HCM2k95thQ:	0	0	0	2	0	0	2	15	0	0	8	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #580: (29) Great America Emp Entr and Agnew Rd



Street Name:	Great America Emp Entr						Agnew Rd					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	5	0	0	5	15	0	0	5	5
Y+R:	4.0	4.0	4.0	4.5	0.0	0.0	4.5	5.0	0.0	0.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	11	0	9	22	342	0	0	833	95
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	11	0	9	22	342	0	0	833	95
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	11	0	9	22	342	0	0	833	95
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	12	0	0	23	364	0	0	886	101
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	12	0	0	23	364	0	0	886	101
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	12	0	0	23	364	0	0	886	101

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

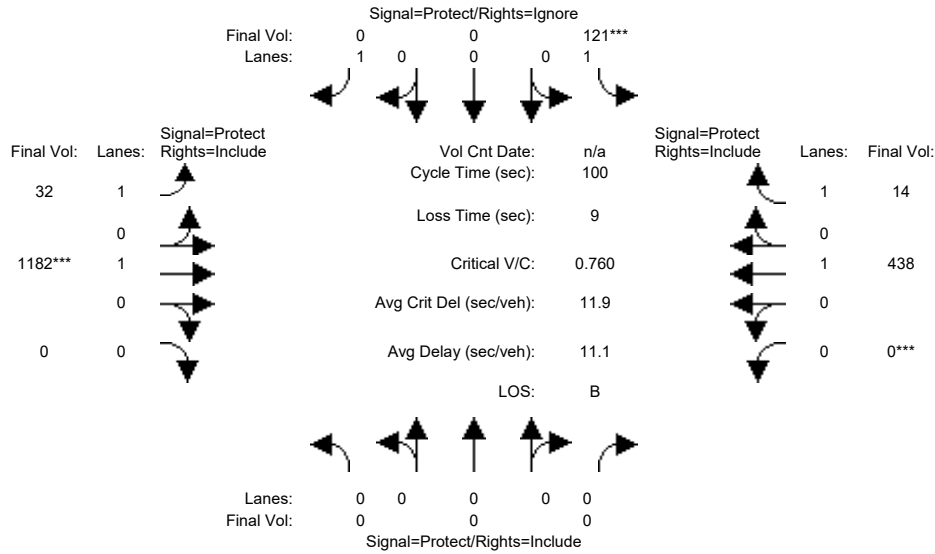
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.19	0.00	0.00	0.47	0.06
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	5.0	0.0	0.0	5.0	86.0	0.0	0.0	81.0	81.0
Volume/Cap:	0.00	0.00	0.00	0.13	0.00	0.00	0.27	0.22	0.00	0.00	0.58	0.07
Delay/Veh:	0.0	0.0	0.0	46.1	0.0	0.0	47.4	1.3	0.0	0.0	3.9	1.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.1	0.0	0.0	47.4	1.3	0.0	0.0	3.9	1.9
LOS by Move:	A	A	A	D	A	A	D	A	A	A	A	A
HCM2k95thQ:	0	0	0	1	0	0	1	4	0	0	17	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #580: (29) Great America Emp Entr and Agnew Rd



Street Name:	Great America Emp Entr						Agnew Rd					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	5	0	0	5	15	0	0	5	5
Y+R:	4.0	4.0	4.0	4.5	0.0	0.0	4.5	5.0	0.0	0.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	109	0	53	29	1064	0	0	394	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	109	0	53	29	1064	0	0	394	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	109	0	53	29	1064	0	0	394	13
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	121	0	0	32	1182	0	0	438	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	121	0	0	32	1182	0	0	438	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	121	0	0	32	1182	0	0	438	14

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

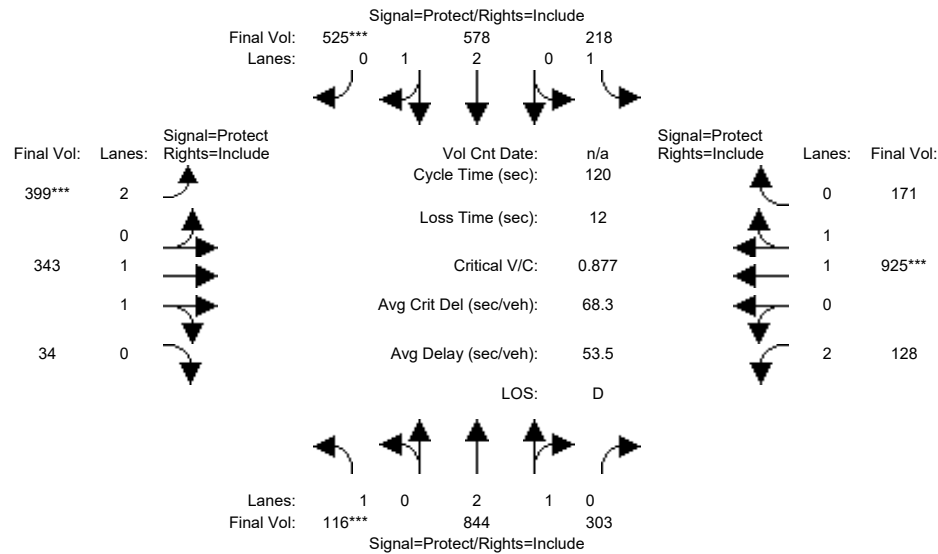
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.07	0.00	0.00	0.02	0.62	0.00	0.00	0.23	0.01
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	9.1	0.0	0.0	14.6	81.9	0.0	0.0	67.3	67.3
Volume/Cap:	0.00	0.00	0.00	0.76	0.00	0.00	0.13	0.76	0.00	0.00	0.34	0.01
Delay/Veh:	0.0	0.0	0.0	63.3	0.0	0.0	37.4	6.6	0.0	0.0	7.1	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	63.3	0.0	0.0	37.4	6.6	0.0	0.0	7.1	5.4
LOS by Move:	A	A	A	E	A	A	D	A	A	A	A	A
HCM2k95thQ:	0	0	0	11	0	0	2	28	0	0	10	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #1200: (22) BOWERS/SCOTT



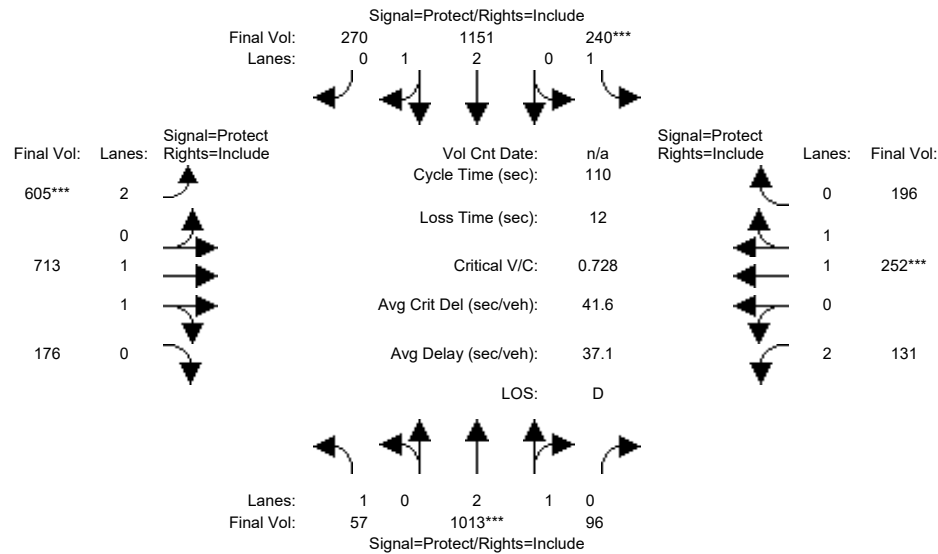
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5
Volume Module:												
Base Vol:	116	844	303	218	578	525	399	343	34	128	925	171
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	844	303	218	578	525	399	343	34	128	925	171
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	844	303	218	578	525	399	343	34	128	925	171
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	844	303	218	578	525	399	343	34	128	925	171
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	844	303	218	578	525	399	343	34	128	925	171
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	116	844	303	218	578	525	399	343	34	128	925	171
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.18	0.82	1.00	2.00	1.00	2.00	1.81	0.19	2.00	1.68	0.32
Final Sat.:	1750	4119	1479	1750	3800	1750	3150	3366	334	3150	3122	577
Capacity Analysis Module:												
Vol/Sat:	0.07	0.20	0.20	0.12	0.15	0.30	0.13	0.10	0.10	0.04	0.30	0.30
Crit Moves:	****					****	****				****	
Green Time:	20.0	33.9	33.9	22.6	36.5	36.5	15.4	29.4	29.4	22.1	36.1	36.1
Volume/Cap:	0.40	0.73	0.73	0.66	0.50	0.99	0.99	0.42	0.42	0.22	0.99	0.99
Delay/Veh:	45.5	40.5	40.5	50.1	34.4	64.9	93.0	38.4	38.4	41.9	65.2	65.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.5	40.5	40.5	50.1	34.4	64.9	93.0	38.4	38.4	41.9	65.2	65.2
LOS by Move:	D	D	D	D	C	E	F	D	D	D	E	E
HCM2k95thQ:	8	23	23	15	16	41	20	11	11	5	39	39

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #1200: (22) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	57	1013	96	240	1151	270	605	713	176	131	252	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1013	96	240	1151	270	605	713	176	131	252	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1013	96	240	1151	270	605	713	176	131	252	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1013	96	240	1151	270	605	713	176	131	252	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1013	96	240	1151	270	605	713	176	131	252	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	1013	96	240	1151	270	605	713	176	131	252	196

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	2.73	0.27	1.00	2.41	0.59	2.00	1.59	0.41	2.00	1.10	0.90
Final Sat.:	1750	5115	485	1750	4535	1064	3150	2967	732	3150	2080	1618

Capacity Analysis Module:

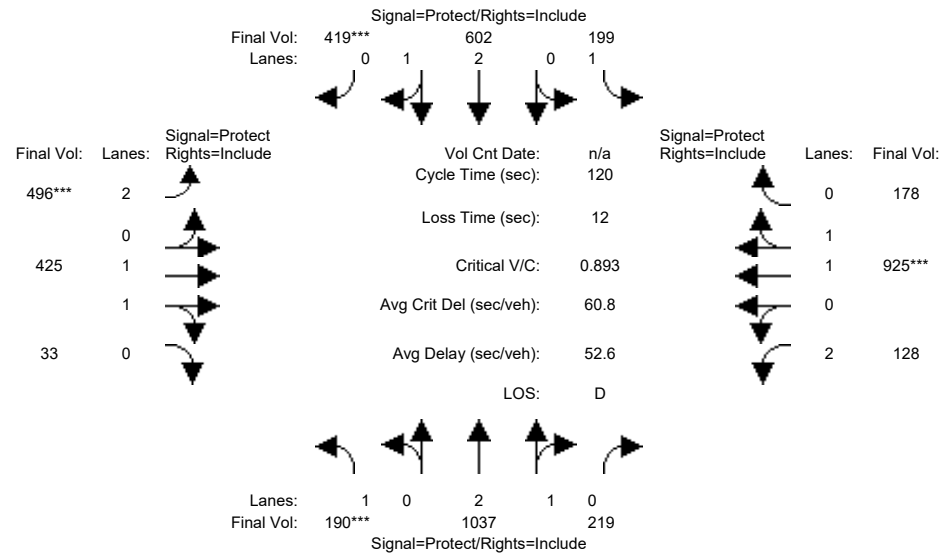
Vol/Sat:	0.03	0.20	0.20	0.14	0.25	0.25	0.19	0.24	0.24	0.04	0.12	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.2	29.9	29.9	20.7	40.5	40.5	29.0	37.4	37.4	9.9	18.3	18.3
Volume/Cap:	0.35	0.73	0.73	0.73	0.69	0.69	0.73	0.71	0.71	0.46	0.73	0.73
Delay/Veh:	48.2	38.1	38.1	49.9	30.4	30.4	40.2	33.4	33.4	48.7	47.9	47.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	38.1	38.1	49.9	30.4	30.4	40.2	33.4	33.4	48.7	47.9	47.9
LOS by Move:	D	D	D	D	C	C	D	C	C	D	D	D
HCM2k95thQ:	4	21	21	16	24	24	20	23	23	5	14	14

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #1200: (22) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5

Volume Module:												
Base Vol:	190	1037	219	199	602	419	496	425	33	128	925	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	190	1037	219	199	602	419	496	425	33	128	925	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	190	1037	219	199	602	419	496	425	33	128	925	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	190	1037	219	199	602	419	496	425	33	128	925	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	190	1037	219	199	602	419	496	425	33	128	925	178
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	190	1037	219	199	602	419	496	425	33	128	925	178

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.46	0.54	1.00	2.00	1.00	2.00	1.85	0.15	2.00	1.67	0.33
Final Sat.:	1750	4622	976	1750	3800	1750	3150	3433	267	3150	3102	597

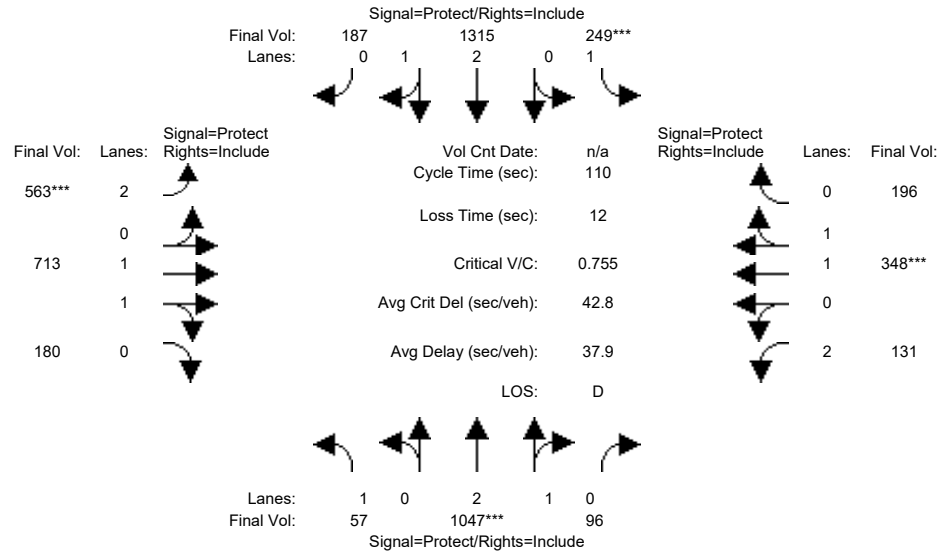
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.22	0.11	0.16	0.24	0.16	0.12	0.12	0.04	0.30	0.30
Crit Moves:	****					****	****			****		
Green Time:	20.0	30.2	30.2	20.1	30.3	30.3	19.9	33.0	33.0	24.7	37.7	37.7
Volume/Cap:	0.65	0.89	0.89	0.68	0.63	0.95	0.95	0.45	0.45	0.20	0.95	0.95
Delay/Veh:	51.9	50.9	50.9	53.1	40.6	60.4	76.3	36.3	36.3	39.6	55.7	55.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.9	50.9	50.9	53.1	40.6	60.4	76.3	36.3	36.3	39.6	55.7	55.7
LOS by Move:	D	D	D	D	D	E	E	D	D	D	E	E
HCM2k95thQ:	13	28	28	14	18	32	22	13	13	4	38	38

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #1200: (22) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	57	1047	96	249	1315	187	563	713	180	131	348	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1047	96	249	1315	187	563	713	180	131	348	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1047	96	249	1315	187	563	713	180	131	348	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1047	96	249	1315	187	563	713	180	131	348	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1047	96	249	1315	187	563	713	180	131	348	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	1047	96	249	1315	187	563	713	180	131	348	196

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	2.74	0.26	1.00	2.61	0.39	2.00	1.59	0.41	2.00	1.26	0.74
Final Sat.:	1750	5129	470	1750	4902	697	3150	2954	746	3150	2366	1333

Capacity Analysis Module:

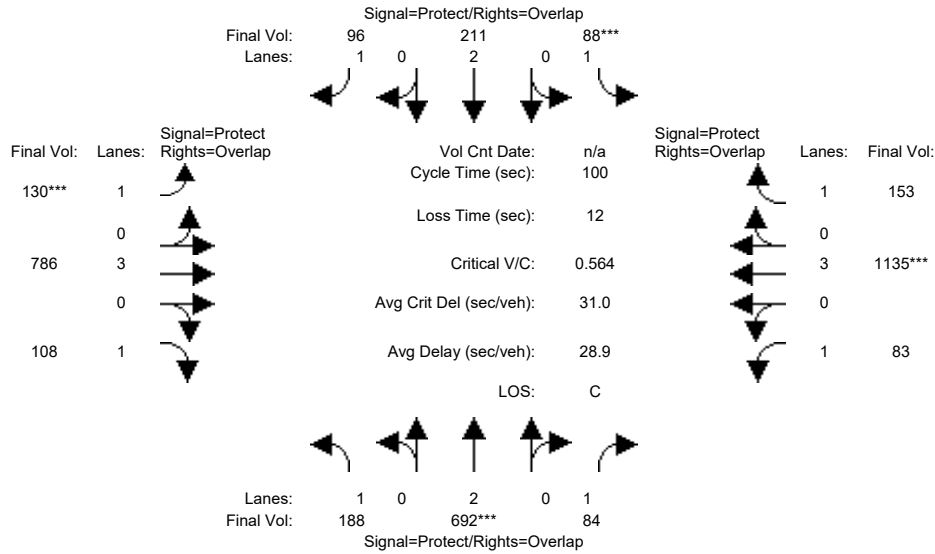
Vol/Sat:	0.03	0.20	0.20	0.14	0.27	0.27	0.18	0.24	0.24	0.04	0.15	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	9.7	29.8	29.8	20.7	40.8	40.8	26.1	37.6	37.6	9.9	21.4	21.4
Volume/Cap:	0.37	0.75	0.75	0.75	0.72	0.72	0.75	0.71	0.71	0.46	0.75	0.75
Delay/Veh:	48.8	39.0	39.0	51.7	31.0	31.0	43.4	33.3	33.3	48.7	46.3	46.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.8	39.0	39.0	51.7	31.0	31.0	43.4	33.3	33.3	48.7	46.3	46.3
LOS by Move:	D	D	D	D	C	C	D	C	C	D	D	D
HCM2k95thQ:	4	22	22	16	26	26	20	24	24	5	17	17

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #1201: (56) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	4	4	4	4	4	4	4	15	15	4	15	15
Y+R:	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5

Volume Module:												
Base Vol:	188	692	84	88	211	96	130	786	108	83	1135	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	692	84	88	211	96	130	786	108	83	1135	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	692	84	88	211	96	130	786	108	83	1135	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	692	84	88	211	96	130	786	108	83	1135	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	692	84	88	211	96	130	786	108	83	1135	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	188	692	84	88	211	96	130	786	108	83	1135	153

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	5700	1900	1900	5700	1900

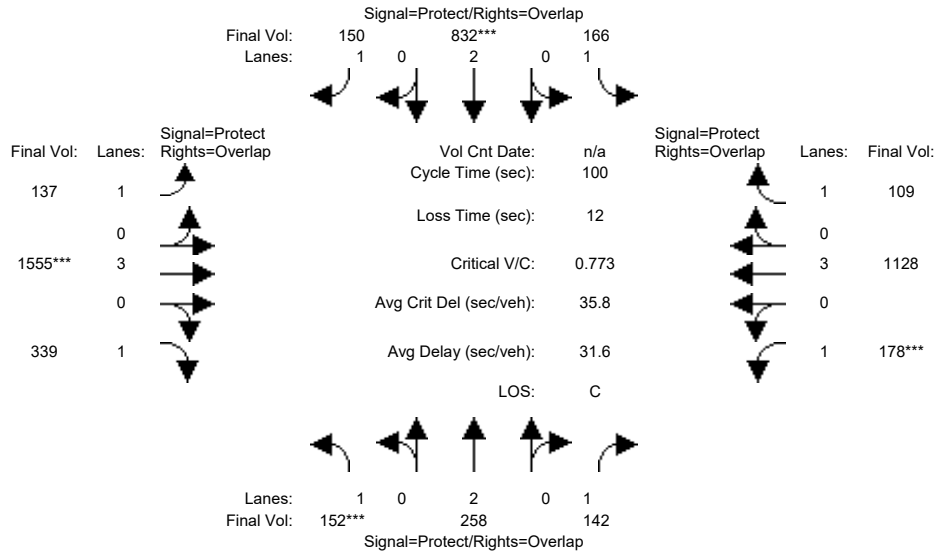
Capacity Analysis Module:												
Vol/Sat:	0.10	0.18	0.04	0.05	0.06	0.05	0.07	0.14	0.06	0.04	0.20	0.08
Crit Moves:	****			****			****			****		
Green Time:	26.0	32.3	43.0	8.2	14.6	26.7	12.1	36.8	62.7	10.7	35.3	43.5
Volume/Cap:	0.38	0.56	0.10	0.56	0.38	0.19	0.56	0.38	0.09	0.41	0.56	0.18
Delay/Veh:	32.6	29.9	17.2	58.1	40.6	29.1	51.0	23.7	7.5	47.7	27.3	17.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.6	29.9	17.2	58.1	40.6	29.1	51.0	23.7	7.5	47.7	27.3	17.8
LOS by Move:	C	C	B	E	D	C	D	C	A	D	C	B
HCM2k95thQ:	9	15	3	6	6	5	9	11	3	5	16	6

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #1201: (56) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 5:15 - 6:15 PM												
Base Vol:	152	258	142	166	832	150	137	1555	339	178	1128	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	258	142	166	832	150	137	1555	339	178	1128	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	258	142	166	832	150	137	1555	339	178	1128	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	258	142	166	832	150	137	1555	339	178	1128	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	258	142	166	832	150	137	1555	339	178	1128	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	258	142	166	832	150	137	1555	339	178	1128	109

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

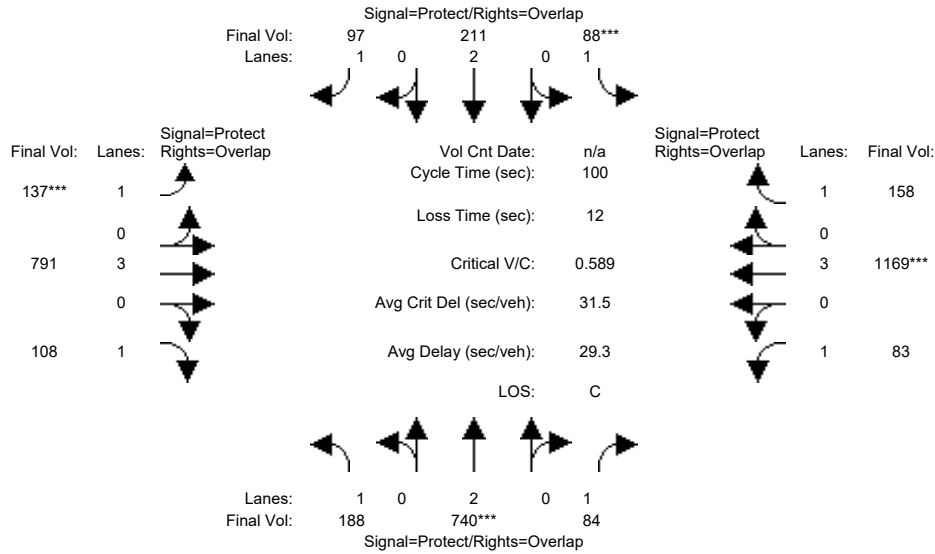
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.08	0.09	0.22	0.09	0.08	0.27	0.19	0.10	0.20	0.06
Crit Moves:	***				***			***			***	
Green Time:	11.2	20.3	33.5	19.3	28.3	42.1	13.7	35.3	46.5	13.2	34.7	54.0
Volume/Cap:	0.77	0.33	0.24	0.49	0.77	0.20	0.57	0.77	0.42	0.77	0.57	0.12
Delay/Veh:	60.3	34.3	24.3	37.1	36.4	18.5	43.6	30.7	18.1	56.9	27.0	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	34.3	24.3	37.1	36.4	18.5	43.6	30.7	18.1	56.9	27.0	11.4
LOS by Move:	E	C	C	D	D	B	D	C	B	E	C	B
HCM2k95thQ:	10	6	6	9	20	6	10	28	14	11	17	3

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #1201: (56) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	15	15	4	15	15
Y+R:	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5

Volume Module:												
Base Vol:	188	740	84	88	211	97	137	791	108	83	1169	158
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	740	84	88	211	97	137	791	108	83	1169	158
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	740	84	88	211	97	137	791	108	83	1169	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	740	84	88	211	97	137	791	108	83	1169	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	740	84	88	211	97	137	791	108	83	1169	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	188	740	84	88	211	97	137	791	108	83	1169	158

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	5700	1900	1900	5700	1900

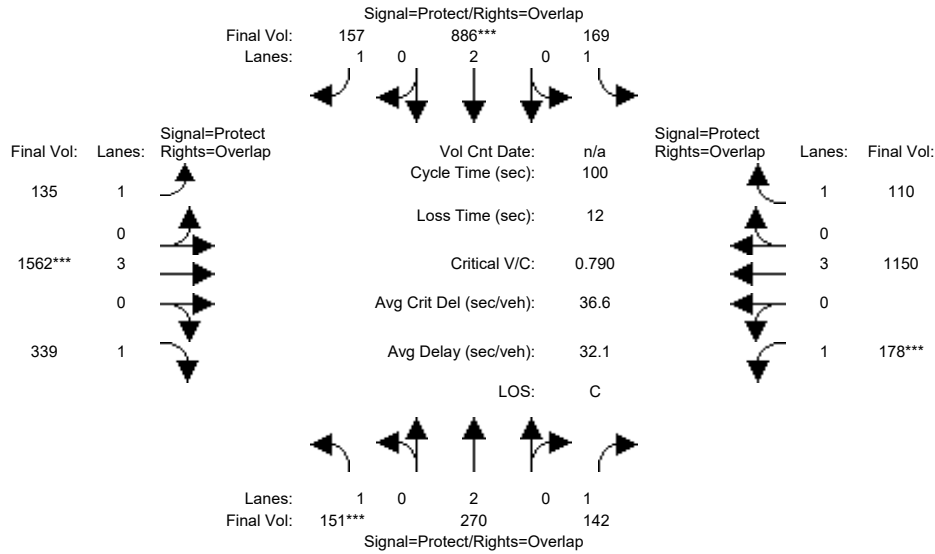
Capacity Analysis Module:												
Vol/Sat:	0.10	0.19	0.04	0.05	0.06	0.05	0.07	0.14	0.06	0.04	0.21	0.08
Crit Moves:	****			****			****			****		
Green Time:	26.2	33.1	43.7	7.9	14.7	27.0	12.2	36.5	62.7	10.6	34.8	42.7
Volume/Cap:	0.38	0.59	0.10	0.59	0.38	0.19	0.59	0.38	0.09	0.41	0.59	0.19
Delay/Veh:	32.4	29.8	16.8	60.4	40.4	28.9	52.0	24.0	7.5	47.9	28.0	18.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	29.8	16.8	60.4	40.4	28.9	52.0	24.0	7.5	47.9	28.0	18.4
LOS by Move:	C	C	B	E	D	C	D	C	A	D	C	B
HCM2k95thQ:	9	16	3	6	6	5	10	11	3	5	16	6

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #1201: (56) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 5:15 - 6:15 PM												
Base Vol:	151	270	142	169	886	157	135	1562	339	178	1150	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	270	142	169	886	157	135	1562	339	178	1150	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	270	142	169	886	157	135	1562	339	178	1150	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	151	270	142	169	886	157	135	1562	339	178	1150	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	270	142	169	886	157	135	1562	339	178	1150	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	151	270	142	169	886	157	135	1562	339	178	1150	110

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

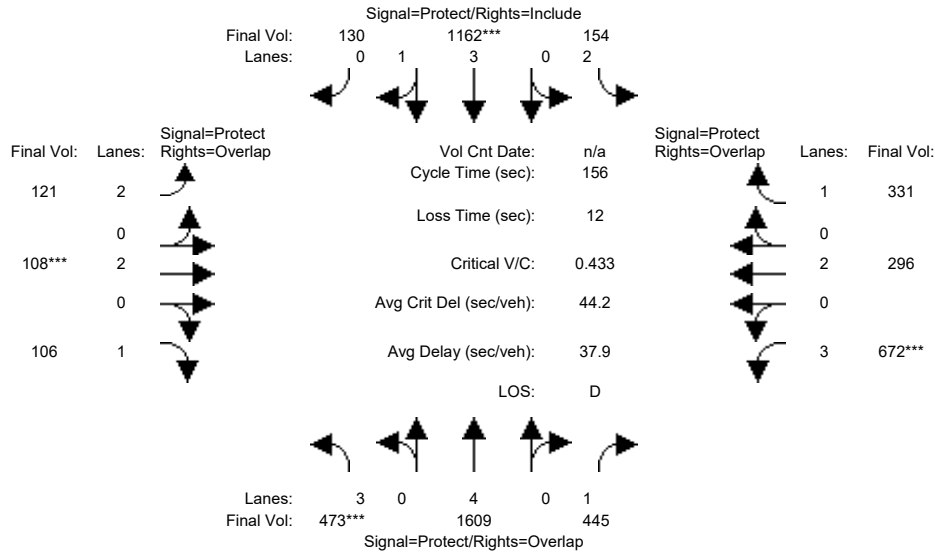
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.08	0.10	0.23	0.09	0.08	0.27	0.19	0.10	0.20	0.06
Crit Moves:	***				***			***			***	
Green Time:	10.9	20.6	33.4	19.9	29.5	42.7	13.2	34.7	45.6	12.9	34.4	54.3
Volume/Cap:	0.79	0.35	0.24	0.49	0.79	0.21	0.59	0.79	0.42	0.79	0.59	0.12
Delay/Veh:	63.0	34.2	24.3	36.6	36.3	18.2	44.8	31.6	18.7	59.2	27.4	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.0	34.2	24.3	36.6	36.3	18.2	44.8	31.6	18.7	59.2	27.4	11.2
LOS by Move:	E	C	C	D	D	B	D	C	B	E	C	B
HCM2k95thQ:	10	7	6	9	22	6	10	28	14	11	17	3

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #1206: (18) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	37	37	10	37	37	4	10	10	5	10	10
Y+R:	5.0	7.2	7.2	5.0	7.2	7.2	5.0	6.4	6.4	5.0	6.4	6.4

Volume Module:												
Base Vol:	473	1609	445	154	1162	130	121	108	106	672	296	331
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	473	1609	445	154	1162	130	121	108	106	672	296	331
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	1609	445	154	1162	130	121	108	106	672	296	331
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	473	1609	445	154	1162	130	121	108	106	672	296	331
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	1609	445	154	1162	130	121	108	106	672	296	331
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	473	1609	445	154	1162	130	121	108	106	672	296	331

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	4.00	1.00	2.00	3.60	0.40	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	5700	7600	1900	3800	6835	765	3800	3800	1900	5700	3800	1900

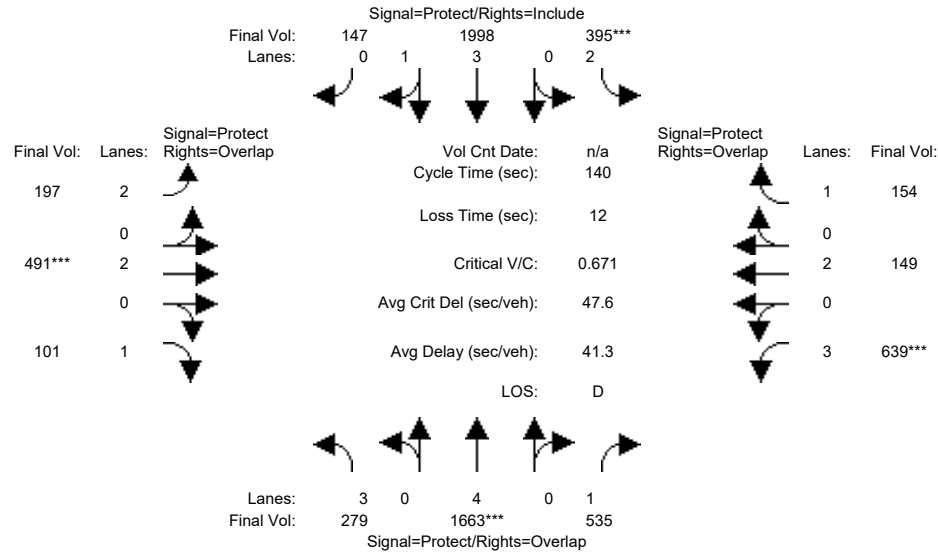
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.23	0.04	0.17	0.17	0.03	0.03	0.06	0.12	0.08	0.17
Crit Moves:	****			****			****			****		
Green Time:	29.9	71.8	114.3	19.4	61.3	61.3	10.2	10.2	40.2	42.5	42.6	62.0
Volume/Cap:	0.43	0.46	0.32	0.33	0.43	0.43	0.49	0.43	0.22	0.43	0.29	0.44
Delay/Veh:	56.8	29.2	7.9	64.1	35.1	35.1	77.2	75.5	46.6	47.7	45.4	36.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.8	29.2	7.9	64.1	35.1	35.1	77.2	75.5	46.6	47.7	45.4	36.1
LOS by Move:	E	C	A	E	D	D	E	E	D	D	D	D
HCM2k95thQ:	12	22	14	7	19	19	6	6	8	15	11	19

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #1206: (18) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	37	37	7	37	37	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	279	1663	535	395	1998	147	197	491	101	639	149	154
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	1663	535	395	1998	147	197	491	101	639	149	154
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	1663	535	395	1998	147	197	491	101	639	149	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	1663	535	395	1998	147	197	491	101	639	149	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	1663	535	395	1998	147	197	491	101	639	149	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	1663	535	395	1998	147	197	491	101	639	149	154

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.71	0.29	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6985	514	3150	3800	1750	4551	3800	1750

Capacity Analysis Module:

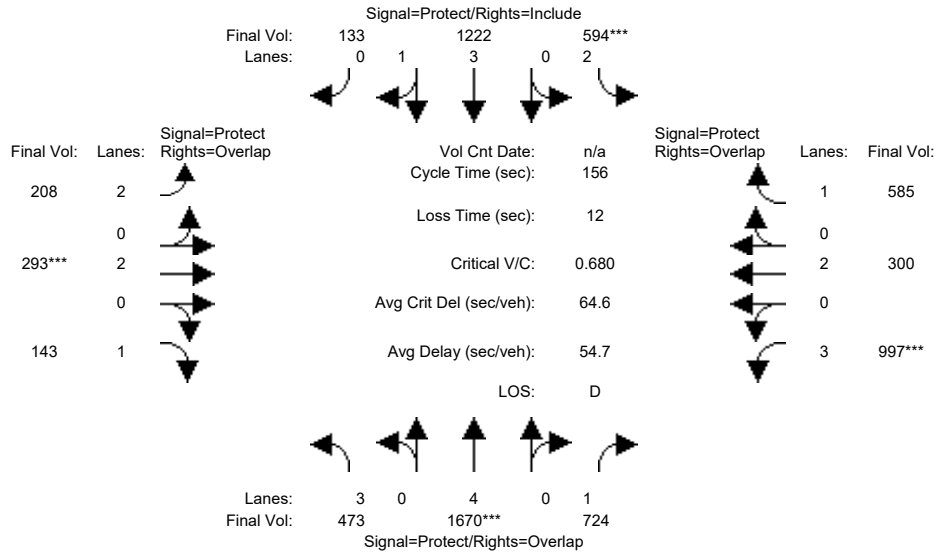
Vol/Sat:	0.06	0.22	0.31	0.13	0.29	0.29	0.06	0.13	0.06	0.14	0.04	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.7	45.6	74.9	26.1	59.1	59.1	26.2	26.9	39.6	29.3	30.0	56.1
Volume/Cap:	0.68	0.67	0.57	0.67	0.68	0.68	0.33	0.67	0.20	0.67	0.18	0.22
Delay/Veh:	66.2	41.4	22.6	56.0	33.3	33.3	49.6	54.9	38.4	52.8	45.1	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	41.4	22.6	56.0	33.3	33.3	49.6	54.9	38.4	52.8	45.1	27.7
LOS by Move:	E	D	C	E	C	C	D	D	D	D	D	C
HCM2k95thQ:	10	27	28	16	30	30	8	18	7	19	5	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #1206: (18) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	37	37	10	37	37	4	45	45	5	42	42
Y+R:	5.0	7.2	7.2	5.0	7.2	7.2	5.0	6.4	6.4	5.0	6.4	6.4

Volume Module:

Base Vol:	473	1670	724	594	1222	133	208	293	143	997	300	585
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	473	1670	724	594	1222	133	208	293	143	997	300	585
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	1670	724	594	1222	133	208	293	143	997	300	585
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	473	1670	724	594	1222	133	208	293	143	997	300	585
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	1670	724	594	1222	133	208	293	143	997	300	585
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	473	1670	724	594	1222	133	208	293	143	997	300	585

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	4.00	1.00	2.00	3.61	0.39	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	5700	7600	1900	3800	6854	746	3800	3800	1900	5700	3800	1900

Capacity Analysis Module:

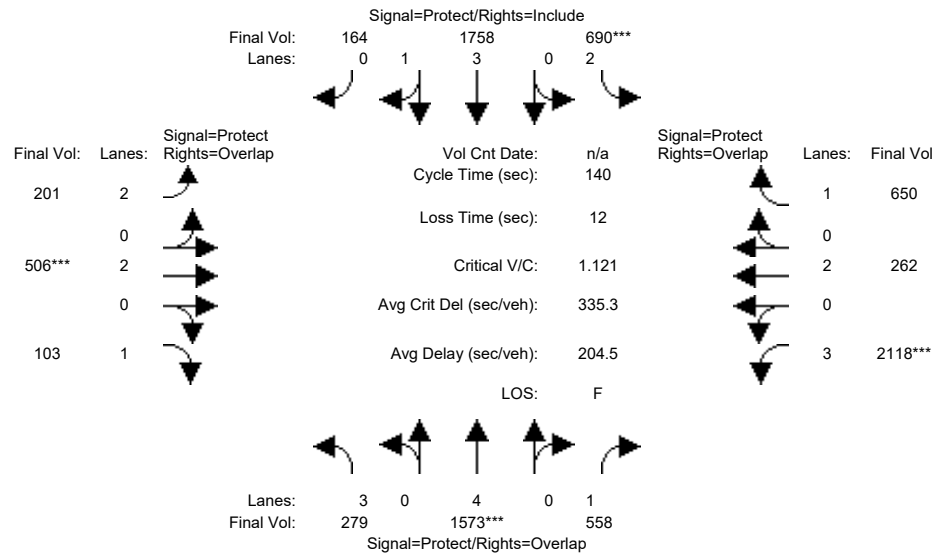
Vol/Sat:	0.08	0.22	0.38	0.16	0.18	0.18	0.05	0.08	0.08	0.17	0.08	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.5	39.5	70.9	28.1	50.1	50.1	12.9	45.0	62.5	31.4	63.5	91.6
Volume/Cap:	0.74	0.87	0.84	0.87	0.56	0.56	0.66	0.27	0.19	0.87	0.19	0.52
Delay/Veh:	74.5	61.4	47.0	76.2	44.7	44.7	79.9	43.4	30.8	69.2	30.0	21.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.5	61.4	47.0	76.2	44.7	44.7	79.9	43.4	30.8	69.2	30.0	21.0
LOS by Move:	E	E	D	E	D	D	E	D	C	E	C	C
HCM2k95thQ:	14	35	54	24	22	22	10	10	9	26	9	26

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #1206: (18) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	37	37	7	37	37	7	45	45	7	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	279	1573	558	690	1758	164	201	506	103	2118	262	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	1573	558	690	1758	164	201	506	103	2118	262	650
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	1573	558	690	1758	164	201	506	103	2118	262	650
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	1573	558	690	1758	164	201	506	103	2118	262	650
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	1573	558	690	1758	164	201	506	103	2118	262	650
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	1573	558	690	1758	164	201	506	103	2118	262	650

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.64	0.36	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6859	640	3150	3800	1750	4551	3800	1750

Capacity Analysis Module:

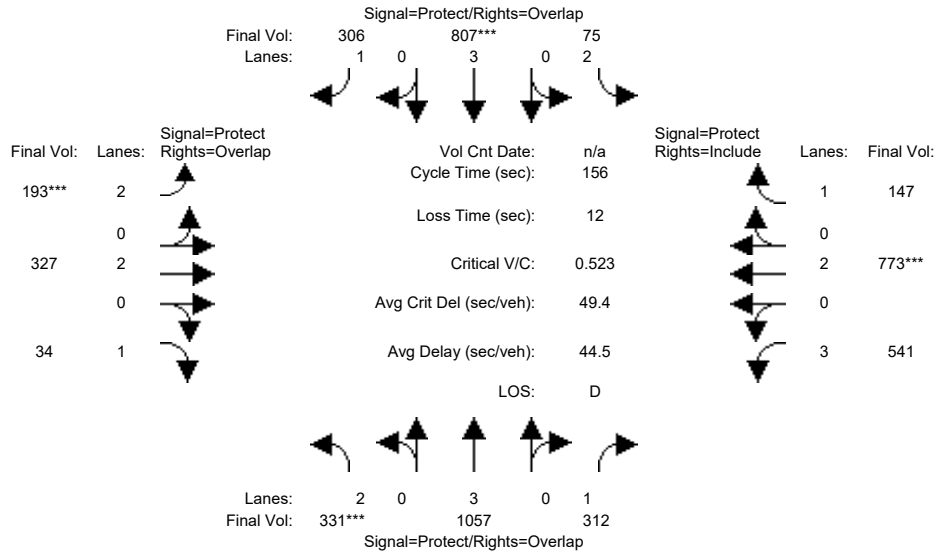
Vol/Sat:	0.06	0.21	0.32	0.22	0.26	0.26	0.06	0.13	0.06	0.47	0.07	0.37
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	9.7	37.0	68.3	14.7	42.0	42.0	13.4	45.0	54.7	31.3	62.9	77.6
Volume/Cap:	0.88	0.78	0.65	2.08	0.85	0.85	0.67	0.41	0.15	2.08	0.15	0.67
Delay/Veh:	88.2	49.9	28.8	560.3	49.6	49.6	66.8	37.4	27.7	545.1	22.8	23.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.2	49.9	28.8	560.3	49.6	49.6	66.8	37.4	27.7	545.1	22.8	23.9
LOS by Move:	F	D	C	F	D	D	E	D	C	F	C	C
HCM2k95thQ:	11	28	33	67	31	31	10	15	6	138	6	33

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #1207: (15) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	7	12	12	7	10	10	8	10	10
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	5.0	6.4	6.4	5.0	6.4	6.4

Volume Module:

Base Vol:	331	1057	312	75	807	306	193	327	34	541	773	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	331	1057	312	75	807	306	193	327	34	541	773	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	1057	312	75	807	306	193	327	34	541	773	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	331	1057	312	75	807	306	193	327	34	541	773	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	1057	312	75	807	306	193	327	34	541	773	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	331	1057	312	75	807	306	193	327	34	541	773	147

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3800	5700	1900	3800	5700	1900	3800	3800	1900	5700	3800	1900

Capacity Analysis Module:

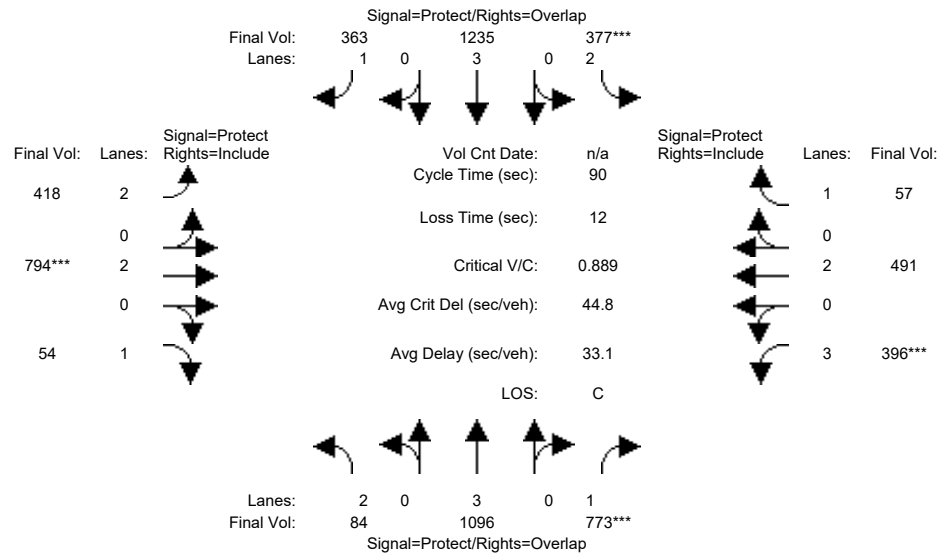
Vol/Sat:	0.09	0.19	0.16	0.02	0.14	0.16	0.05	0.09	0.02	0.09	0.20	0.08
Crit Moves:	****				****		****				****	
Green Time:	26.0	54.9	94.7	13.3	42.2	57.4	15.1	36.0	62.0	39.8	60.7	60.7
Volume/Cap:	0.52	0.53	0.27	0.23	0.52	0.44	0.52	0.37	0.05	0.37	0.52	0.20
Delay/Veh:	62.4	41.2	15.0	68.3	49.6	39.2	72.2	51.7	28.9	48.6	37.9	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.4	41.2	15.0	68.3	49.6	39.2	72.2	51.7	28.9	48.6	37.9	32.2
LOS by Move:	E	D	B	E	D	D	E	D	C	D	D	C
HCM2k95thQ:	13	23	13	4	19	19	9	12	2	13	23	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #1207: (15) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	84	1096	773	377	1235	363	418	794	54	396	491	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1096	773	377	1235	363	418	794	54	396	491	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1096	773	377	1235	363	418	794	54	396	491	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1096	773	377	1235	363	418	794	54	396	491	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1096	773	377	1235	363	418	794	54	396	491	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	84	1096	773	377	1235	363	418	794	54	396	491	57

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750

Capacity Analysis Module:

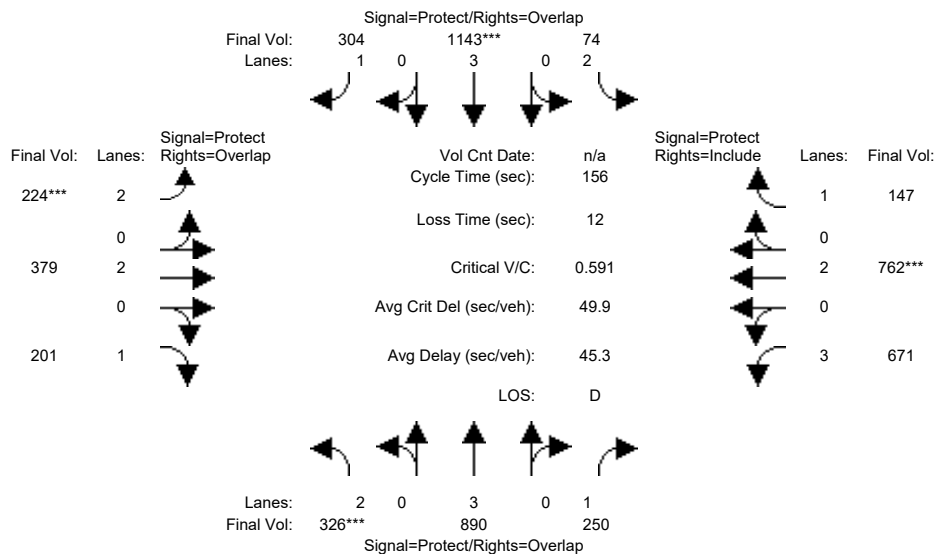
Vol/Sat:	0.03	0.19	0.44	0.12	0.22	0.21	0.13	0.21	0.03	0.09	0.13	0.03
Crit Moves:			****	****				****		****		
Green Time:	12.7	35.9	44.7	12.1	35.3	50.5	15.2	21.2	21.2	8.8	14.8	14.8
Volume/Cap:	0.19	0.48	0.89	0.89	0.55	0.37	0.79	0.89	0.13	0.89	0.79	0.20
Delay/Veh:	34.3	20.3	31.5	58.2	21.5	11.2	43.5	44.2	27.3	59.3	42.7	32.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.3	20.3	31.5	58.2	21.5	11.2	43.5	44.2	27.3	59.3	42.7	32.8
LOS by Move:	C	C	C	E	C	B	D	D	C	E	D	C
HCM2k95thQ:	2	14	38	13	16	11	13	21	2	10	13	3

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #1207: (15) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	7	12	12	7	10	10	8	10	10
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	5.0	6.4	6.4	5.0	6.4	6.4

Volume Module:

Base Vol:	326	890	250	74	1143	304	224	379	201	671	762	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	890	250	74	1143	304	224	379	201	671	762	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	890	250	74	1143	304	224	379	201	671	762	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	890	250	74	1143	304	224	379	201	671	762	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	890	250	74	1143	304	224	379	201	671	762	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	326	890	250	74	1143	304	224	379	201	671	762	147

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3800	5700	1900	3800	5700	1900	3800	3800	1900	5700	3800	1900

Capacity Analysis Module:

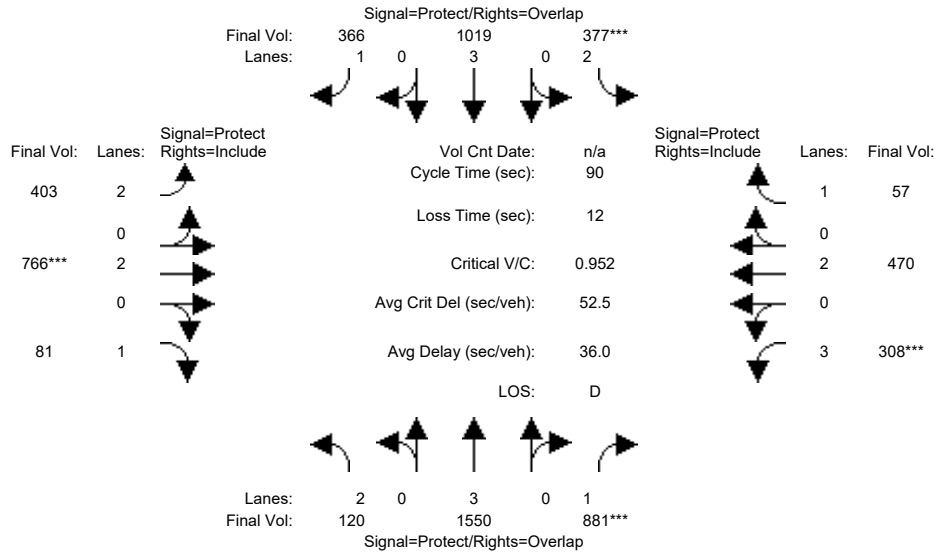
Vol/Sat:	0.09	0.16	0.13	0.02	0.20	0.16	0.06	0.10	0.11	0.12	0.20	0.08
Crit Moves:	****				****		****				****	
Green Time:	22.6	58.7	95.7	16.9	52.9	68.5	15.6	31.4	54.0	37.1	52.9	52.9
Volume/Cap:	0.59	0.42	0.21	0.18	0.59	0.36	0.59	0.50	0.31	0.50	0.59	0.23
Delay/Veh:	67.0	36.6	13.8	64.2	43.9	30.5	73.8	57.6	38.5	52.7	44.6	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.0	36.6	13.8	64.2	43.9	30.5	73.8	57.6	38.5	52.7	44.6	37.7
LOS by Move:	E	D	B	E	D	C	E	E	D	D	D	D
HCM2k95thQ:	14	18	10	4	25	17	10	15	13	16	24	10

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #1207: (15) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	120	1550	881	377	1019	366	403	766	81	308	470	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	1550	881	377	1019	366	403	766	81	308	470	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	1550	881	377	1019	366	403	766	81	308	470	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	1550	881	377	1019	366	403	766	81	308	470	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	1550	881	377	1019	366	403	766	81	308	470	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	1550	881	377	1019	366	403	766	81	308	470	57

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750

Capacity Analysis Module:

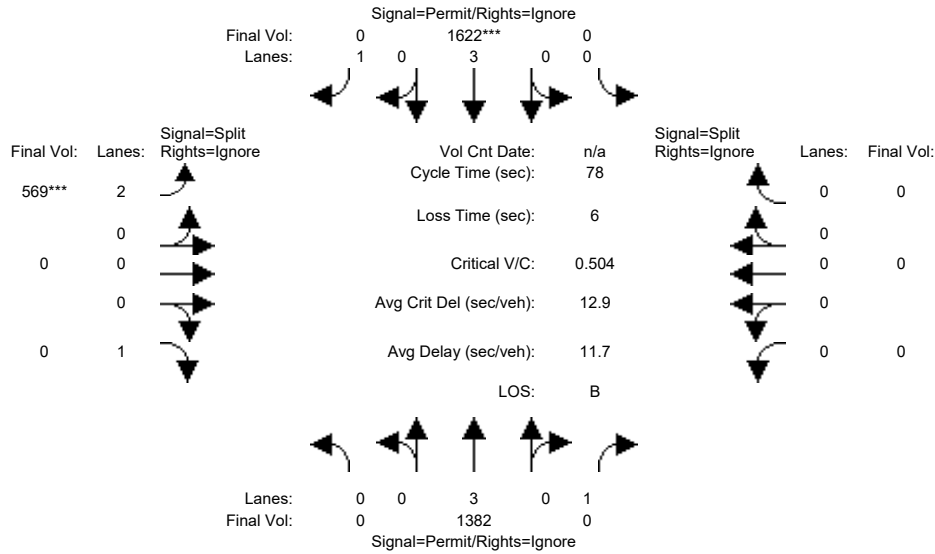
Vol/Sat:	0.04	0.27	0.50	0.12	0.18	0.21	0.13	0.20	0.05	0.07	0.12	0.03
Crit Moves:			****	****				****		****		
Green Time:	15.7	40.5	47.5	11.4	36.1	49.4	13.3	19.2	19.2	7.0	12.9	12.9
Volume/Cap:	0.22	0.60	0.95	0.95	0.45	0.38	0.87	0.95	0.22	0.87	0.87	0.23
Delay/Veh:	32.1	19.1	39.7	70.7	19.8	11.8	53.0	54.7	29.5	61.1	51.4	34.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.1	19.1	39.7	70.7	19.8	11.8	53.0	54.7	29.5	61.1	51.4	34.6
LOS by Move:	C	B	D	E	B	B	D	D	C	E	D	C
HCM2k95thQ:	3	20	48	15	13	12	14	22	4	8	14	3

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #1208: (20) BOWERS/101 SB



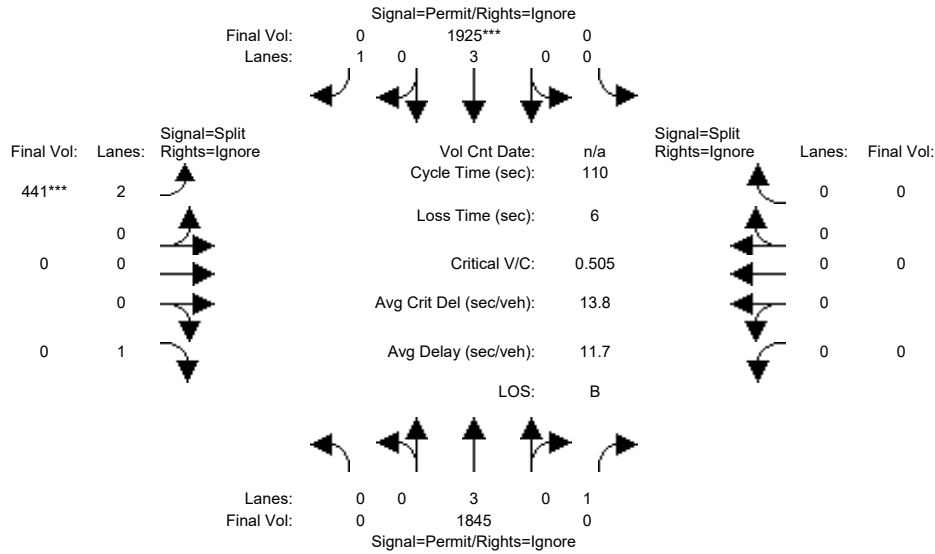
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	12	0	12	0	0	0
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	5.2	4.0	5.2	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1382	257	0	1622	323	569	0	540	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1382	257	0	1622	323	569	0	540	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1382	257	0	1622	323	569	0	540	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1382	0	0	1622	0	569	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1382	0	0	1622	0	569	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1382	0	0	1622	0	569	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.28	0.00	0.18	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	44.0	0.0	0.0	44.0	0.0	28.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.43	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	9.9	0.0	0.0	10.5	0.0	20.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	0.0	0.0	10.5	0.0	20.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	A	B	A	A	A	A	A
HCM2k95thQ:	0	12	0	0	15	0	13	0	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #1208: (20) BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1845	789	0	1925	721	441	0	276	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1845	789	0	1925	721	441	0	276	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1845	789	0	1925	721	441	0	276	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1845	0	0	1925	0	441	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1845	0	0	1925	0	441	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1845	0	0	1925	0	441	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0

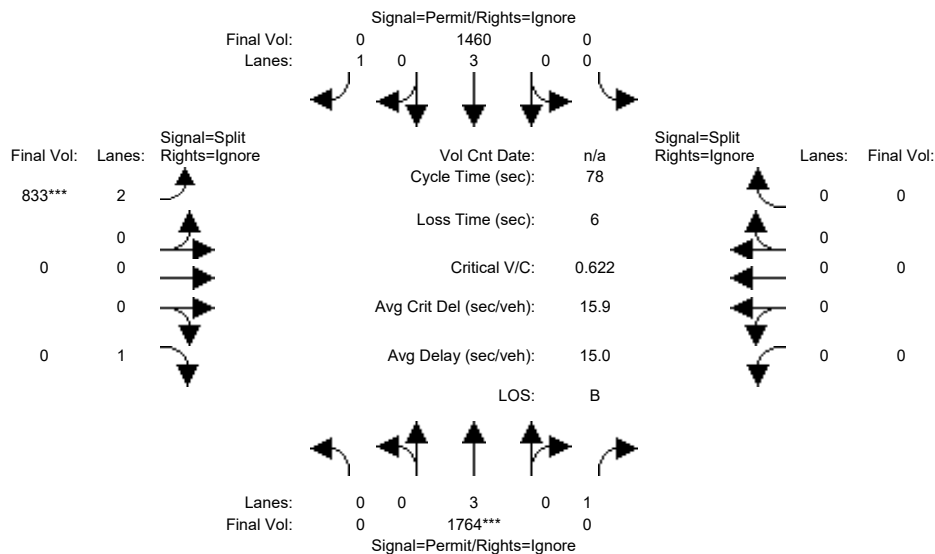
Capacity Analysis Module:												
Vol/Sat:	0.00	0.32	0.00	0.00	0.34	0.00	0.14	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	73.5	0.0	0.0	73.5	0.0	30.5	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.48	0.00	0.00	0.51	0.00	0.51	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	9.0	0.0	0.0	9.2	0.0	33.9	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.0	0.0	0.0	9.2	0.0	33.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	A	A	A	A
HCM2k95thQ:	0	18	0	0	19	0	15	0	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #1208: (20) BOWERS/101 SB



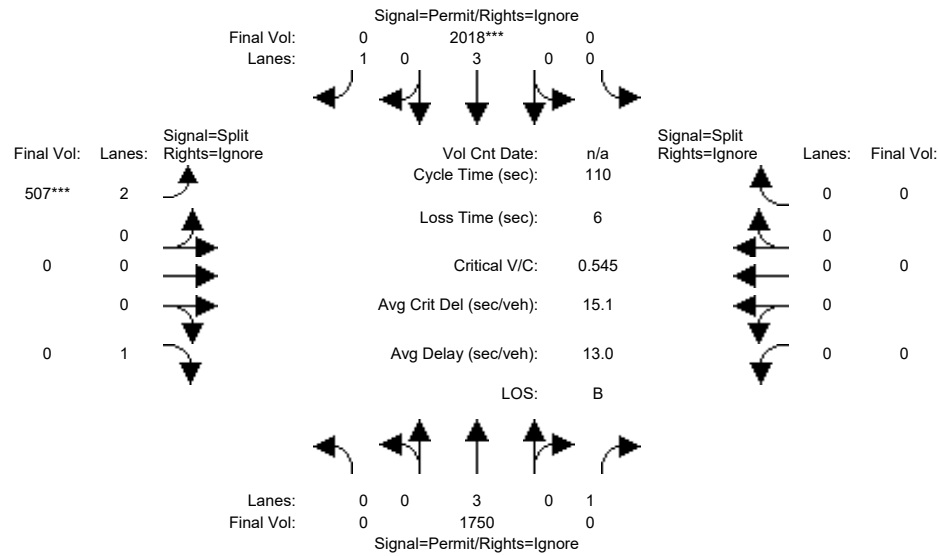
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	12	0	12	0	0	0
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	5.2	4.0	5.2	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1764	248	0	1460	458	833	0	505	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1764	248	0	1460	458	833	0	505	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1764	248	0	1460	458	833	0	505	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1764	0	0	1460	0	833	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1764	0	0	1460	0	833	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1764	0	0	1460	0	833	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.26	0.00	0.26	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	38.8	0.0	0.0	38.8	0.0	33.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.62	0.00	0.00	0.51	0.00	0.62	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	14.7	0.0	0.0	13.4	0.0	18.4	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.7	0.0	0.0	13.4	0.0	18.4	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	A	A	A	A
HCM2k95thQ:	0	19	0	0	15	0	19	0	0	0	0	0

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

Patrick Henry Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #1208: (20) BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	1750	789	0	2018	1000	507	0	281	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1750	789	0	2018	1000	507	0	281	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1750	789	0	2018	1000	507	0	281	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1750	0	0	2018	0	507	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1750	0	0	2018	0	507	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1750	0	0	2018	0	507	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0

Capacity Analysis Module:

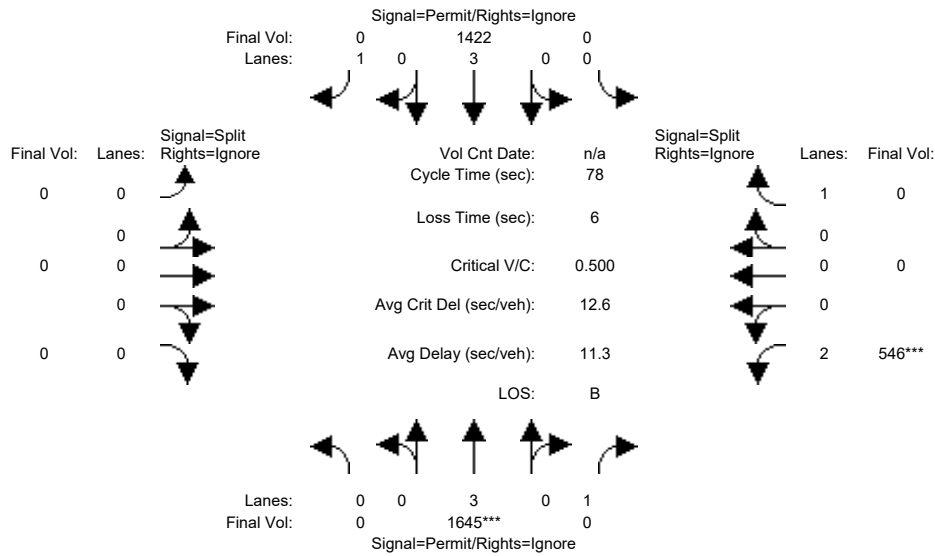
Vol/Sat:	0.00	0.31	0.00	0.00	0.35	0.00	0.16	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	71.5	0.0	0.0	71.5	0.0	32.5	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.47	0.00	0.00	0.54	0.00	0.54	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	9.8	0.0	0.0	10.6	0.0	33.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.8	0.0	0.0	10.6	0.0	33.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	B	A	C	A	A	A	A	A
HCM2k95thQ:	0	17	0	0	22	0	17	0	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #1209: (19) GREAT AMERICA/101 NB



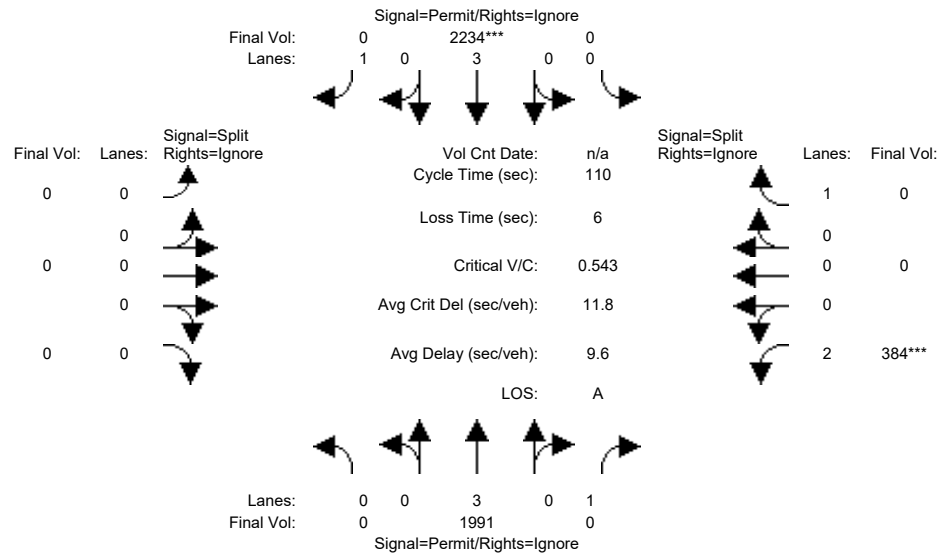
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	20	20	0	20	20	0	0	0	6	0	6
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	4.0	4.0	4.0	5.5	4.0	5.5
Volume Module:												
Base Vol:	0	1645	238	0	1422	488	0	0	0	546	0	1131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1645	238	0	1422	488	0	0	0	546	0	1131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1645	238	0	1422	488	0	0	0	546	0	1131
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1645	0	0	1422	0	0	0	0	546	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1645	0	0	1422	0	0	0	0	546	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1645	0	0	1422	0	0	0	0	546	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Crit Moves:	****									****		
Green Time:	0.0	45.0	0.0	0.0	45.0	0.0	0.0	0.0	0.0	27.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.00	0.00	0.43	0.00	0.00	0.00	0.00	0.50	0.00	0.00
Delay/Veh:	0.0	9.9	0.0	0.0	9.4	0.0	0.0	0.0	0.0	20.5	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	9.9	0.0	0.0	9.4	0.0	0.0	0.0	0.0	20.5	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	0	15	0	0	12	0	0	0	0	13	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #1209: (19) GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 5:00 - 6:00 PM												
Base Vol:	0	1991	335	0	2234	709	0	0	0	384	0	636
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1991	335	0	2234	709	0	0	0	384	0	636
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1991	335	0	2234	709	0	0	0	384	0	636
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1991	0	0	2234	0	0	0	0	384	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1991	0	0	2234	0	0	0	0	384	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	1991	0	0	2234	0	0	0	0	384	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750

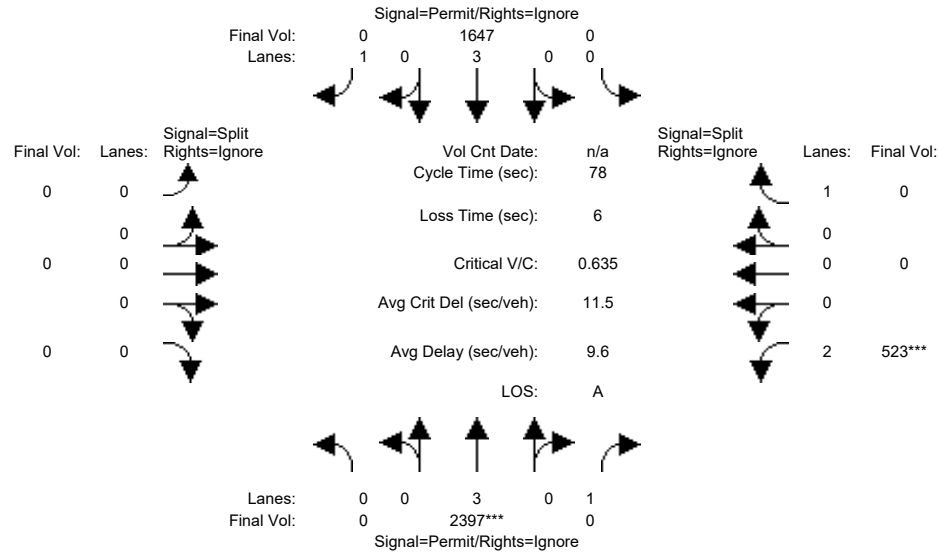
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	79.3	0.0	0.0	79.3	0.0	0.0	0.0	0.0	24.7	0.0	0.0
Volume/Cap:	0.00	0.48	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.54	0.00	0.00
Delay/Veh:	0.0	6.7	0.0	0.0	7.2	0.0	0.0	0.0	0.0	38.6	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.7	0.0	0.0	7.2	0.0	0.0	0.0	0.0	38.6	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	18	0	0	21	0	0	0	0	14	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #1209: (19) GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	20	20	0	20	20	0	0	0	6	0	6
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	4.0	4.0	4.0	5.5	4.0	5.5

Volume Module:												
Base Vol:	0	2397	196	0	1647	592	0	0	0	523	0	1619
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2397	196	0	1647	592	0	0	0	523	0	1619
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2397	196	0	1647	592	0	0	0	523	0	1619
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2397	0	0	1647	0	0	0	0	523	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2397	0	0	1647	0	0	0	0	523	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2397	0	0	1647	0	0	0	0	523	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750

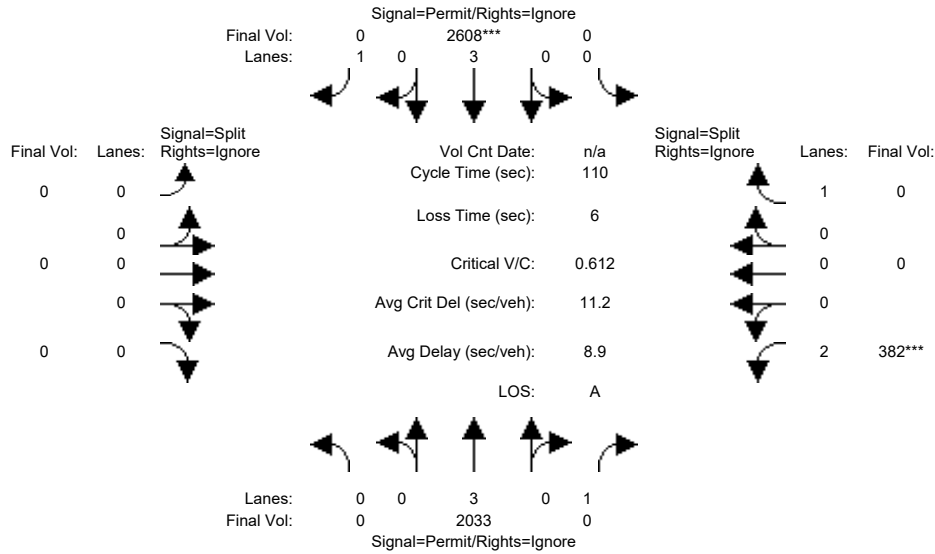
Capacity Analysis Module:												
Vol/Sat:	0.00	0.42	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Crit Moves:	****									****		
Green Time:	0.0	51.6	0.0	0.0	51.6	0.0	0.0	0.0	0.0	20.4	0.0	0.0
Volume/Cap:	0.00	0.64	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.64	0.00	0.00
Delay/Veh:	0.0	8.1	0.0	0.0	6.4	0.0	0.0	0.0	0.0	27.2	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	0.0	0.0	6.4	0.0	0.0	0.0	0.0	27.2	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	0	20	0	0	12	0	0	0	0	15	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #1209: (19) GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 5:00 - 6:00 PM

Base Vol:	0	2033	298	0	2608	1144	0	0	0	382	0	882
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2033	298	0	2608	1144	0	0	0	382	0	882
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2033	298	0	2608	1144	0	0	0	382	0	882
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2033	0	0	2608	0	0	0	0	382	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2033	0	0	2608	0	0	0	0	382	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	2033	0	0	2608	0	0	0	0	382	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750

Capacity Analysis Module:

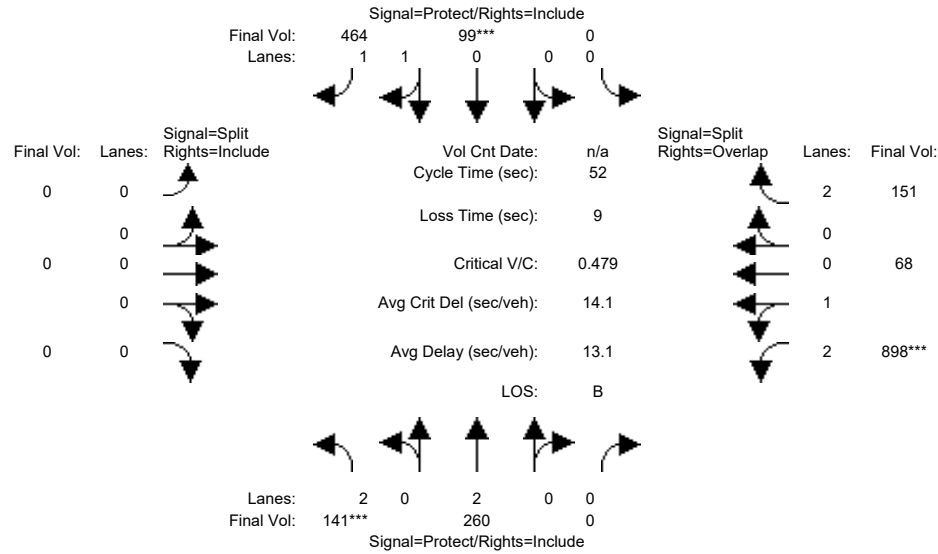
Vol/Sat:	0.00	0.36	0.00	0.00	0.46	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	82.2	0.0	0.0	82.2	0.0	0.0	0.0	0.0	21.8	0.0	0.0
Volume/Cap:	0.00	0.48	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.61	0.00	0.00
Delay/Veh:	0.0	5.5	0.0	0.0	6.7	0.0	0.0	0.0	0.0	42.1	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.5	0.0	0.0	6.7	0.0	0.0	0.0	0.0	42.1	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	17	0	0	25	0	0	0	0	15	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #3028: (10) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	141	260	0	0	99	464	0	0	0	898	68	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	260	0	0	99	464	0	0	0	898	68	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	260	0	0	99	464	0	0	0	898	68	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	260	0	0	99	464	0	0	0	898	68	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	260	0	0	99	464	0	0	0	898	68	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	141	260	0	0	99	464	0	0	0	898	68	151

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.86	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	0.35	1.65	0.00	0.00	0.00	2.81	0.19	2.00
Final Sat.:	3150	3800	0	0	633	2967	0	0	0	4599	348	3150

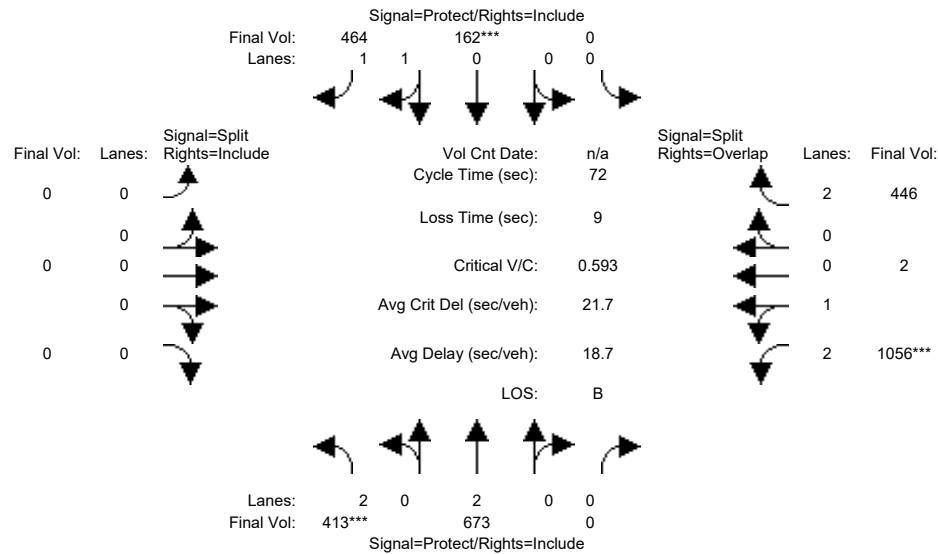
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.20	0.20	0.05
Crit Moves:	****				****					****		
Green Time:	7.0	23.0	0.0	0.0	16.0	16.0	0.0	0.0	0.0	20.0	20.0	20.0
Volume/Cap:	0.33	0.15	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.51	0.51	0.12
Delay/Veh:	20.8	8.7	0.0	0.0	15.2	15.2	0.0	0.0	0.0	12.5	12.5	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	8.7	0.0	0.0	15.2	15.2	0.0	0.0	0.0	12.5	12.5	10.4
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2k95thQ:	3	2	0	0	8	8	0	0	0	10	10	2

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #3028: (10) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	413	673	0	0	162	464	0	0	0	1056	2	446
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	413	673	0	0	162	464	0	0	0	1056	2	446
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	413	673	0	0	162	464	0	0	0	1056	2	446
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	413	673	0	0	162	464	0	0	0	1056	2	446
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	413	673	0	0	162	464	0	0	0	1056	2	446
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	413	673	0	0	162	464	0	0	0	1056	2	446

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	0.52	1.48	0.00	0.00	0.00	2.99	0.01	2.00
Final Sat.:	3150	3800	0	0	932	2668	0	0	0	4941	9	3150

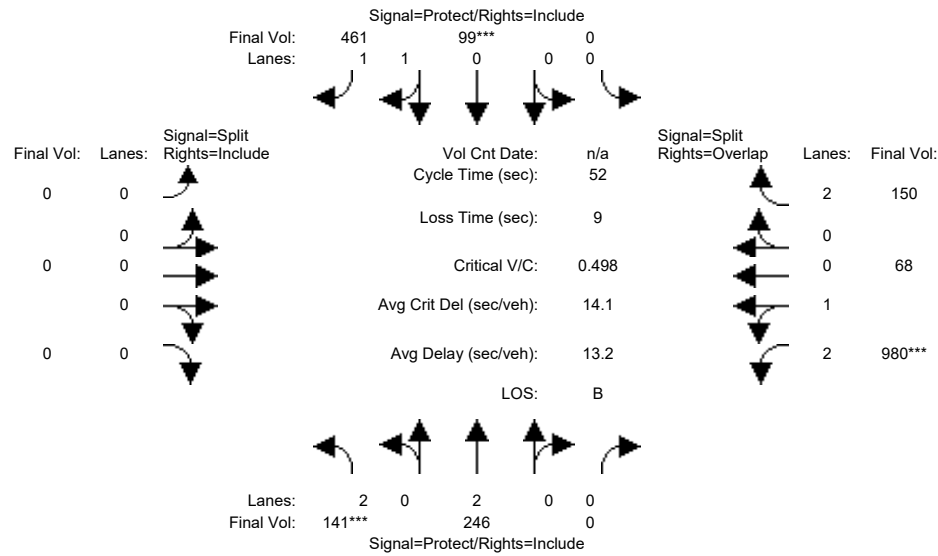
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.21	0.21	0.14
Crit Moves:	****				****					****		
Green Time:	15.9	37.0	0.0	0.0	21.1	21.1	0.0	0.0	0.0	26.0	26.0	26.0
Volume/Cap:	0.59	0.34	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.59	0.59	0.39
Delay/Veh:	26.5	10.4	0.0	0.0	22.7	22.7	0.0	0.0	0.0	19.3	19.3	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	10.4	0.0	0.0	22.7	22.7	0.0	0.0	0.0	19.3	19.3	17.4
LOS by Move:	C	B	A	A	C	C	A	A	A	B	B	B
HCM2k95thQ:	10	8	0	0	12	12	0	0	0	15	15	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #3028: (10) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	141	246	0	0	99	461	0	0	0	980	68	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	246	0	0	99	461	0	0	0	980	68	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	246	0	0	99	461	0	0	0	980	68	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	246	0	0	99	461	0	0	0	980	68	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	246	0	0	99	461	0	0	0	980	68	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	141	246	0	0	99	461	0	0	0	980	68	150

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.86	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	0.35	1.65	0.00	0.00	0.00	2.82	0.18	2.00
Final Sat.:	3150	3800	0	0	636	2964	0	0	0	4626	321	3150

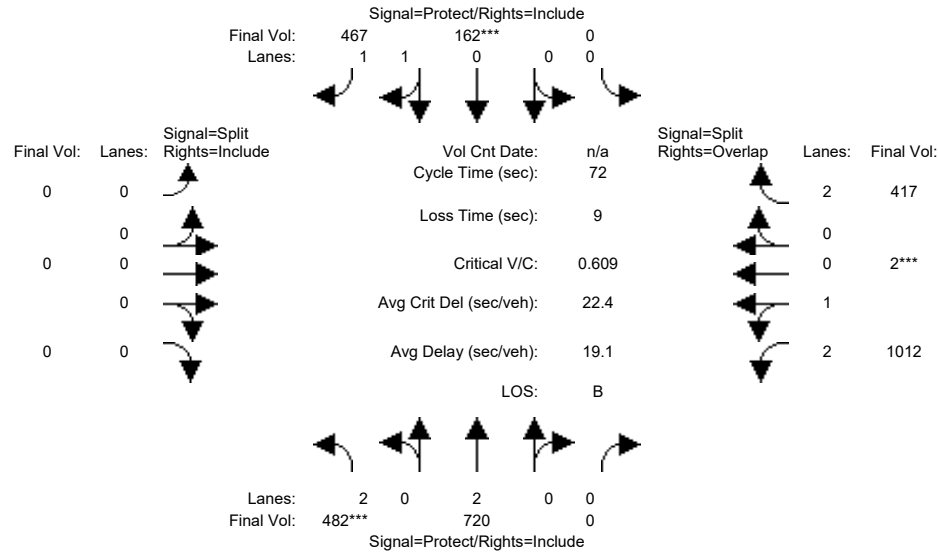
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.21	0.21	0.05
Crit Moves:	****				****					****		
Green Time:	7.0	22.2	0.0	0.0	15.2	15.2	0.0	0.0	0.0	20.8	20.8	20.8
Volume/Cap:	0.33	0.15	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.53	0.53	0.12
Delay/Veh:	20.8	9.1	0.0	0.0	15.9	15.9	0.0	0.0	0.0	12.2	12.2	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	9.1	0.0	0.0	15.9	15.9	0.0	0.0	0.0	12.2	12.2	9.9
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	A
HCM2k95thQ:	3	2	0	0	8	8	0	0	0	11	11	2

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #3028: (10) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	482	720	0	0	162	467	0	0	0	1012	2	417
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	720	0	0	162	467	0	0	0	1012	2	417
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	720	0	0	162	467	0	0	0	1012	2	417
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	720	0	0	162	467	0	0	0	1012	2	417
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	720	0	0	162	467	0	0	0	1012	2	417
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	482	720	0	0	162	467	0	0	0	1012	2	417

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	0.52	1.48	0.00	0.00	0.00	2.99	0.01	2.00
Final Sat.:	3150	3800	0	0	927	2673	0	0	0	4940	10	3150

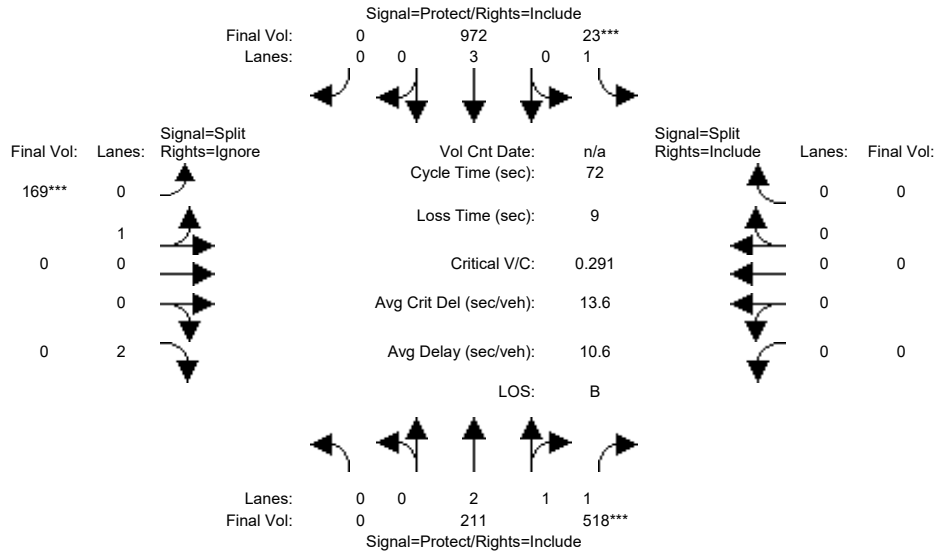
Capacity Analysis Module:												
Vol/Sat:	0.15	0.19	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.20	0.20	0.13
Crit Moves:	****				****					****		
Green Time:	18.1	38.8	0.0	0.0	20.7	20.7	0.0	0.0	0.0	24.2	24.2	24.2
Volume/Cap:	0.61	0.35	0.00	0.00	0.61	0.61	0.00	0.00	0.00	0.61	0.61	0.39
Delay/Veh:	25.2	9.6	0.0	0.0	23.2	23.2	0.0	0.0	0.0	20.6	20.6	18.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	9.6	0.0	0.0	23.2	23.2	0.0	0.0	0.0	20.6	20.6	18.5
LOS by Move:	C	A	A	A	C	C	A	A	A	C	C	B
HCM2k95thQ:	11	9	0	0	12	12	0	0	0	15	15	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #3029: (11) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	211	518	23	972	0	169	0	794	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	211	518	23	972	0	169	0	794	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	211	518	23	972	0	169	0	794	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	211	518	23	972	0	169	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	211	518	23	972	0	169	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	211	518	23	972	0	169	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1800	0	3150	0	0	0

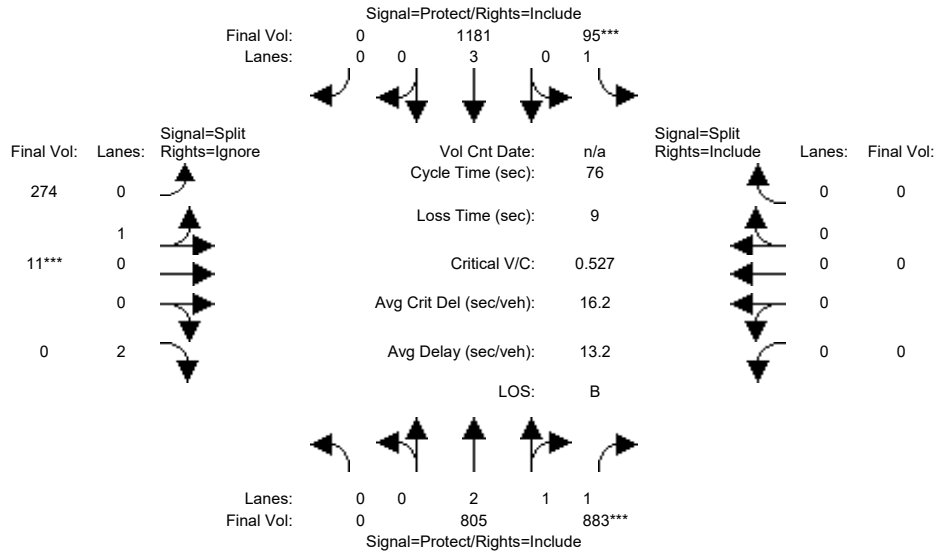
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.15	0.01	0.17	0.00	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	34.3	34.3	7.0	41.3	0.0	21.7	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.31	0.14	0.30	0.00	0.31	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.5	11.7	30.1	8.0	0.0	19.7	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.5	11.7	30.1	8.0	0.0	19.7	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	A	A	A	A	A
HCM2k95thQ:	0	3	7	1	7	0	6	0	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #3029: (11) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	805	883	95	1181	0	274	11	271	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	805	883	95	1181	0	274	11	271	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	805	883	95	1181	0	274	11	271	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	805	883	95	1181	0	274	11	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	805	883	95	1181	0	274	11	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	805	883	95	1181	0	274	11	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	0.96	0.04	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1731	69	3150	0	0	0

Capacity Analysis Module:

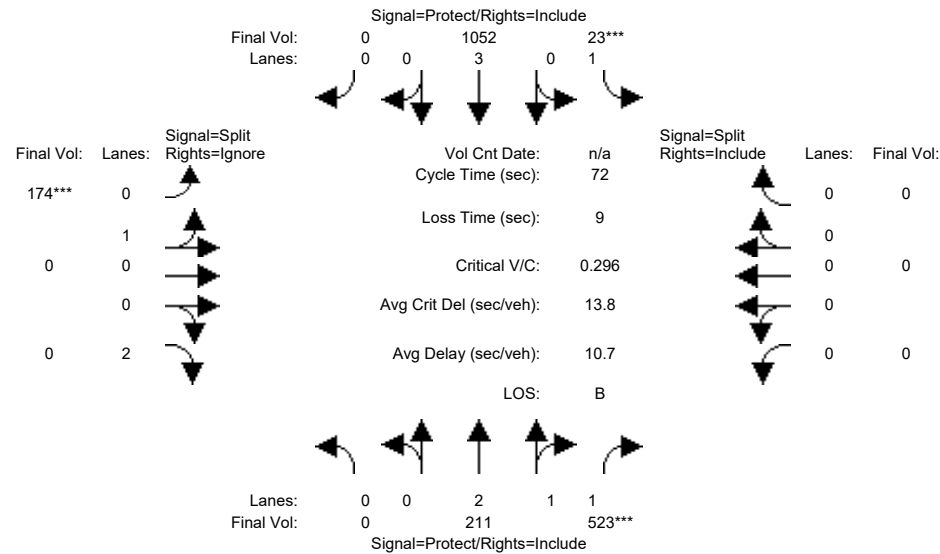
Vol/Sat:	0.00	0.21	0.25	0.05	0.21	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:			****	****				****				
Green Time:	0.0	36.4	36.4	7.8	44.2	0.0	22.8	22.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	0.53	0.53	0.36	0.00	0.53	0.53	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.2	14.0	35.2	8.5	0.0	23.1	23.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.2	14.0	35.2	8.5	0.0	23.1	23.1	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	C	A	A	A	A
HCM2k95thQ:	0	12	14	5	9	0	12	12	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #3029: (11) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	211	523	23	1052	0	174	0	942	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	211	523	23	1052	0	174	0	942	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	211	523	23	1052	0	174	0	942	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	211	523	23	1052	0	174	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	211	523	23	1052	0	174	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	211	523	23	1052	0	174	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1800	0	3150	0	0	0

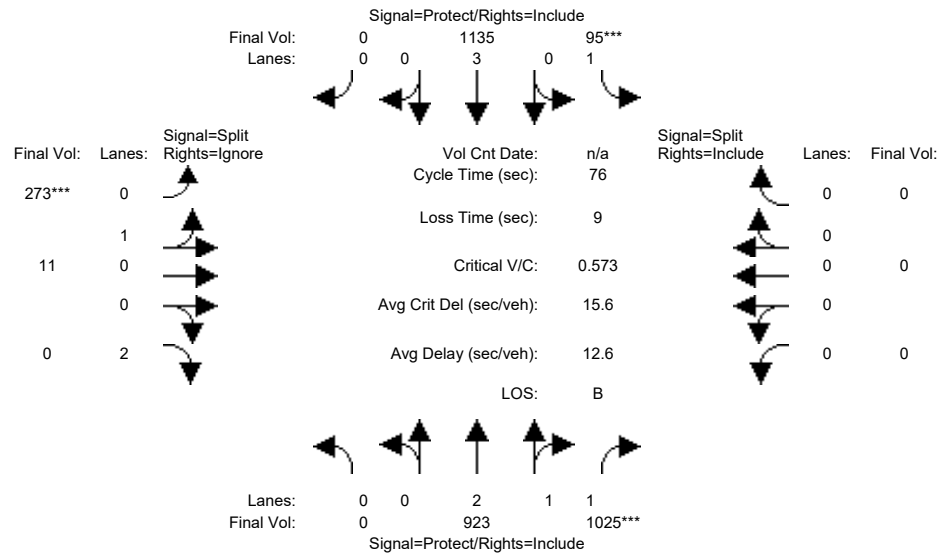
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.15	0.01	0.18	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	34.0	34.0	7.0	41.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.32	0.14	0.32	0.00	0.32	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.6	11.9	30.1	8.2	0.0	19.6	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.6	11.9	30.1	8.2	0.0	19.6	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	A	A	A	A	A
HCM2k95thQ:	0	3	7	1	8	0	7	0	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #3029: (11) 237/GREAT AMERICA (S)



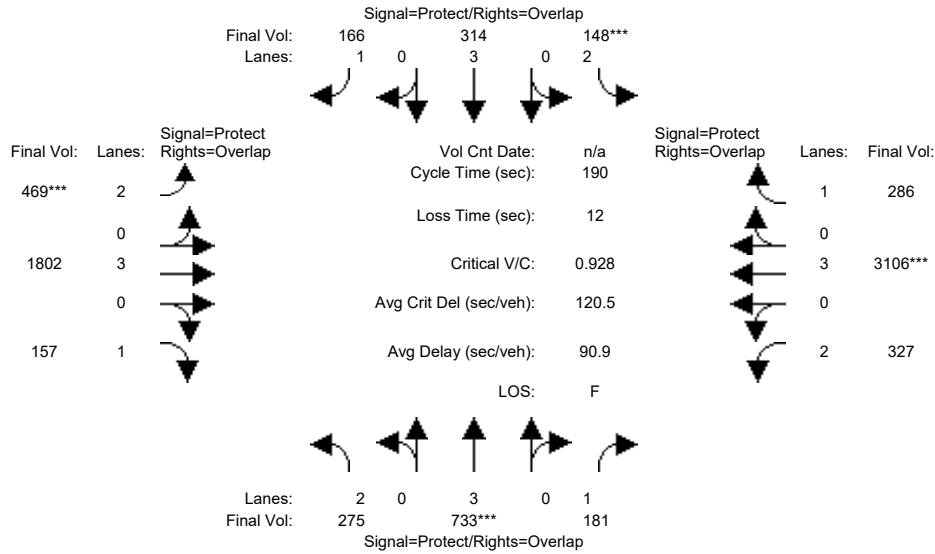
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	923	1025	95	1135	0	273	11	271	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	923	1025	95	1135	0	273	11	271	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	923	1025	95	1135	0	273	11	271	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	923	1025	95	1135	0	273	11	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	923	1025	95	1135	0	273	11	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Final Volume:	0	923	1025	95	1135	0	273	11	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	0.96	0.04	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1730	70	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.29	0.05	0.20	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	38.9	38.9	7.2	46.1	0.0	20.9	20.9	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.48	0.57	0.57	0.33	0.00	0.57	0.57	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.1	13.1	37.7	7.4	0.0	25.3	25.3	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.1	13.1	37.7	7.4	0.0	25.3	25.3	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	C	A	A	A	A
HCM2k95thQ:	0	13	16	5	8	0	13	13	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #5329: (23) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	42	42	15	35	35	32	101	101	20	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	275	733	181	148	314	166	469	1802	157	327	3106	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	275	733	181	148	314	166	469	1802	157	327	3106	286
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	275	733	181	148	314	166	469	1802	157	327	3106	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	275	733	181	148	314	166	469	1802	157	327	3106	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	275	733	181	148	314	166	469	1802	157	327	3106	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	275	733	181	148	314	166	469	1802	157	327	3106	286

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

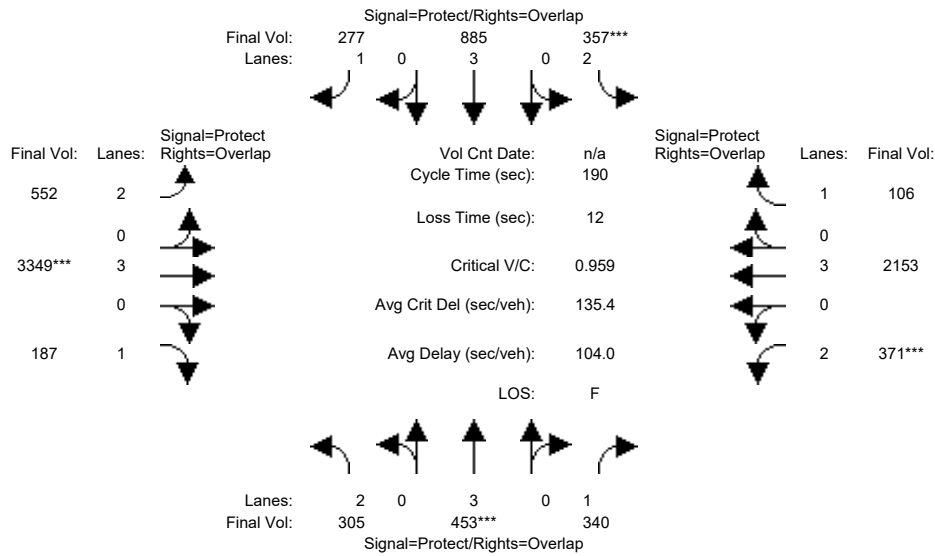
Vol/Sat:	0.09	0.13	0.10	0.05	0.06	0.09	0.15	0.32	0.09	0.10	0.54	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.0	42.0	62.0	15.0	35.0	67.0	32.0	101	123.0	20.0	89.0	104.0
Volume/Cap:	0.75	0.58	0.32	0.60	0.30	0.27	0.88	0.59	0.14	0.99	1.16	0.30
Delay/Veh:	90.0	66.8	48.4	88.4	67.1	44.2	93.3	39.4	19.5	130.4	139	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.0	66.8	48.4	88.4	67.1	44.2	93.3	39.4	19.5	130.4	139	30.5
LOS by Move:	F	E	D	F	E	D	F	D	B	F	F	C
HCM2k95thQ:	17	22	15	10	10	13	32	45	11	27	118	22

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #5329: (23) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	7.3	6.3	6.3	7.3	6.1	6.1	5.5	6.2	6.2	5.8	6.2	6.2

Volume Module:

Base Vol:	305	453	340	357	885	277	552	3349	187	371	2153	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	453	340	357	885	277	552	3349	187	371	2153	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	453	340	357	885	277	552	3349	187	371	2153	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	305	453	340	357	885	277	552	3349	187	371	2153	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	305	453	340	357	885	277	552	3349	187	371	2153	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	305	453	340	357	885	277	552	3349	187	371	2153	106

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

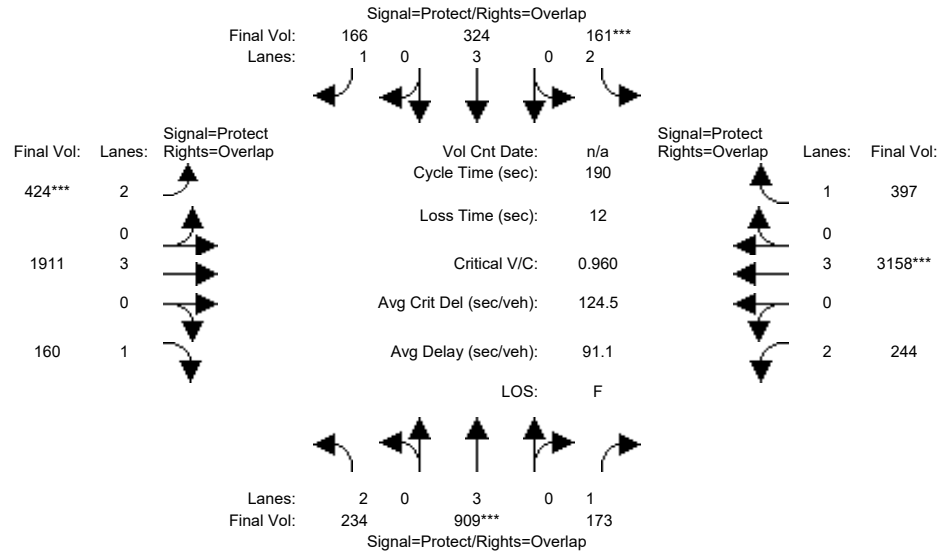
Vol/Sat:	0.10	0.08	0.19	0.11	0.16	0.16	0.18	0.59	0.11	0.12	0.38	0.06
Crit Moves:	****			****			****			****		
Green Time:	18.2	39.0	59.0	19.2	40.0	64.8	24.8	99.8	118.0	20.0	95.0	114.2
Volume/Cap:	1.01	0.39	0.63	1.12	0.74	0.46	1.34	1.12	0.17	1.12	0.76	0.10
Delay/Veh:	139.8	65.4	58.4	171.8	72.5	49.6	261.6	137	32.0	170.5	30.5	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	139.8	65.4	58.4	171.8	72.5	49.6	261.6	137	32.0	170.5	30.5	9.2
LOS by Move:	F	E	E	F	E	D	F	F	C	F	C	A
HCM2k95thQ:	23	14	31	28	27	23	50	121	17	32	46	3

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #5329: (23) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	42	42	15	35	35	32	101	101	20	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	234	909	173	161	324	166	424	1911	160	244	3158	397
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	909	173	161	324	166	424	1911	160	244	3158	397
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	909	173	161	324	166	424	1911	160	244	3158	397
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	909	173	161	324	166	424	1911	160	244	3158	397
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	909	173	161	324	166	424	1911	160	244	3158	397
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	234	909	173	161	324	166	424	1911	160	244	3158	397

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

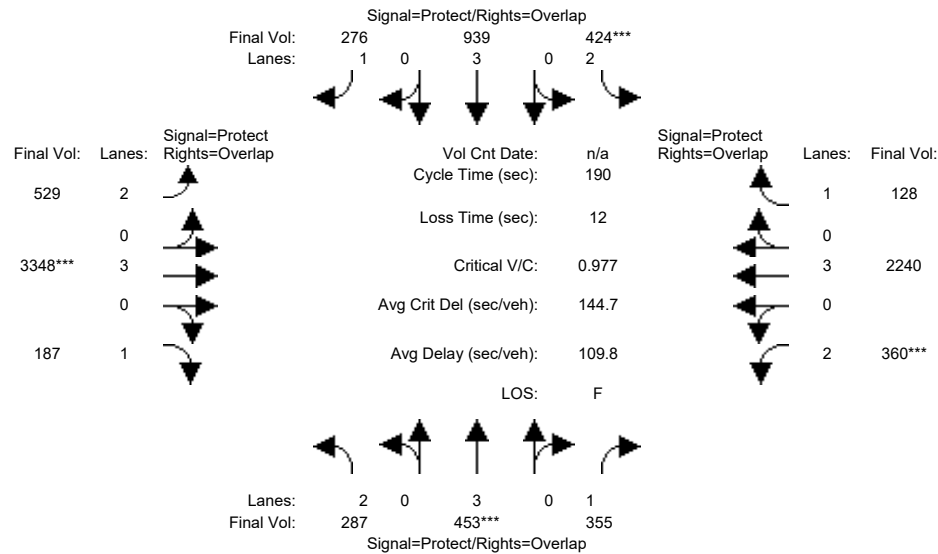
Vol/Sat:	0.07	0.16	0.10	0.05	0.06	0.09	0.13	0.34	0.09	0.08	0.55	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.0	42.0	62.0	15.0	35.0	67.0	32.0	101	123.0	20.0	89.0	104.0
Volume/Cap:	0.64	0.72	0.30	0.65	0.31	0.27	0.80	0.63	0.14	0.74	1.18	0.41
Delay/Veh:	84.1	70.7	48.1	90.8	67.2	44.2	84.3	40.6	19.5	90.8	147	33.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	70.7	48.1	90.8	67.2	44.2	84.3	40.6	19.5	90.8	147	33.1
LOS by Move:	F	E	D	F	E	D	F	D	B	F	F	C
HCM2k95thQ:	14	27	14	11	10	13	28	48	11	18	122	31

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #5329: (23) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	7.3	6.3	6.3	7.3	6.1	6.1	5.5	6.2	6.2	5.8	6.2	6.2

Volume Module:

Base Vol:	287	453	355	424	939	276	529	3348	187	360	2240	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	453	355	424	939	276	529	3348	187	360	2240	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	453	355	424	939	276	529	3348	187	360	2240	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	287	453	355	424	939	276	529	3348	187	360	2240	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	287	453	355	424	939	276	529	3348	187	360	2240	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	287	453	355	424	939	276	529	3348	187	360	2240	128

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

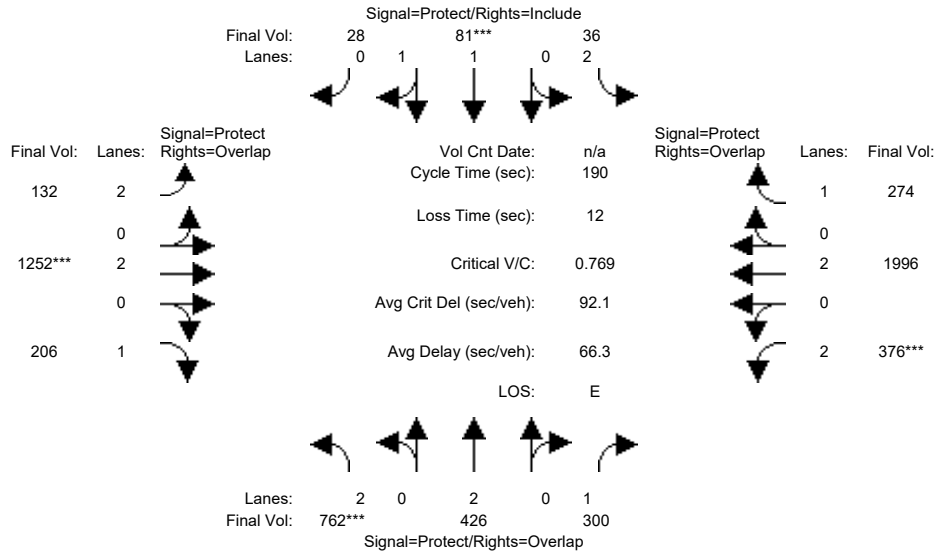
Vol/Sat:	0.09	0.08	0.20	0.13	0.16	0.16	0.17	0.59	0.11	0.11	0.39	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.5	39.0	58.0	22.4	42.8	64.5	21.6	97.6	116.2	19.0	95.0	117.4
Volume/Cap:	0.93	0.39	0.66	1.14	0.73	0.46	1.48	1.14	0.17	1.14	0.79	0.12
Delay/Veh:	119.4	65.4	60.7	175.4	70.4	49.8	319.9	148	33.0	180.8	31.5	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.4	65.4	60.7	175.4	70.4	49.8	319.9	148	33.0	180.8	31.5	8.0
LOS by Move:	F	E	E	F	E	D	F	F	C	F	C	A
HCM2k95thQ:	20	14	32	33	28	23	52	124	17	32	50	3

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #5332: (42) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	38	52	52	10	24	24	16	92	92	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	762	426	300	36	81	28	132	1456	206	376	2321	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	762	426	300	36	81	28	132	1456	206	376	2321	274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	762	426	300	36	81	28	132	1456	206	376	2321	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	762	426	300	36	81	28	132	1252	206	376	1996	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	762	426	300	36	81	28	132	1252	206	376	1996	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	762	426	300	36	81	28	132	1252	206	376	1996	274

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.47	0.53	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2749	950	3150	3800	1750	3150	3800	1750

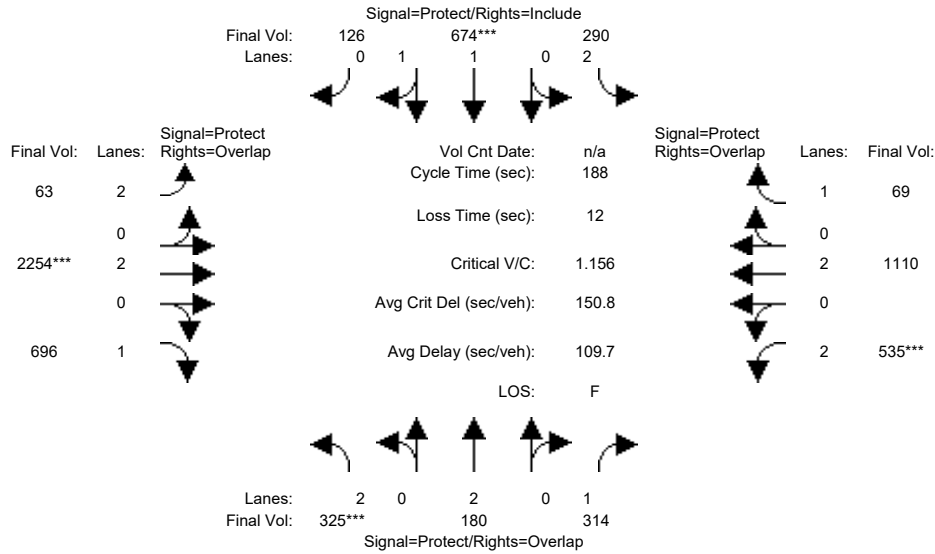
Capacity Analysis Module:												
Vol/Sat:	0.24	0.11	0.17	0.01	0.03	0.03	0.04	0.33	0.12	0.12	0.53	0.16
Crit Moves:	***			****			****			****		
Green Time:	38.0	52.0	76.0	10.0	24.0	24.0	16.0	92.0	130.0	24.0	100	110.0
Volume/Cap:	1.21	0.41	0.43	0.22	0.23	0.23	0.50	0.68	0.17	0.94	1.00	0.27
Delay/Veh:	184.6	56.7	41.7	86.9	75.0	75.0	84.6	30.8	3.5	113.6	52.1	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	184.6	56.7	41.7	86.9	75.0	75.0	84.6	30.8	3.5	113.6	52.1	12.6
LOS by Move:	F	E	D	F	E	E	F	C	A	F	D	B
HCM2k95thQ:	58	18	23	2	6	6	10	38	3	22	85	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #5332: (42) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2

Volume Module:												
Base Vol:	325	180	314	290	674	126	63	2890	696	535	1206	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	325	180	314	290	674	126	63	2890	696	535	1206	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	325	180	314	290	674	126	63	2890	696	535	1206	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	325	180	314	290	674	126	63	2254	696	535	1110	69
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	325	180	314	290	674	126	63	2254	696	535	1110	69
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	325	180	314	290	674	126	63	2254	696	535	1110	69

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.68	0.32	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3117	583	3150	3800	1750	3150	3800	1750

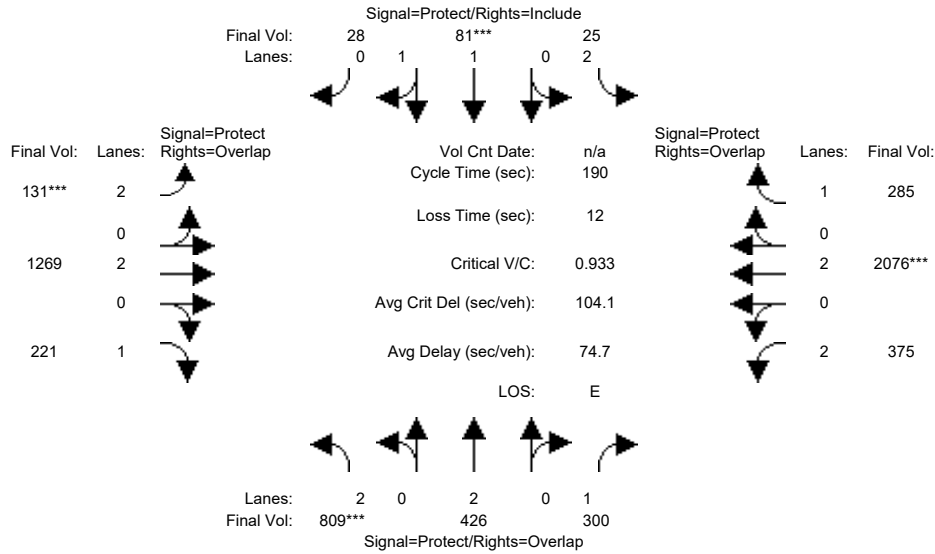
Capacity Analysis Module:												
Vol/Sat:	0.10	0.05	0.18	0.09	0.22	0.22	0.02	0.59	0.40	0.17	0.29	0.04
Crit Moves:	***			****			****			****		
Green Time:	18.0	39.0	66.4	14.0	35.0	35.0	13.2	95.6	113.6	27.4	110	123.8
Volume/Cap:	1.08	0.23	0.51	1.24	1.16	1.16	0.29	1.17	0.66	1.17	0.50	0.06
Delay/Veh:	159.0	62.1	48.6	224.4	165	164.7	83.7	139	35.8	176.5	14.2	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	159.0	62.1	48.6	224.4	165	164.7	83.7	139	35.8	176.5	14.2	4.7
LOS by Move:	F	E	D	F	F	F	F	F	D	F	B	A
HCM2k95thQ:	25	8	26	25	48	48	5	127	54	41	21	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #5332: (42) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	38	52	52	10	24	24	16	92	92	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	809	426	300	25	81	28	131	1475	221	375	2414	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	809	426	300	25	81	28	131	1475	221	375	2414	285
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	809	426	300	25	81	28	131	1475	221	375	2414	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	809	426	300	25	81	28	131	1269	221	375	2076	285
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	809	426	300	25	81	28	131	1269	221	375	2076	285
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	809	426	300	25	81	28	131	1269	221	375	2076	285

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.47	0.53	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2749	950	3150	3800	1750	3150	3800	1750

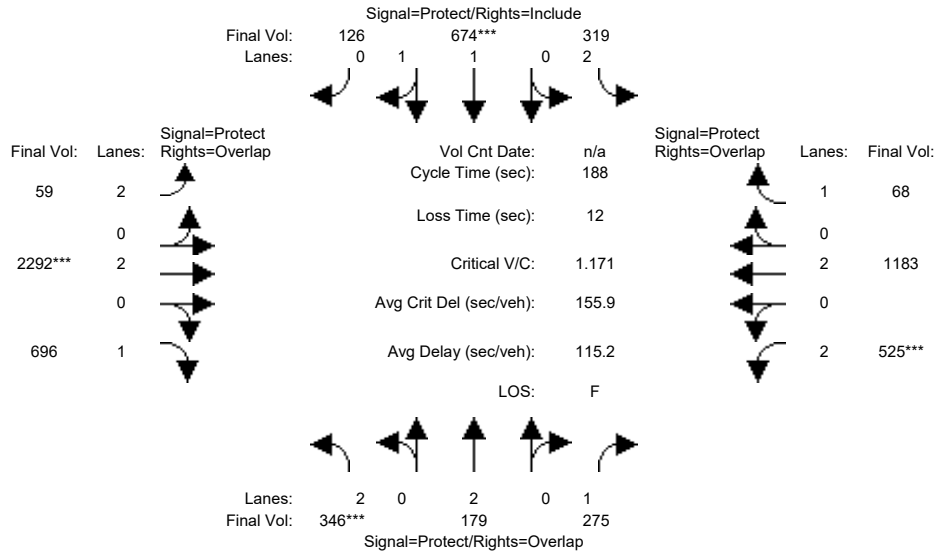
Capacity Analysis Module:												
Vol/Sat:	0.26	0.11	0.17	0.01	0.03	0.03	0.04	0.33	0.13	0.12	0.55	0.16
Crit Moves:	***				***		***				***	
Green Time:	38.0	52.0	76.0	10.0	24.0	24.0	16.0	92.0	130.0	24.0	100	110.0
Volume/Cap:	1.28	0.41	0.43	0.15	0.23	0.23	0.49	0.69	0.18	0.94	1.04	0.28
Delay/Veh:	215.7	56.7	41.7	86.4	75.0	75.0	84.6	31.1	3.5	113.1	63.4	12.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	215.7	56.7	41.7	86.4	75.0	75.0	84.6	31.1	3.5	113.1	63.4	12.7
LOS by Move:	F	E	D	F	E	E	F	C	A	F	E	B
HCM2k95thQ:	65	18	23	2	6	6	9	39	3	22	93	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #5332: (42) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2

Volume Module:												
Base Vol:	346	179	275	319	674	126	59	2939	696	525	1286	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	179	275	319	674	126	59	2939	696	525	1286	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	179	275	319	674	126	59	2939	696	525	1286	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	179	275	319	674	126	59	2292	696	525	1183	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	179	275	319	674	126	59	2292	696	525	1183	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	346	179	275	319	674	126	59	2292	696	525	1183	68

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.68	0.32	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3117	583	3150	3800	1750	3150	3800	1750

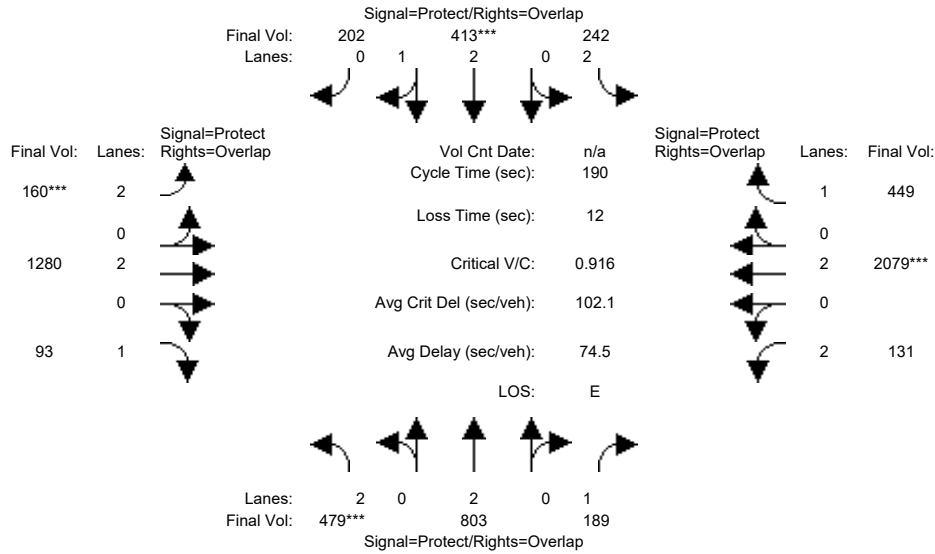
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.16	0.10	0.22	0.22	0.02	0.60	0.40	0.17	0.31	0.04
Crit Moves:	***			****			****			****		
Green Time:	18.0	39.0	65.6	14.0	35.0	35.0	13.2	96.4	114.4	26.6	110	123.8
Volume/Cap:	1.15	0.23	0.45	1.36	1.16	1.16	0.27	1.18	0.65	1.18	0.53	0.06
Delay/Veh:	182.8	62.1	47.8	274.1	165	164.7	83.5	143	35.3	181.5	14.7	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	182.8	62.1	47.8	274.1	165	164.7	83.5	143	35.3	181.5	14.7	4.7
LOS by Move:	F	E	D	F	F	F	F	F	D	F	B	A
HCM2k95thQ:	28	8	23	29	48	48	4	130	54	40	23	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #5334: (43) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	51	51	17	41	41	18	91	91	19	92	92
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	479	803	189	242	413	202	160	1488	93	131	2417	449
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	479	803	189	242	413	202	160	1488	93	131	2417	449
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	479	803	189	242	413	202	160	1488	93	131	2417	449
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	479	803	189	242	413	202	160	1280	93	131	2079	449
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	479	803	189	242	413	202	160	1280	93	131	2079	449
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	479	803	189	242	413	202	160	1280	93	131	2079	449

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3799	1800	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

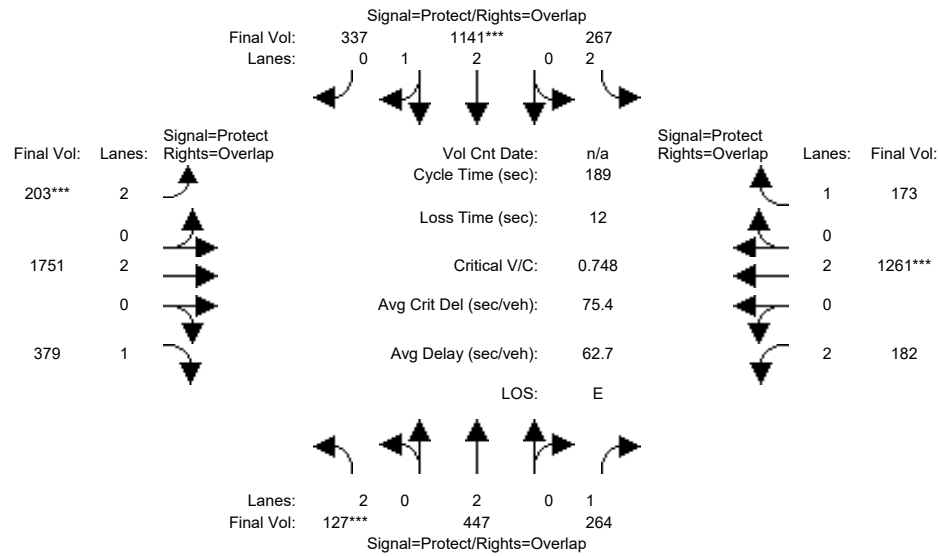
Vol/Sat:	0.15	0.21	0.11	0.08	0.11	0.11	0.05	0.34	0.05	0.04	0.55	0.26
Crit Moves:	****			****			****			****		
Green Time:	27.0	51.0	70.0	17.0	41.0	59.0	18.0	91.0	118.0	19.0	92.0	109.0
Volume/Cap:	1.07	0.79	0.29	0.86	0.50	0.36	0.54	0.70	0.09	0.42	1.13	0.45
Delay/Veh:	144.0	68.6	42.7	107.6	65.9	51.0	83.9	32.3	7.6	81.2	105	15.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	144.0	68.6	42.7	107.6	65.9	51.0	83.9	32.3	7.6	81.2	105	15.0
LOS by Move:	F	E	D	F	E	D	F	C	A	F	F	B
HCM2k95thQ:	35	37	15	17	19	17	10	39	2	8	115	19

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #5334: (43) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	30	30	20	38	38	13	100	100	16	103	103
Y+R:	5.8	5.6	5.6	5.6	5.4	5.4	5.3	6.2	6.2	5.4	6.2	6.2

Volume Module:

Base Vol:	127	447	264	267	1141	337	203	2824	379	182	1371	173
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	447	264	267	1141	337	203	2824	379	182	1371	173
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	447	264	267	1141	337	203	2824	379	182	1371	173
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.62	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	447	264	267	1141	337	203	1751	379	182	1261	173
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	447	264	267	1141	337	203	1751	379	182	1261	173
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	447	264	267	1141	337	203	1751	379	182	1261	173

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.29	0.71	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4321	1276	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

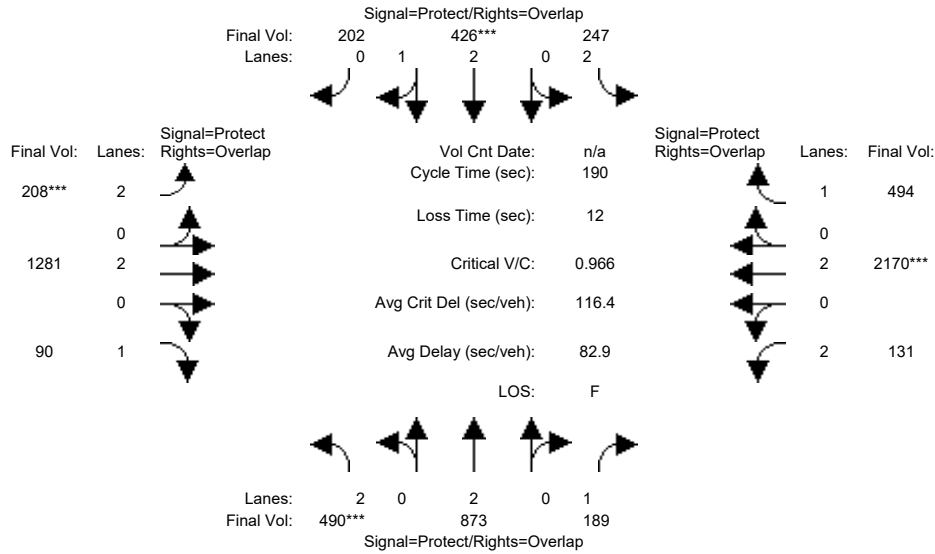
Vol/Sat:	0.04	0.12	0.15	0.08	0.26	0.26	0.06	0.46	0.22	0.06	0.33	0.10
Crit Moves:	****			****			****			****		
Green Time:	13.0	36.6	52.6	24.4	48.0	61.0	13.0	100	113.0	16.0	103	127.4
Volume/Cap:	0.59	0.61	0.54	0.66	1.04	0.82	0.94	0.87	0.36	0.68	0.61	0.15
Delay/Veh:	89.5	71.1	59.2	82.2	105	62.0	131.3	54.1	27.3	91.1	29.8	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.5	71.1	59.2	82.2	105	62.0	131.3	54.1	27.3	91.1	29.8	11.2
LOS by Move:	F	E	E	F	F	E	F	D	C	F	C	B
HCM2k95thQ:	9	21	24	17	54	44	13	68	27	12	40	8

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #5334: (43) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	51	51	17	41	41	18	91	91	19	92	92
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	490	873	189	247	426	202	208	1489	90	131	2523	494
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	490	873	189	247	426	202	208	1489	90	131	2523	494
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	490	873	189	247	426	202	208	1489	90	131	2523	494
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	490	873	189	247	426	202	208	1281	90	131	2170	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	490	873	189	247	426	202	208	1281	90	131	2170	494
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	490	873	189	247	426	202	208	1281	90	131	2170	494

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3797	1800	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

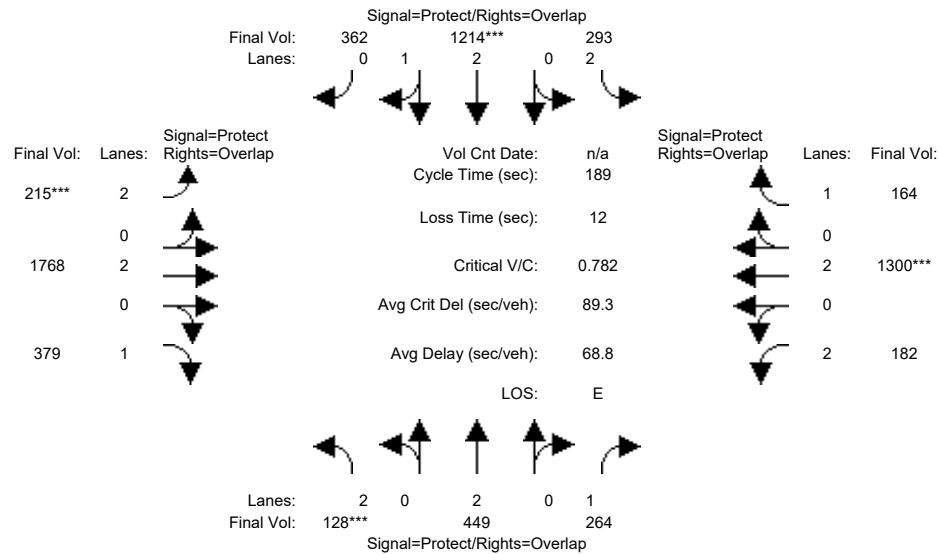
Vol/Sat:	0.16	0.23	0.11	0.08	0.11	0.11	0.07	0.34	0.05	0.04	0.57	0.28
Crit Moves:	****			****			****			****		
Green Time:	27.0	51.0	70.0	17.0	41.0	59.0	18.0	91.0	118.0	19.0	92.0	109.0
Volume/Cap:	1.09	0.86	0.29	0.88	0.52	0.36	0.70	0.70	0.08	0.42	1.18	0.49
Delay/Veh:	152.1	73.3	42.7	110.5	66.2	51.0	90.4	32.3	7.5	81.2	125	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	152.1	73.3	42.7	110.5	66.2	51.0	90.4	32.3	7.5	81.2	125	15.6
LOS by Move:	F	E	D	F	E	D	F	C	A	F	F	B
HCM2k95thQ:	37	41	15	17	19	17	13	39	2	8	125	21

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #5334: (43) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	30	30	20	38	38	13	100	100	16	103	103
Y+R:	5.8	5.6	5.6	5.6	5.4	5.4	5.3	6.2	6.2	5.4	6.2	6.2

Volume Module:

Base Vol:	128	449	264	293	1214	362	215	2851	379	182	1413	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	449	264	293	1214	362	215	2851	379	182	1413	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	449	264	293	1214	362	215	2851	379	182	1413	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.62	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	449	264	293	1214	362	215	1768	379	182	1300	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	449	264	293	1214	362	215	1768	379	182	1300	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	128	449	264	293	1214	362	215	1768	379	182	1300	164

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.29	0.71	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4312	1286	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

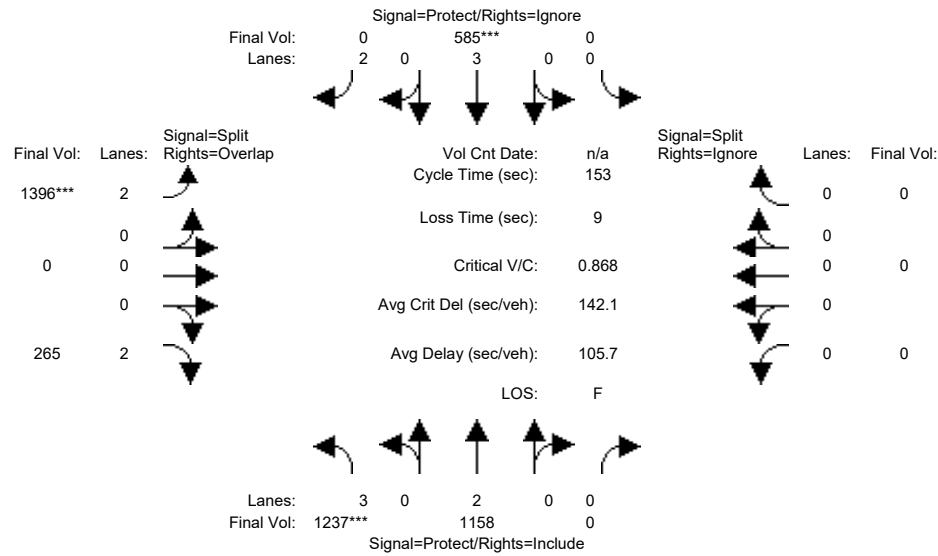
Vol/Sat:	0.04	0.12	0.15	0.09	0.28	0.28	0.07	0.47	0.22	0.06	0.34	0.09
Crit Moves:	****			****			****			****		
Green Time:	13.0	36.6	52.6	24.4	48.0	61.0	13.0	100	113.0	16.0	103	127.4
Volume/Cap:	0.59	0.61	0.54	0.72	1.11	0.87	0.99	0.88	0.36	0.68	0.63	0.14
Delay/Veh:	89.7	71.2	59.2	85.2	130	65.3	146.8	54.9	27.3	91.1	30.4	11.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.7	71.2	59.2	85.2	130	65.3	146.8	54.9	27.3	91.1	30.4	11.1
LOS by Move:	F	E	E	F	F	E	F	D	C	F	C	B
HCM2k95thQ:	9	21	24	18	61	49	14	69	27	12	42	7

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #5335: (44) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	79	0	0	50	50	67	0	67	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1237	1158	0	0	585	1866	1623	0	265	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1237	1158	0	0	585	1866	1623	0	265	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1237	1158	0	0	585	1866	1623	0	265	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.86	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1237	1158	0	0	585	0	1396	0	265	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1237	1158	0	0	585	0	1396	0	265	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	1237	1158	0	0	585	0	1396	0	265	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	3150	0	3150	0	0	0

Capacity Analysis Module:

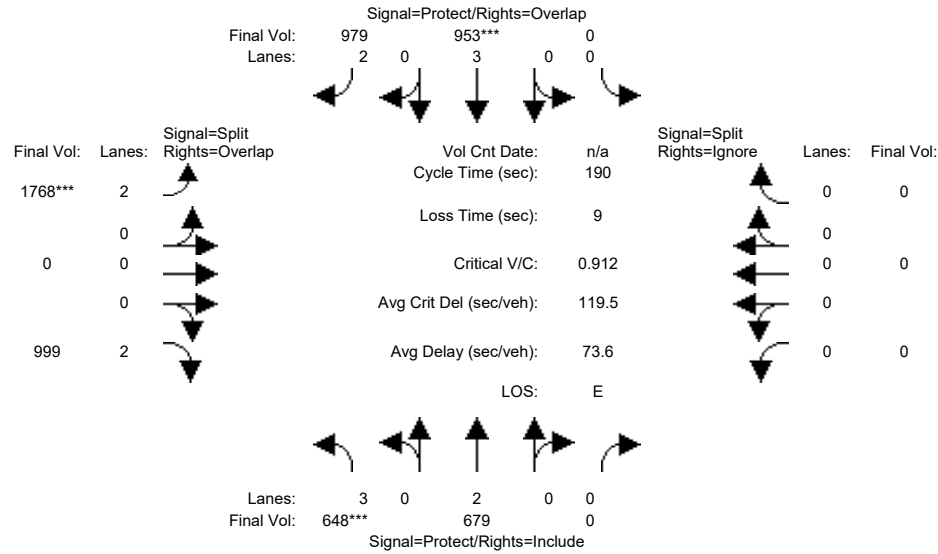
Vol/Sat:	0.27	0.30	0.00	0.00	0.10	0.00	0.44	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	28.6	78.0	0.0	0.0	49.4	0.0	66.1	0.0	94.8	0.0	0.0	0.0
Volume/Cap:	1.45	0.60	0.00	0.00	0.32	0.00	1.03	0.00	0.14	0.00	0.00	0.00
Delay/Veh:	273.3	27.3	0.0	0.0	39.7	0.0	68.7	0.0	6.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	273.3	27.3	0.0	0.0	39.7	0.0	68.7	0.0	6.5	0.0	0.0	0.0
LOS by Move:	F	C	A	A	D	A	E	A	A	A	A	A
HCM2k95thQ:	70	33	0	0	13	0	70	0	3	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #5335: (44) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	77	0	0	61	61	112	0	112	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	648	679	0	0	953	979	2525	0	999	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	648	679	0	0	953	979	2525	0	999	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	648	679	0	0	953	979	2525	0	999	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.70	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	648	679	0	0	953	979	1768	0	999	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	648	679	0	0	953	979	1768	0	999	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	648	679	0	0	953	979	1768	0	999	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	3150	0	3150	0	0	0

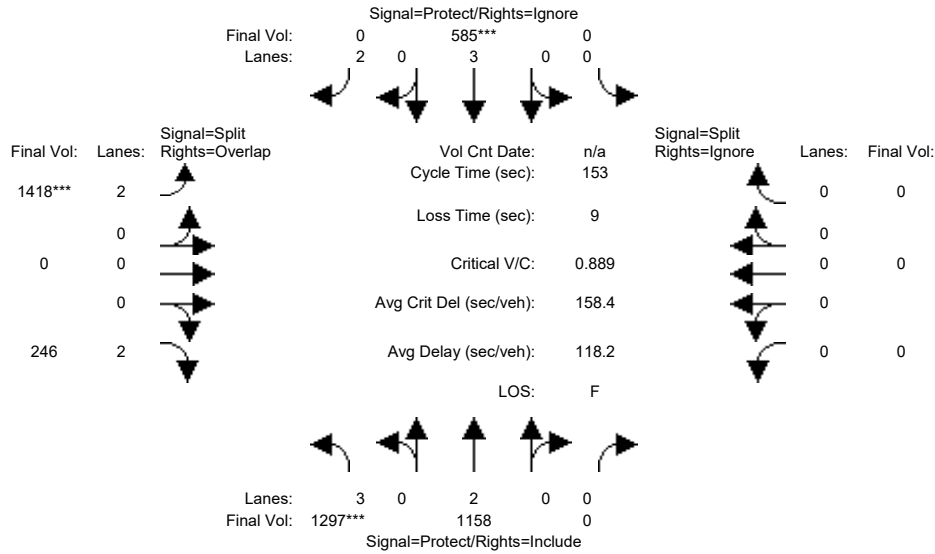
Capacity Analysis Module:												
Vol/Sat:	0.14	0.18	0.00	0.00	0.17	0.31	0.56	0.00	0.32	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	16.2	74.5	0.0	0.0	58.2	165.2	106.9	0.0	123.2	0.0	0.0	0.0
Volume/Cap:	1.67	0.46	0.00	0.00	0.55	0.36	1.00	0.00	0.49	0.00	0.00	0.00
Delay/Veh:	402.2	45.0	0.0	0.0	57.8	2.5	49.1	0.0	8.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	402.2	45.0	0.0	0.0	57.8	2.5	49.1	0.0	8.2	0.0	0.0	0.0
LOS by Move:	F	D	A	A	E	A	D	A	A	A	A	A
HCM2k95thQ:	49	26	0	0	27	13	100	0	16	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #5335: (44) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	79	0	0	50	50	67	0	67	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1297	1158	0	0	585	1947	1649	0	246	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1297	1158	0	0	585	1947	1649	0	246	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1297	1158	0	0	585	1947	1649	0	246	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.86	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1297	1158	0	0	585	0	1418	0	246	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1297	1158	0	0	585	0	1418	0	246	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	1297	1158	0	0	585	0	1418	0	246	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	3150	0	3150	0	0	0

Capacity Analysis Module:

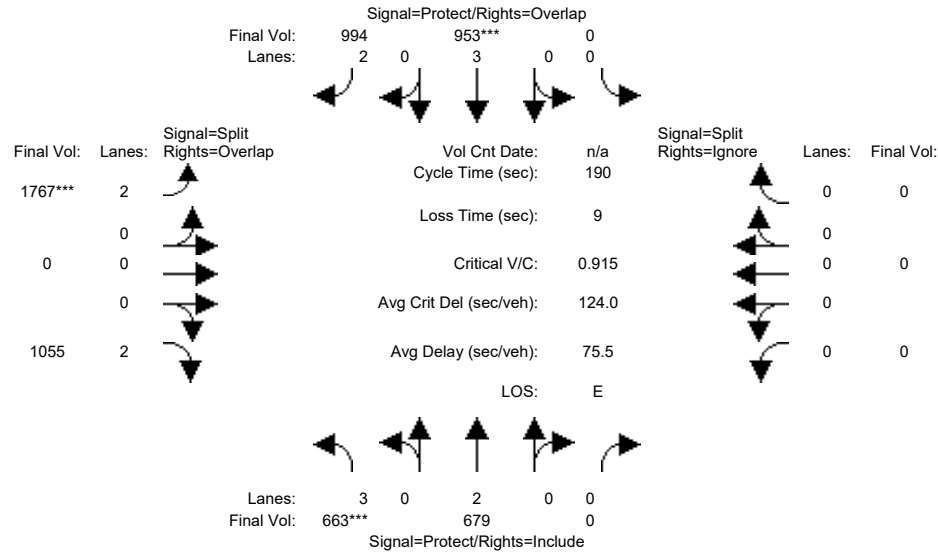
Vol/Sat:	0.28	0.30	0.00	0.00	0.10	0.00	0.45	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	28.6	78.0	0.0	0.0	49.4	0.0	66.1	0.0	94.8	0.0	0.0	0.0
Volume/Cap:	1.52	0.60	0.00	0.00	0.32	0.00	1.04	0.00	0.13	0.00	0.00	0.00
Delay/Veh:	304.5	27.3	0.0	0.0	39.7	0.0	73.7	0.0	6.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	304.5	27.3	0.0	0.0	39.7	0.0	73.7	0.0	6.4	0.0	0.0	0.0
LOS by Move:	F	C	A	A	D	A	E	A	A	A	A	A
HCM2k95thQ:	76	33	0	0	13	0	72	0	3	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #5335: (44) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	77	0	0	61	61	112	0	112	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	663	679	0	0	953	994	2524	0	1055	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	663	679	0	0	953	994	2524	0	1055	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	663	679	0	0	953	994	2524	0	1055	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.70	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	663	679	0	0	953	994	1767	0	1055	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	663	679	0	0	953	994	1767	0	1055	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	663	679	0	0	953	994	1767	0	1055	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	3150	0	3150	0	0	0

Capacity Analysis Module:

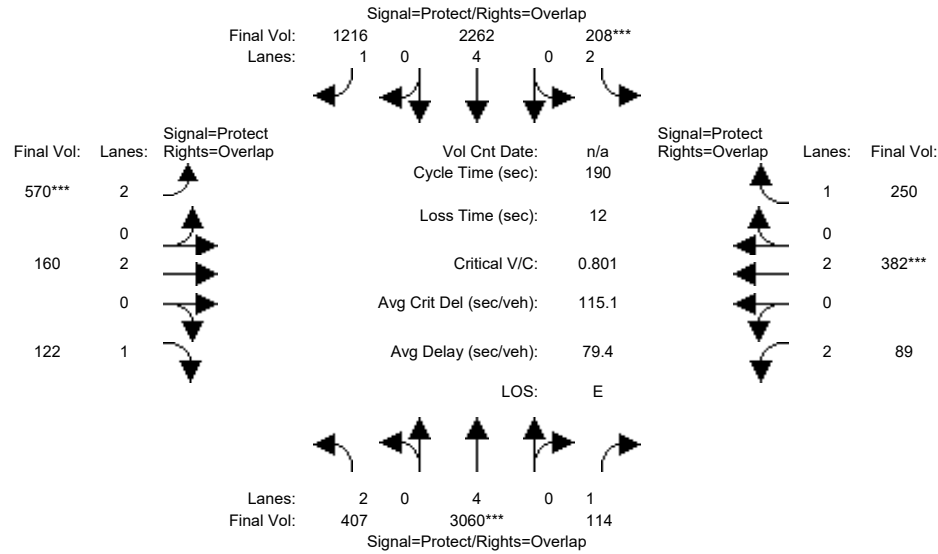
Vol/Sat:	0.15	0.18	0.00	0.00	0.17	0.32	0.56	0.00	0.33	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	16.2	74.5	0.0	0.0	58.2	165.2	106.9	0.0	123.2	0.0	0.0	0.0
Volume/Cap:	1.71	0.46	0.00	0.00	0.55	0.36	1.00	0.00	0.52	0.00	0.00	0.00
Delay/Veh:	419.2	45.0	0.0	0.0	57.8	2.6	49.0	0.0	8.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	419.2	45.0	0.0	0.0	57.8	2.6	49.0	0.0	8.4	0.0	0.0	0.0
LOS by Move:	F	D	A	A	E	A	D	A	A	A	A	A
HCM2k95thQ:	51	26	0	0	27	14	99	0	17	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #5408: (33) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	112	112	20	105	105	15	33	33	13	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	407	3060	114	208	2262	1216	570	160	122	89	382	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	407	3060	114	208	2262	1216	570	160	122	89	382	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	407	3060	114	208	2262	1216	570	160	122	89	382	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	407	3060	114	208	2262	1216	570	160	122	89	382	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	3060	114	208	2262	1216	570	160	122	89	382	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	407	3060	114	208	2262	1216	570	160	122	89	382	250

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

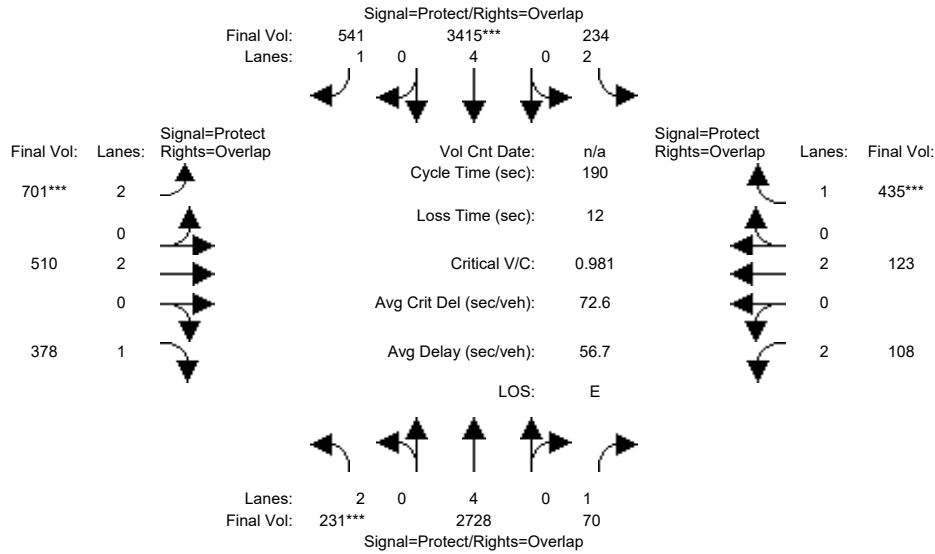
Capacity Analysis Module:												
Vol/Sat:	0.13	0.40	0.07	0.07	0.30	0.69	0.18	0.04	0.07	0.03	0.10	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.0	112	125.0	20.0	105	120.0	15.0	33.0	60.0	13.0	31.0	51.0
Volume/Cap:	0.91	0.68	0.10	0.63	0.54	1.10	2.29	0.24	0.22	0.41	0.62	0.53
Delay/Veh:	102.6	16.5	4.9	85.2	18.5	76.0	681.5	67.9	48.0	86.1	75.8	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.6	16.5	4.9	85.2	18.5	76.0	681.5	67.9	48.0	86.1	75.8	60.5
LOS by Move:	F	B	A	F	B	E	F	E	D	F	E	E
HCM2k95thQ:	29	35	2	15	25	138	67	8	10	6	18	22

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #5408: (33) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	89	89	21	98	98	29	45	45	11	27	27
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:

Base Vol:	231	2728	70	234	3415	541	701	510	378	108	123	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	2728	70	234	3415	541	701	510	378	108	123	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	2728	70	234	3415	541	701	510	378	108	123	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	2728	70	234	3415	541	701	510	378	108	123	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	2728	70	234	3415	541	701	510	378	108	123	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	231	2728	70	234	3415	541	701	510	378	108	123	435

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

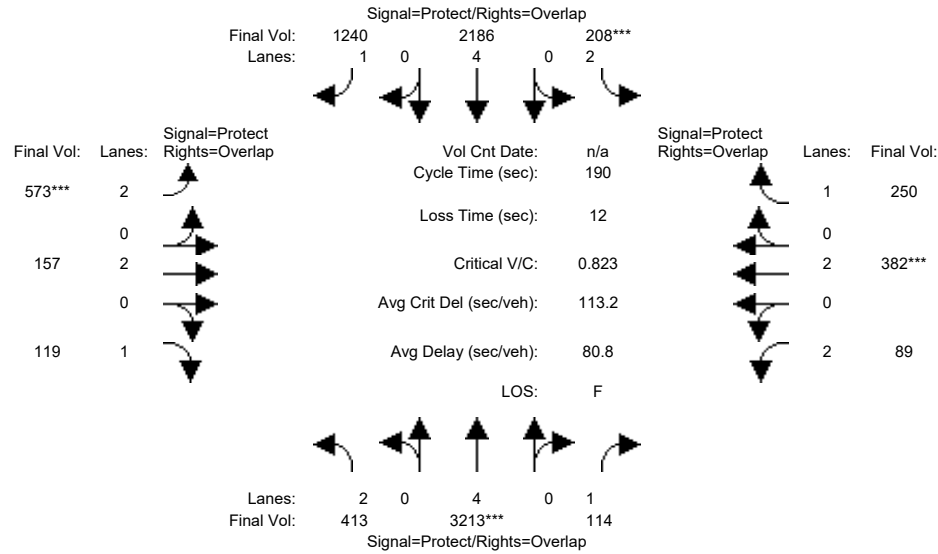
Vol/Sat:	0.07	0.36	0.04	0.07	0.45	0.31	0.22	0.13	0.22	0.03	0.03	0.25
Crit Moves:	****			****			****					****
Green Time:	13.5	90.2	103.3	21.3	98.0	139.0	41.0	53.4	66.9	13.1	27.0	48.3
Volume/Cap:	1.03	0.76	0.07	0.66	0.87	0.42	1.03	0.48	0.61	0.50	0.23	0.98
Delay/Veh:	156.5	33.8	14.3	85.6	53.3	17.8	117.1	57.0	52.7	87.1	72.5	107.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	156.5	33.8	14.3	85.6	53.3	17.8	117.1	57.0	52.7	87.1	72.5	107.1
LOS by Move:	F	C	B	F	D	B	F	E	D	F	E	F
HCM2k95thQ:	21	46	3	17	73	35	45	21	32	7	6	48

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #5408: (33) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	112	112	20	105	105	15	33	33	13	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	413	3213	114	208	2186	1240	573	157	119	89	382	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	413	3213	114	208	2186	1240	573	157	119	89	382	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	413	3213	114	208	2186	1240	573	157	119	89	382	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	413	3213	114	208	2186	1240	573	157	119	89	382	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	413	3213	114	208	2186	1240	573	157	119	89	382	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	413	3213	114	208	2186	1240	573	157	119	89	382	250

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

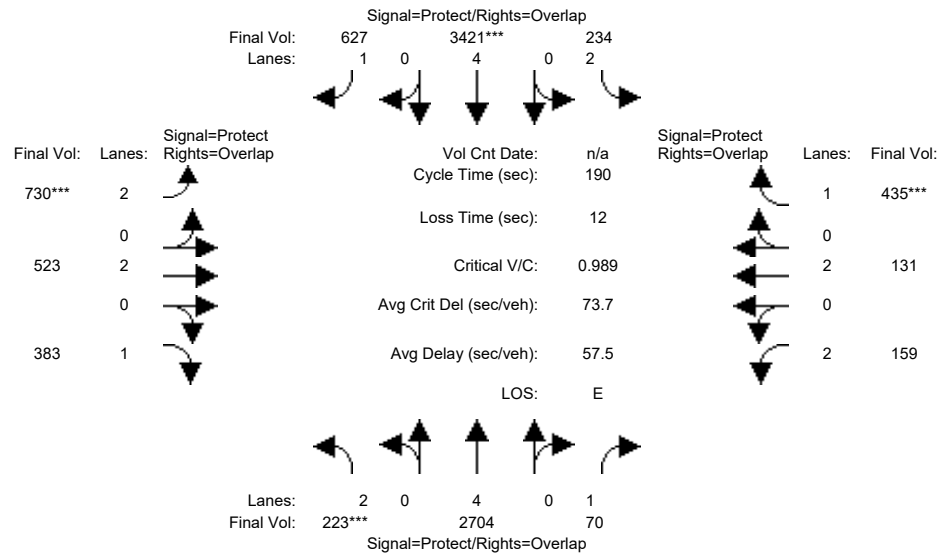
Vol/Sat:	0.13	0.42	0.07	0.07	0.29	0.71	0.18	0.04	0.07	0.03	0.10	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.0	112	125.0	20.0	105	120.0	15.0	33.0	60.0	13.0	31.0	51.0
Volume/Cap:	0.92	0.72	0.10	0.63	0.52	1.12	2.30	0.24	0.22	0.41	0.62	0.53
Delay/Veh:	105.1	17.2	4.9	85.2	18.2	84.4	686.9	67.8	47.9	86.1	75.8	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.1	17.2	4.9	85.2	18.2	84.4	686.9	67.8	47.9	86.1	75.8	60.5
LOS by Move:	F	B	A	F	B	F	F	E	D	F	E	E
HCM2k95thQ:	30	39	2	15	24	144	67	7	10	6	18	22

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #5408: (33) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	89	89	21	98	98	29	45	45	11	27	27
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:

Base Vol:	223	2704	70	234	3421	627	730	523	383	159	131	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	223	2704	70	234	3421	627	730	523	383	159	131	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	2704	70	234	3421	627	730	523	383	159	131	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	223	2704	70	234	3421	627	730	523	383	159	131	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	223	2704	70	234	3421	627	730	523	383	159	131	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	223	2704	70	234	3421	627	730	523	383	159	131	435

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

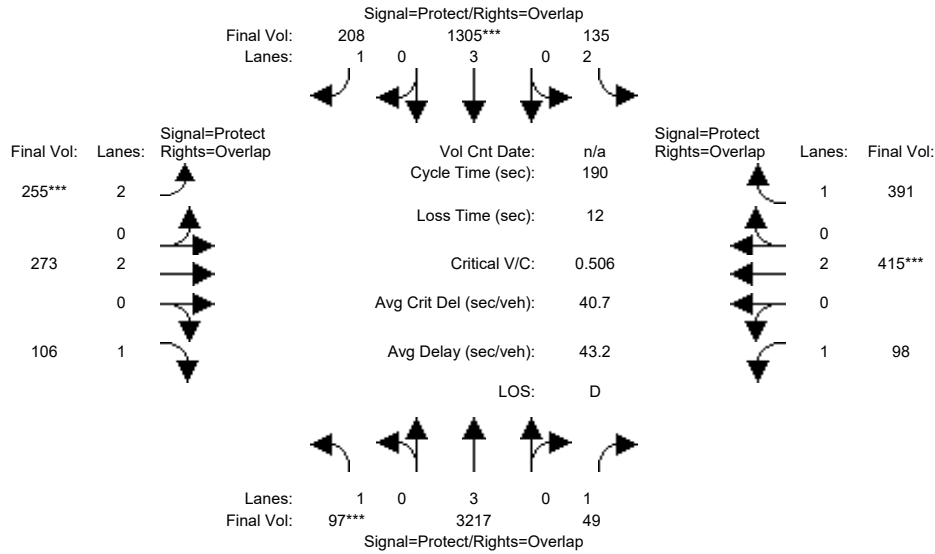
Vol/Sat:	0.07	0.36	0.04	0.07	0.45	0.36	0.23	0.14	0.22	0.05	0.03	0.25
Crit Moves:	****			****			****					****
Green Time:	12.9	89.7	102.9	21.2	98.0	140.1	42.1	54.0	66.8	13.2	27.0	48.2
Volume/Cap:	1.05	0.75	0.07	0.67	0.87	0.49	1.05	0.48	0.62	0.73	0.24	0.98
Delay/Veh:	162.9	34.1	14.5	85.9	53.5	18.7	120.8	56.8	53.1	98.2	72.6	108.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	162.9	34.1	14.5	85.9	53.5	18.7	120.8	56.8	53.1	98.2	72.6	108.0
LOS by Move:	F	C	B	F	D	B	F	E	D	F	E	F
HCM2k95thQ:	21	45	3	17	73	41	48	22	33	11	6	48

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #5414: (34) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	109	109	12	104	104	20	39	39	18	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	97	3785	49	135	1535	208	255	273	106	98	415	391
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	3785	49	135	1535	208	255	273	106	98	415	391
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	3785	49	135	1535	208	255	273	106	98	415	391
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	3217	49	135	1305	208	255	273	106	98	415	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	3217	49	135	1305	208	255	273	106	98	415	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	97	3217	49	135	1305	208	255	273	106	98	415	391

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

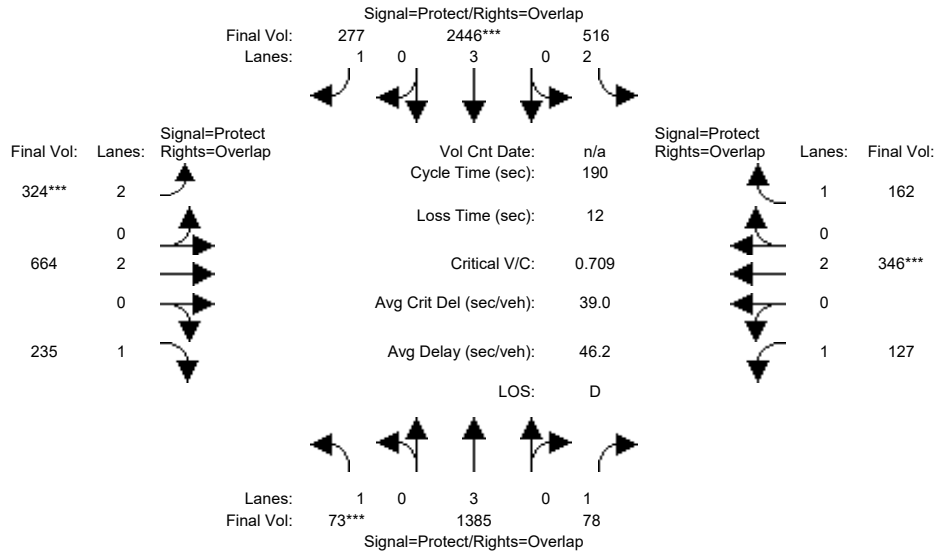
Capacity Analysis Module:												
Vol/Sat:	0.06	0.56	0.03	0.04	0.23	0.12	0.08	0.07	0.06	0.06	0.11	0.22
Crit Moves:	***			****			****			****		
Green Time:	17.0	109	127.0	12.0	104	124.0	20.0	39.0	56.0	18.0	37.0	49.0
Volume/Cap:	0.62	0.98	0.04	0.68	0.42	0.18	0.77	0.35	0.21	0.59	0.56	0.87
Delay/Veh:	90.8	37.3	4.1	96.2	17.4	5.7	93.2	64.9	50.5	88.0	70.1	83.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.8	37.3	4.1	96.2	17.4	5.7	93.2	64.9	50.5	88.0	70.1	83.4
LOS by Move:	F	D	A	F	B	A	F	E	D	F	E	F
HCM2k95thQ:	10	88	1	9	18	4	19	13	9	13	20	42

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #5414: (34) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	78	78	34	102	102	14	42	42	12	40	40
Y+R:	5.3	5.8	5.8	5.6	5.8	5.8	6.0	5.6	5.6	6.0	5.6	5.6

Volume Module:												
Base Vol:	73	1924	78	516	3350	277	324	664	235	127	346	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1924	78	516	3350	277	324	664	235	127	346	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1924	78	516	3350	277	324	664	235	127	346	162
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1385	78	516	2446	277	324	664	235	127	346	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1385	78	516	2446	277	324	664	235	127	346	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	1385	78	516	2446	277	324	664	235	127	346	162

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

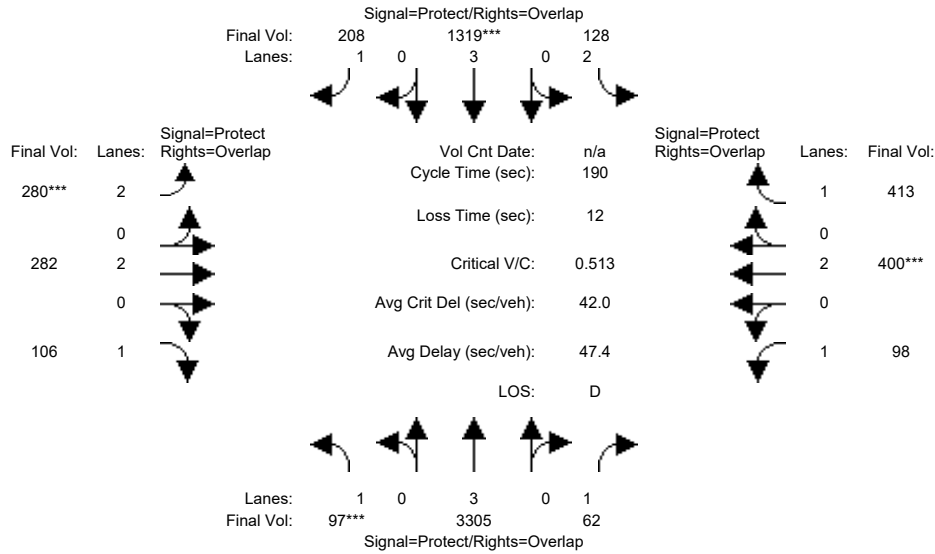
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.04	0.16	0.43	0.16	0.10	0.17	0.13	0.07	0.09	0.09
Crit Moves:	***			****			****			****		
Green Time:	11.0	79.0	95.0	34.4	102	127.0	24.6	48.6	59.6	16.0	40.0	74.4
Volume/Cap:	0.72	0.58	0.09	0.90	0.80	0.24	0.80	0.68	0.43	0.86	0.43	0.24
Delay/Veh:	110.1	37.9	19.1	93.9	26.3	4.8	90.7	65.8	52.2	123.7	65.5	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.1	37.9	19.1	93.9	26.3	4.8	90.7	65.8	52.2	123.7	65.5	38.9
LOS by Move:	F	D	B	F	C	A	F	E	D	F	E	D
HCM2k95thQ:	9	30	3	32	51	5	23	31	21	19	16	13

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #5414: (34) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	109	109	12	104	104	20	39	39	18	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	97	3888	62	128	1552	208	280	282	106	98	400	413
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	97	3888	62	128	1552	208	280	282	106	98	400	413
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	97	3888	62	128	1552	208	280	282	106	98	400	413
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	97	3305	62	128	1319	208	280	282	106	98	400	413
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	97	3305	62	128	1319	208	280	282	106	98	400	413
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	97	3305	62	128	1319	208	280	282	106	98	400	413

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

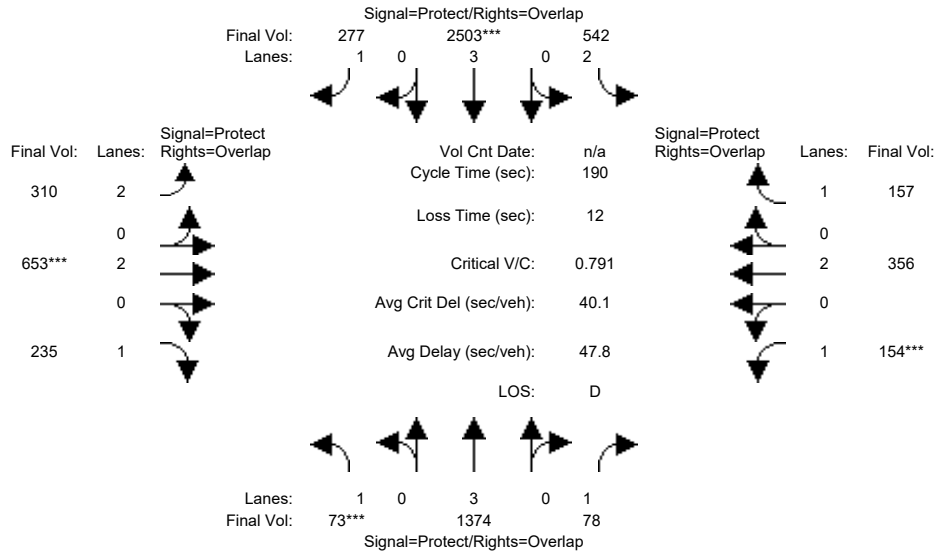
Capacity Analysis Module:												
Vol/Sat:	0.06	0.58	0.04	0.04	0.23	0.12	0.09	0.07	0.06	0.06	0.11	0.24
Crit Moves:	***			****			****			****		
Green Time:	17.0	109	127.0	12.0	104	124.0	20.0	39.0	56.0	18.0	37.0	49.0
Volume/Cap:	0.62	1.01	0.05	0.64	0.42	0.18	0.84	0.36	0.21	0.59	0.54	0.92
Delay/Veh:	90.8	44.1	4.1	93.9	17.5	5.7	101.1	65.1	50.5	88.0	69.7	91.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.8	44.1	4.1	93.9	17.5	5.7	101.1	65.1	50.5	88.0	69.7	91.6
LOS by Move:	F	D	A	F	B	A	F	E	D	F	E	F
HCM2k95thQ:	10	95	1	9	18	4	21	13	9	13	19	46

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #5414: (34) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	11	78	78	34	102	102	14	42	42	12	40	40
Y+R:	5.3	5.8	5.8	5.6	5.8	5.8	6.0	5.6	5.6	6.0	5.6	5.6

Volume Module:												
Base Vol:	73	1908	78	542	3429	277	310	653	235	154	356	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	1908	78	542	3429	277	310	653	235	154	356	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	1908	78	542	3429	277	310	653	235	154	356	157
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1374	78	542	2503	277	310	653	235	154	356	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1374	78	542	2503	277	310	653	235	154	356	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	1374	78	542	2503	277	310	653	235	154	356	157

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

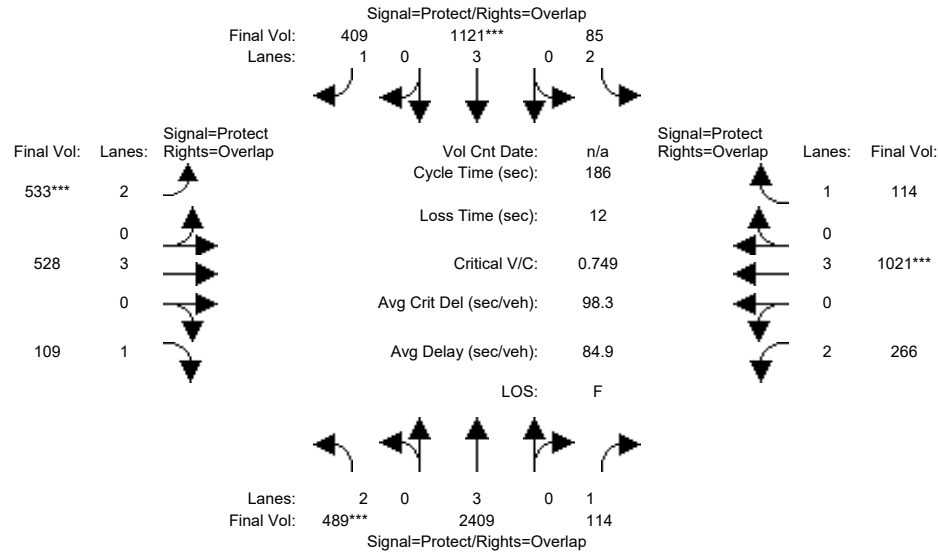
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.04	0.17	0.44	0.16	0.10	0.17	0.13	0.09	0.09	0.09
Crit Moves:	***			****			****			****		
Green Time:	11.0	80.2	101.0	35.0	104	124.2	20.0	42.0	53.0	20.9	42.8	77.8
Volume/Cap:	0.72	0.57	0.08	0.94	0.80	0.24	0.93	0.78	0.48	0.80	0.42	0.22
Delay/Veh:	110.1	36.7	15.6	99.1	25.3	5.9	116.9	74.2	57.8	103.4	63.2	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.1	36.7	15.6	99.1	25.3	5.9	116.9	74.2	57.8	103.4	63.2	36.6
LOS by Move:	F	D	B	F	C	A	F	E	E	F	E	D
HCM2k95thQ:	9	29	3	35	52	6	25	33	22	21	16	12

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #5416: (35) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	27	97	97	15	85	85	26	36	36	26	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	489	2834	114	85	1319	409	533	528	109	266	1021	114
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	489	2834	114	85	1319	409	533	528	109	266	1021	114
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	489	2834	114	85	1319	409	533	528	109	266	1021	114
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	489	2409	114	85	1121	409	533	528	109	266	1021	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	489	2409	114	85	1121	409	533	528	109	266	1021	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	489	2409	114	85	1121	409	533	528	109	266	1021	114

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	4731	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

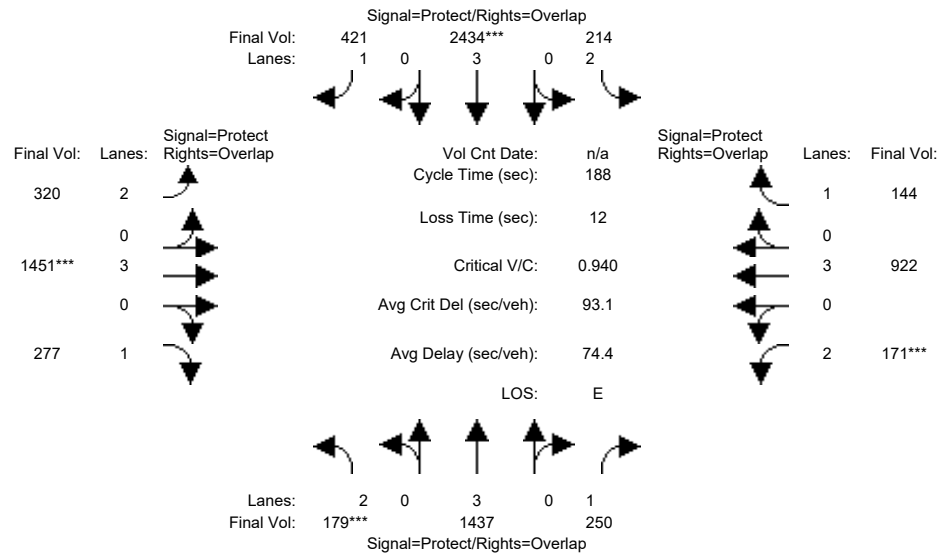
Vol/Sat:	0.16	0.51	0.07	0.03	0.20	0.23	0.17	0.09	0.06	0.08	0.18	0.07
Crit Moves:	****			****			****			****		
Green Time:	27.0	97.0	123.0	15.0	85.0	111.0	26.0	36.0	63.0	26.0	36.0	51.0
Volume/Cap:	1.07	0.98	0.10	0.33	0.43	0.39	1.21	0.48	0.18	0.60	0.93	0.24
Delay/Veh:	150.4	87.9	26.3	81.6	40.8	27.6	194.2	67.0	43.5	77.5	86.6	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	150.4	87.9	26.3	81.6	40.8	27.6	194.2	67.0	43.5	77.5	86.6	52.7
LOS by Move:	F	F	C	F	D	C	F	E	D	E	F	D
HCM2k95thQ:	35	77	10	5	28	30	42	16	9	16	35	10

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #5416: (35) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	75	75	20	82	82	23	53	53	16	46	46
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6

Volume Module:

Base Vol:	179	1711	250	214	2968	421	320	1451	277	171	922	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	179	1711	250	214	2968	421	320	1451	277	171	922	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	179	1711	250	214	2968	421	320	1451	277	171	922	144
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	179	1437	250	214	2434	421	320	1451	277	171	922	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	179	1437	250	214	2434	421	320	1451	277	171	922	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	179	1437	250	214	2434	421	320	1451	277	171	922	144

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

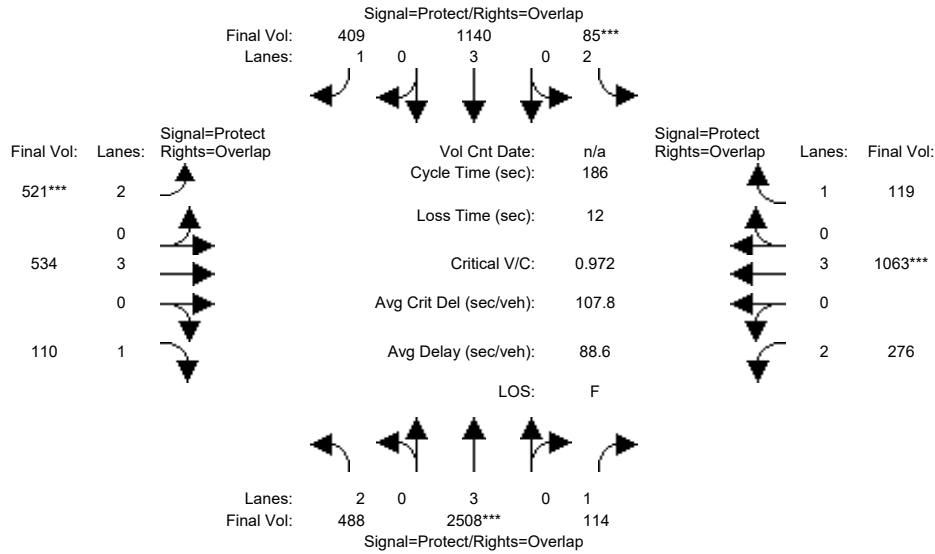
Vol/Sat:	0.06	0.25	0.14	0.07	0.51	0.24	0.10	0.25	0.16	0.05	0.16	0.08
Crit Moves:	****				****			****		****		
Green Time:	13.0	84.5	100.5	22.5	94.0	117.0	23.0	53.0	66.0	16.0	46.0	68.5
Volume/Cap:	0.82	0.56	0.27	0.57	1.03	0.39	0.83	0.90	0.45	0.64	0.66	0.23
Delay/Veh:	107.8	45.4	30.7	87.2	105	37.3	94.7	72.5	47.6	88.3	65.2	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.8	45.4	30.7	87.2	105	37.3	94.7	72.5	47.6	88.3	65.2	41.5
LOS by Move:	F	D	C	F	F	D	F	E	D	F	E	D
HCM2k95thQ:	13	37	19	13	78	35	20	44	22	11	27	11

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #5416: (35) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	97	97	15	85	85	26	36	36	26	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	488	2950	114	85	1341	409	521	534	110	276	1063	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	488	2950	114	85	1341	409	521	534	110	276	1063	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	488	2950	114	85	1341	409	521	534	110	276	1063	119
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	488	2508	114	85	1140	409	521	534	110	276	1063	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	488	2508	114	85	1140	409	521	534	110	276	1063	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	488	2508	114	85	1140	409	521	534	110	276	1063	119

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	4731	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

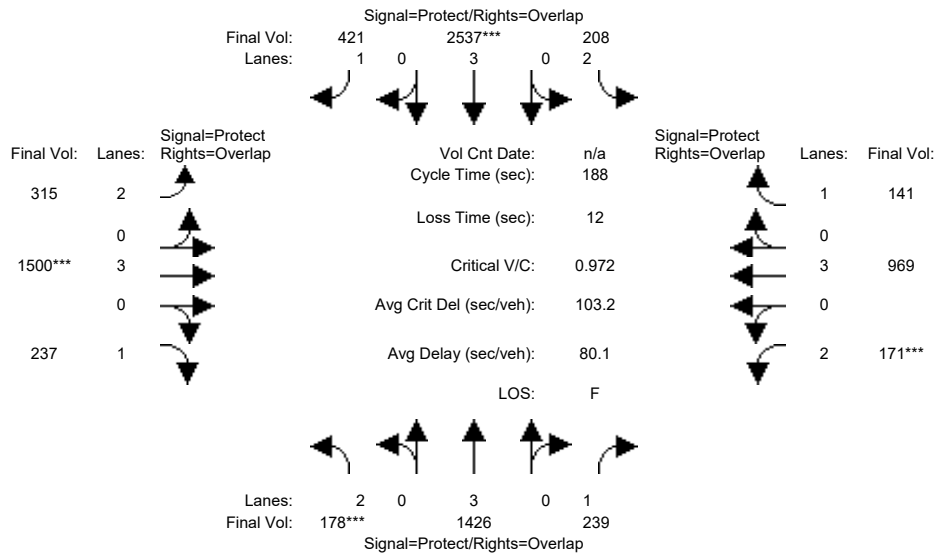
Vol/Sat:	0.15	0.53	0.07	0.03	0.20	0.23	0.17	0.09	0.06	0.09	0.19	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.0	97.0	123.0	15.0	85.0	111.0	26.0	36.0	63.0	26.0	36.0	51.0
Volume/Cap:	1.07	1.02	0.10	0.33	0.44	0.39	1.18	0.48	0.19	0.63	0.96	0.25
Delay/Veh:	149.7	99.1	26.3	81.6	40.9	27.6	183.5	67.1	43.5	78.3	93.2	52.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	149.7	99.1	26.3	81.6	40.9	27.6	183.5	67.1	43.5	78.3	93.2	52.8
LOS by Move:	F	F	C	F	D	C	F	E	D	E	F	D
HCM2k95thQ:	35	83	10	5	29	30	40	16	9	17	38	11

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #5416: (35) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	75	75	20	82	82	23	53	53	16	46	46
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6

Volume Module:

Base Vol:	178	1698	239	208	3094	421	315	1500	237	171	969	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	1698	239	208	3094	421	315	1500	237	171	969	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	178	1698	239	208	3094	421	315	1500	237	171	969	141
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	1426	239	208	2537	421	315	1500	237	171	969	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	1426	239	208	2537	421	315	1500	237	171	969	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	178	1426	239	208	2537	421	315	1500	237	171	969	141

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

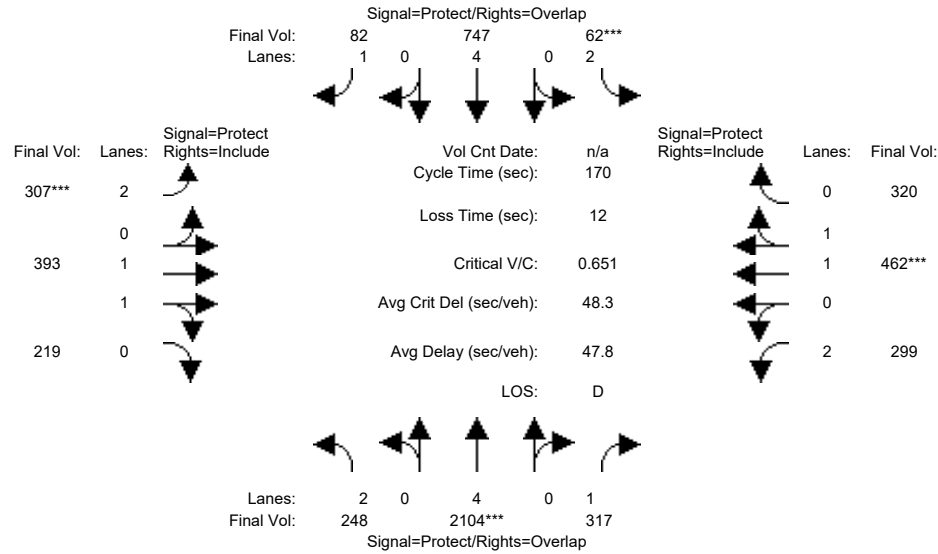
Vol/Sat:	0.06	0.25	0.14	0.07	0.54	0.24	0.10	0.26	0.14	0.05	0.17	0.08
Crit Moves:	****				****			****		****		
Green Time:	13.0	84.5	100.5	22.5	94.0	117.0	23.0	53.0	66.0	16.0	46.0	68.5
Volume/Cap:	0.82	0.56	0.26	0.55	1.07	0.39	0.82	0.93	0.39	0.64	0.69	0.22
Delay/Veh:	107.2	45.2	30.5	86.8	120	37.3	93.3	76.2	46.2	88.3	66.2	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.2	45.2	30.5	86.8	120	37.3	93.3	76.2	46.2	88.3	66.2	41.5
LOS by Move:	F	D	C	F	F	D	F	E	D	F	E	D
HCM2k95thQ:	13	37	18	13	85	35	19	46	19	11	29	11

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	73	73	16	69	69	23	38	38	23	38	38
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3

Volume Module:

Base Vol:	248	2104	317	62	747	82	307	393	219	299	462	320
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	2104	317	62	747	82	307	393	219	299	462	320
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	2104	317	62	747	82	307	393	219	299	462	320
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	2104	317	62	747	82	307	393	219	299	462	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	2104	317	62	747	82	307	393	219	299	462	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	248	2104	317	62	747	82	307	393	219	299	462	320

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.26	0.74	2.00	1.16	0.84
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2375	1323	3150	2185	1513

Capacity Analysis Module:

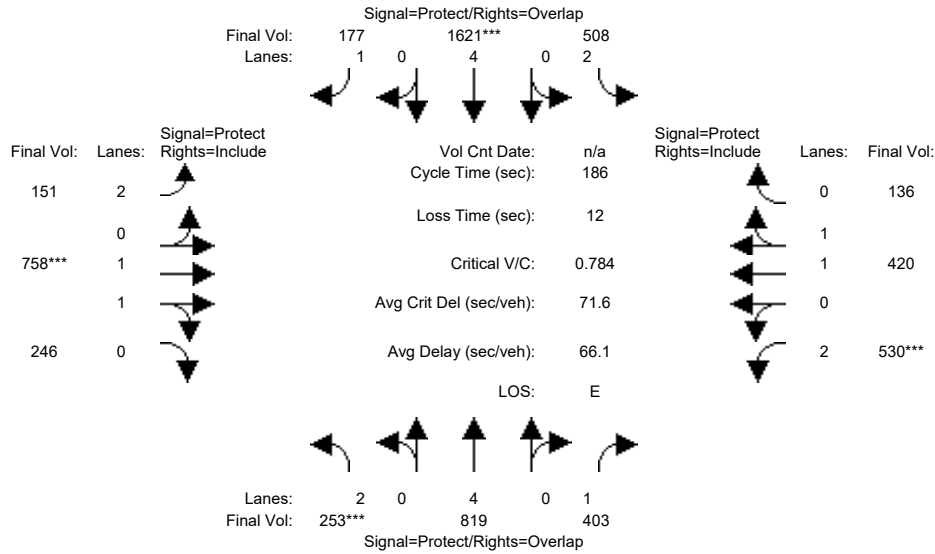
Vol/Sat:	0.08	0.28	0.18	0.02	0.10	0.05	0.10	0.17	0.17	0.09	0.21	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.4	73.0	99.0	16.0	70.6	93.6	23.0	43.0	43.0	26.0	46.0	46.0
Volume/Cap:	0.73	0.64	0.31	0.21	0.24	0.09	0.72	0.65	0.65	0.62	0.78	0.78
Delay/Veh:	81.0	38.7	18.3	71.5	32.3	18.1	76.3	58.5	58.5	69.8	61.4	61.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.0	38.7	18.3	71.5	32.3	18.1	76.3	58.5	58.5	69.8	61.4	61.4
LOS by Move:	F	D	B	E	C	B	E	E	E	E	E	E
HCM2k95thQ:	14	38	21	4	14	6	17	26	26	16	33	33

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	52	52	25	68	68	39	46	46	37	44	44
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2

Volume Module:

Base Vol:	253	819	403	508	1621	177	151	758	246	530	420	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	253	819	403	508	1621	177	151	758	246	530	420	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	253	819	403	508	1621	177	151	758	246	530	420	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	253	819	403	508	1621	177	151	758	246	530	420	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	819	403	508	1621	177	151	758	246	530	420	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	253	819	403	508	1621	177	151	758	246	530	420	136

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.50	0.50	2.00	1.50	0.50
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2793	906	3150	2794	905

Capacity Analysis Module:

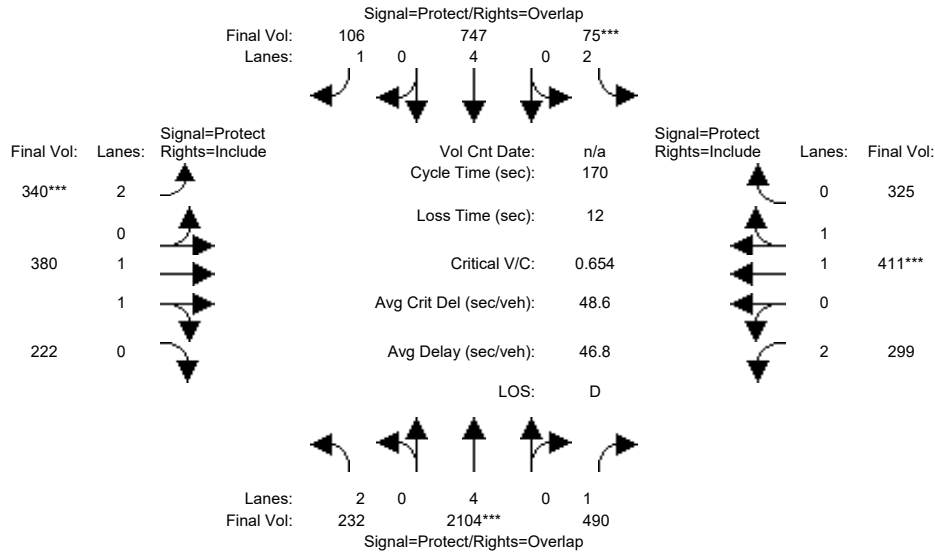
Vol/Sat:	0.08	0.11	0.23	0.16	0.21	0.10	0.05	0.27	0.27	0.17	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	19.0	55.2	92.2	31.8	68.0	108.9	40.9	50.0	50.0	37.0	46.1	46.1
Volume/Cap:	0.79	0.36	0.46	0.94	0.58	0.17	0.22	1.01	1.01	0.85	0.61	0.61
Delay/Veh:	93.6	51.7	31.1	101.4	47.9	17.9	59.6	98.9	98.9	82.1	63.1	63.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.6	51.7	31.1	101.4	47.9	17.9	59.6	98.9	98.9	82.1	63.1	63.1
LOS by Move:	F	D	C	F	D	B	E	F	F	F	E	E
HCM2k95thQ:	16	18	32	33	33	13	8	54	54	31	25	25

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	73	73	16	69	69	23	38	38	23	38	38
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3

Volume Module:

Base Vol:	232	2104	490	75	747	106	340	380	222	299	411	325
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	2104	490	75	747	106	340	380	222	299	411	325
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	2104	490	75	747	106	340	380	222	299	411	325
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	232	2104	490	75	747	106	340	380	222	299	411	325
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	232	2104	490	75	747	106	340	380	222	299	411	325
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	232	2104	490	75	747	106	340	380	222	299	411	325

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.24	0.76	2.00	1.09	0.91
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2335	1364	3150	2065	1633

Capacity Analysis Module:

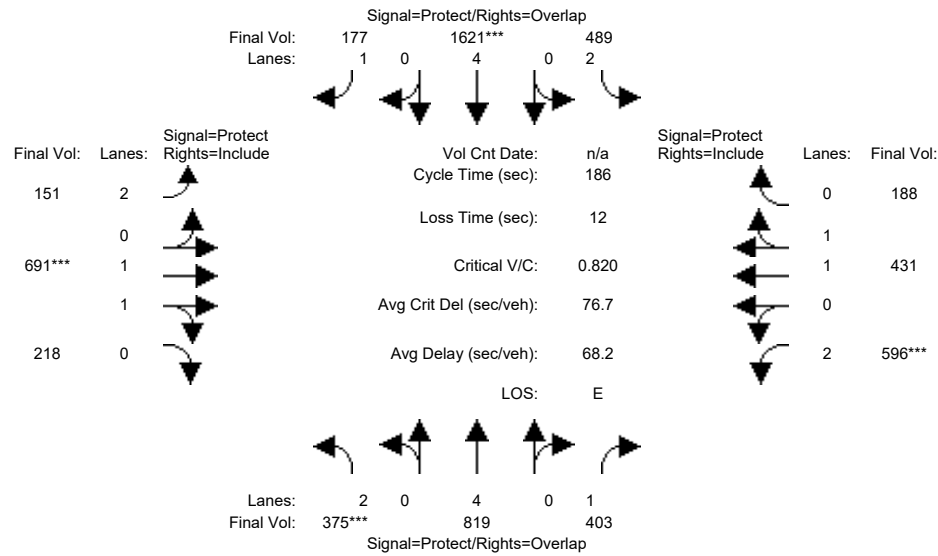
Vol/Sat:	0.07	0.28	0.28	0.02	0.10	0.06	0.11	0.16	0.16	0.09	0.20	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.4	73.0	99.0	16.0	70.6	94.8	24.3	43.0	43.0	26.0	44.7	44.7
Volume/Cap:	0.68	0.64	0.48	0.25	0.24	0.11	0.76	0.64	0.64	0.62	0.76	0.76
Delay/Veh:	78.4	38.7	20.9	71.9	32.3	17.7	77.2	58.2	58.2	69.8	61.1	61.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.4	38.7	20.9	71.9	32.3	17.7	77.2	58.2	58.2	69.8	61.1	61.1
LOS by Move:	E	D	C	E	C	B	E	E	E	E	E	E
HCM2k95thQ:	13	37	33	4	14	7	19	25	25	16	31	31

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	52	52	25	68	68	39	46	46	37	44	44
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2

Volume Module:

Base Vol:	375	819	403	489	1621	177	151	691	218	596	431	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	375	819	403	489	1621	177	151	691	218	596	431	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	375	819	403	489	1621	177	151	691	218	596	431	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	375	819	403	489	1621	177	151	691	218	596	431	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	375	819	403	489	1621	177	151	691	218	596	431	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	375	819	403	489	1621	177	151	691	218	596	431	188

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.51	0.49	2.00	1.38	0.62
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2812	887	3150	2575	1123

Capacity Analysis Module:

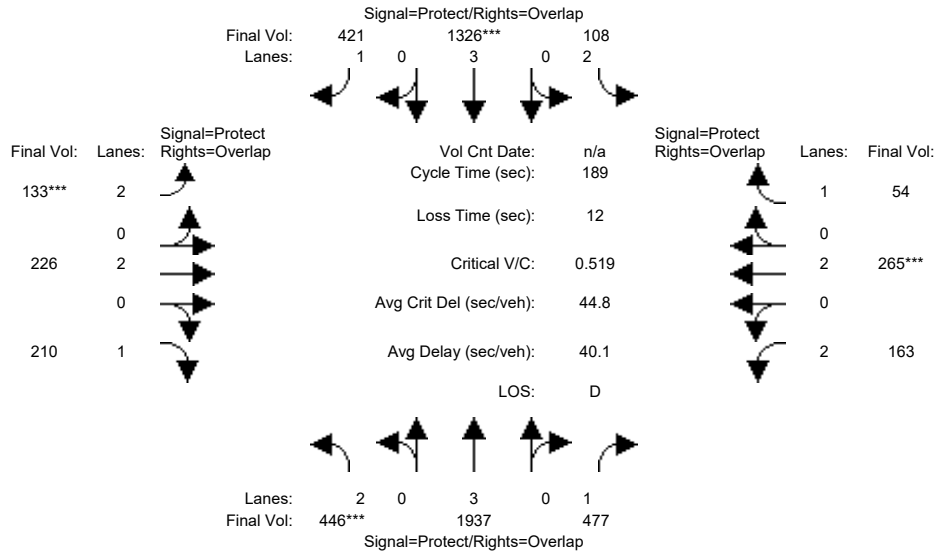
Vol/Sat:	0.12	0.11	0.23	0.16	0.21	0.10	0.05	0.25	0.25	0.19	0.17	0.17
Crit Moves:	****			****			****			****		
Green Time:	22.5	58.2	95.2	32.3	68.0	107.2	39.2	46.5	46.5	37.0	44.3	44.3
Volume/Cap:	0.98	0.34	0.45	0.89	0.58	0.18	0.23	0.98	0.98	0.95	0.70	0.70
Delay/Veh:	123.0	49.3	29.2	92.1	47.9	18.6	61.0	94.8	94.8	98.0	67.5	67.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	123.0	49.3	29.2	92.1	47.9	18.6	61.0	94.8	94.8	98.0	67.5	67.5
LOS by Move:	F	D	C	F	D	B	E	F	F	F	E	E
HCM2k95thQ:	26	17	31	31	33	13	8	48	48	38	29	29

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #5611: (5) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	100	100	17	92	92	15	34	34	14	32	32
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7

Volume Module:												
Base Vol:	446	2226	477	108	1524	421	133	226	210	163	265	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	446	2226	477	108	1524	421	133	226	210	163	265	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	446	2226	477	108	1524	421	133	226	210	163	265	54
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	446	1937	477	108	1326	421	133	226	210	163	265	54
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	446	1937	477	108	1326	421	133	226	210	163	265	54
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	446	1937	477	108	1326	421	133	226	210	163	265	54

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750

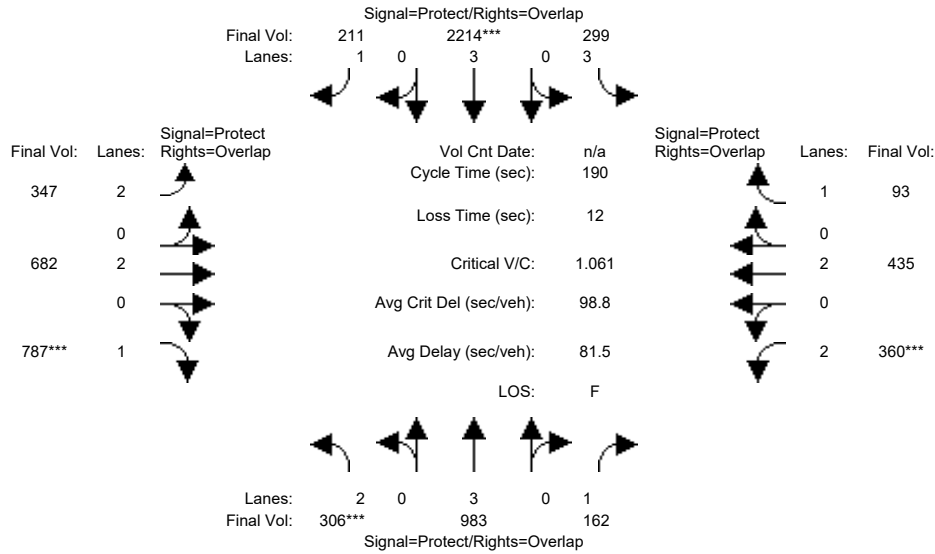
Capacity Analysis Module:												
Vol/Sat:	0.14	0.34	0.27	0.03	0.23	0.24	0.04	0.06	0.13	0.05	0.07	0.03
Crit Moves:	***			****			****			****		
Green Time:	38.0	111	124.8	18.9	92.0	107.0	15.0	33.3	71.3	13.7	32.0	50.9
Volume/Cap:	0.70	0.58	0.41	0.34	0.48	0.42	0.53	0.34	0.35	0.71	0.41	0.11
Delay/Veh:	74.4	33.6	23.2	79.9	25.6	15.5	85.8	68.5	42.5	95.9	70.5	52.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.4	33.6	23.2	79.9	25.6	15.5	85.8	68.5	42.5	95.9	70.5	52.2
LOS by Move:	E	C	C	E	C	B	F	E	D	F	E	D
HCM2k95thQ:	27	46	33	7	23	18	10	11	17	10	12	5

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #5611: (5) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7

Volume Module:												
Base Vol:	306	1467	162	299	2768	211	347	682	787	360	435	93
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	1467	162	299	2768	211	347	682	787	360	435	93
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	1467	162	299	2768	211	347	682	787	360	435	93
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	983	162	299	2214	211	347	682	787	360	435	93
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	983	162	299	2214	211	347	682	787	360	435	93
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	306	983	162	299	2214	211	347	682	787	360	435	93

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.56	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3186	5700	1750	3150	3800	1601	3150	3800	1750

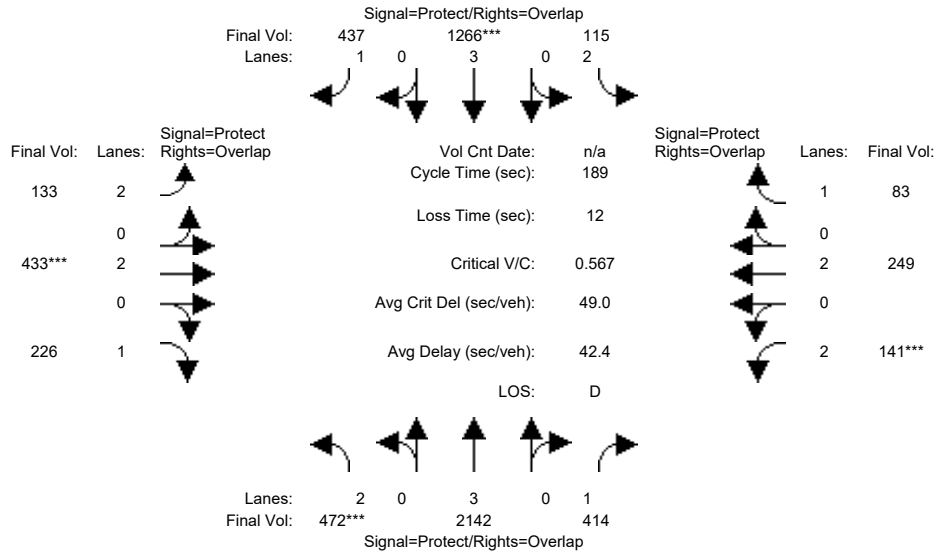
Capacity Analysis Module:												
Vol/Sat:	0.10	0.17	0.09	0.09	0.39	0.12	0.11	0.18	0.49	0.11	0.11	0.05
Crit Moves:	***			****			****		****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	0.84	0.38	0.16	1.19	0.93	0.21	0.74	0.64	1.25	0.90	0.45	0.16
Delay/Veh:	98.0	28.7	11.6	205.1	68.7	27.3	83.2	61.6	180.7	105.4	59.8	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.0	28.7	11.6	205.1	68.7	27.3	83.2	61.6	180.7	105.4	59.8	44.6
LOS by Move:	F	C	B	F	E	C	F	E	F	F	E	D
HCM2k95thQ:	23	18	5	19	69	16	23	30	106	23	18	8

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #5611: (5) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	100	100	17	92	92	15	34	34	14	32	32
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7

Volume Module:												
Base Vol:	472	2462	414	115	1455	437	133	433	226	141	249	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	472	2462	414	115	1455	437	133	433	226	141	249	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	472	2462	414	115	1455	437	133	433	226	141	249	83
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	472	2142	414	115	1266	437	133	433	226	141	249	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	472	2142	414	115	1266	437	133	433	226	141	249	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	472	2142	414	115	1266	437	133	433	226	141	249	83

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750

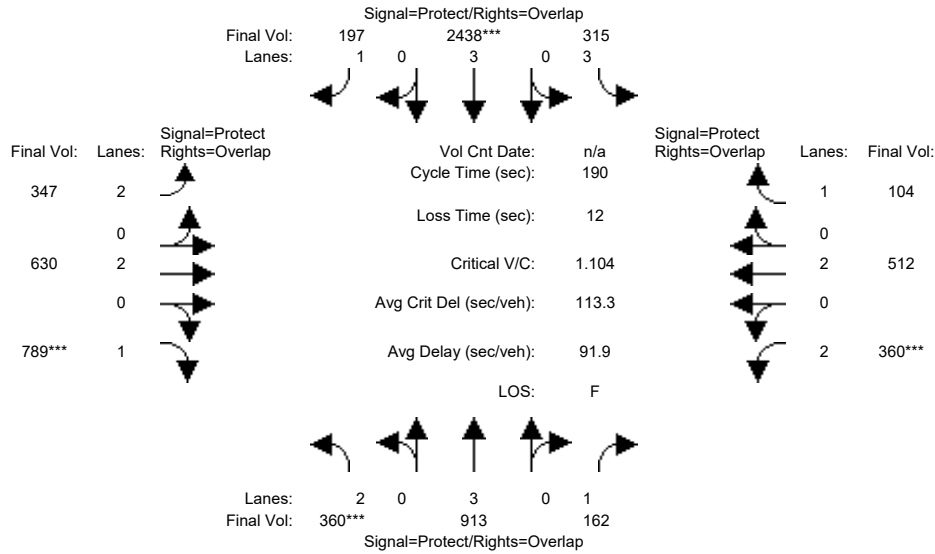
Capacity Analysis Module:												
Vol/Sat:	0.15	0.38	0.24	0.04	0.22	0.25	0.04	0.11	0.14	0.04	0.07	0.05
Crit Moves:	***			****			****			****		
Green Time:	37.0	110	124.3	18.7	92.0	107.3	15.3	34.0	71.0	14.0	32.7	51.4
Volume/Cap:	0.77	0.64	0.36	0.37	0.46	0.44	0.52	0.63	0.38	0.60	0.38	0.17
Delay/Veh:	78.0	36.3	22.3	80.3	25.3	15.5	85.2	73.7	43.3	89.3	69.5	52.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.0	36.3	22.3	80.3	25.3	15.5	85.2	73.7	43.3	89.3	69.5	52.7
LOS by Move:	E	D	C	F	C	B	F	E	D	F	E	D
HCM2k95thQ:	30	52	28	7	22	18	10	22	18	9	11	7

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #5611: (5) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7

Volume Module:												
Base Vol:	360	1362	162	315	3047	197	347	630	789	360	512	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	360	1362	162	315	3047	197	347	630	789	360	512	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	360	1362	162	315	3047	197	347	630	789	360	512	104
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	360	913	162	315	2438	197	347	630	789	360	512	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	913	162	315	2438	197	347	630	789	360	512	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	360	913	162	315	2438	197	347	630	789	360	512	104

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.56	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3186	5700	1750	3150	3800	1601	3150	3800	1750

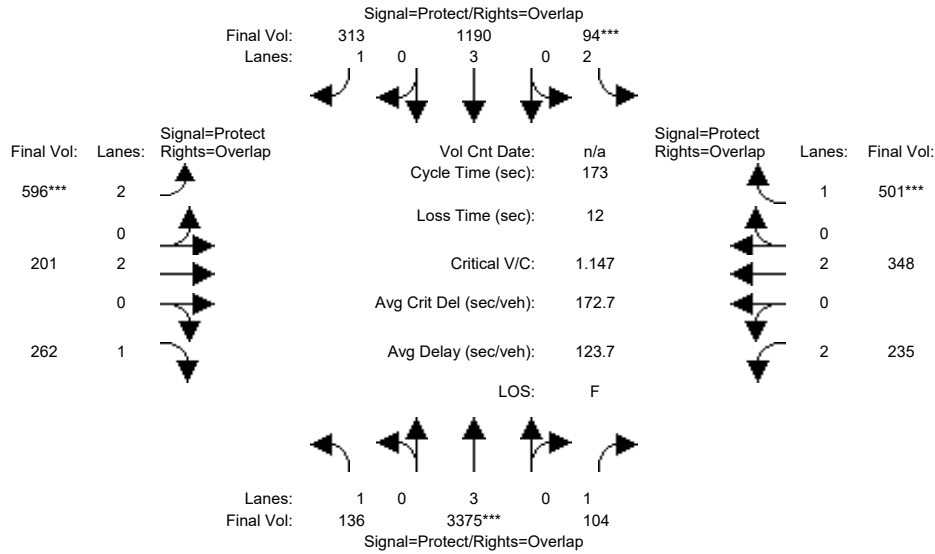
Capacity Analysis Module:												
Vol/Sat:	0.11	0.16	0.09	0.10	0.43	0.11	0.11	0.17	0.49	0.11	0.13	0.06
Crit Moves:	***			****			****		****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	0.99	0.35	0.16	1.25	1.03	0.20	0.74	0.59	1.25	0.90	0.53	0.18
Delay/Veh:	127.4	28.3	11.6	229.5	90.1	27.1	83.2	60.1	182.1	105.4	61.4	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	127.4	28.3	11.6	229.5	90.1	27.1	83.2	60.1	182.1	105.4	61.4	44.9
LOS by Move:	F	C	B	F	F	C	F	E	F	F	E	D
HCM2k95thQ:	29	16	5	21	83	15	23	28	107	23	22	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #5613: (52) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module: 8:00 AM - 9:00 AM												
Base Vol:	136	3879	104	94	1368	313	596	201	262	235	348	501
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	3879	104	94	1368	313	596	201	262	235	348	501
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	3879	104	94	1368	313	596	201	262	235	348	501
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	3375	104	94	1190	313	596	201	262	235	348	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	3375	104	94	1190	313	596	201	262	235	348	501
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	136	3375	104	94	1190	313	596	201	262	235	348	501

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

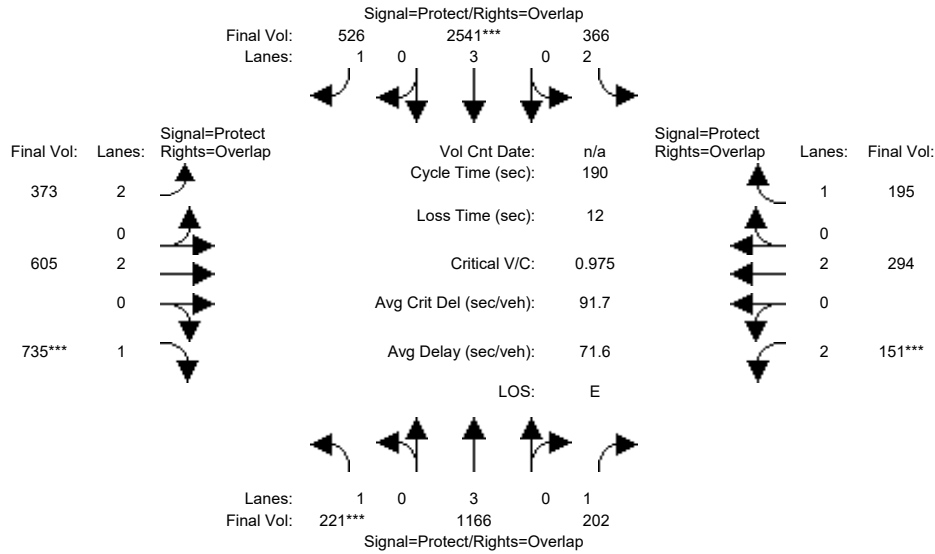
Capacity Analysis Module:												
Vol/Sat:	0.08	0.59	0.06	0.03	0.21	0.18	0.19	0.05	0.15	0.07	0.09	0.29
Crit Moves:	****			****			****			****		
Green Time:	14.1	80.5	97.8	13.2	79.7	102.8	23.1	38.5	52.6	17.3	32.5	45.7
Volume/Cap:	0.95	1.27	0.11	0.39	0.45	0.30	1.42	0.24	0.49	0.75	0.49	1.08
Delay/Veh:	140.2	163	11.4	77.1	26.3	10.4	276.3	55.4	50.0	85.1	63.3	129.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	140.2	163	11.4	77.1	26.3	10.4	276.3	55.4	50.0	85.1	63.3	129.9
LOS by Move:	F	F	B	E	C	B	F	E	D	F	E	F
HCM2k95thQ:	17	133	3	6	20	10	53	8	22	16	16	59

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #5613: (52) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 5:00 PM - 6:00 PM												
Base Vol:	221	1458	202	366	3216	526	373	605	735	151	294	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1458	202	366	3216	526	373	605	735	151	294	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	221	1458	202	366	3216	526	373	605	735	151	294	195
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1166	202	366	2541	526	373	605	735	151	294	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1166	202	366	2541	526	373	605	735	151	294	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	221	1166	202	366	2541	526	373	605	735	151	294	195

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

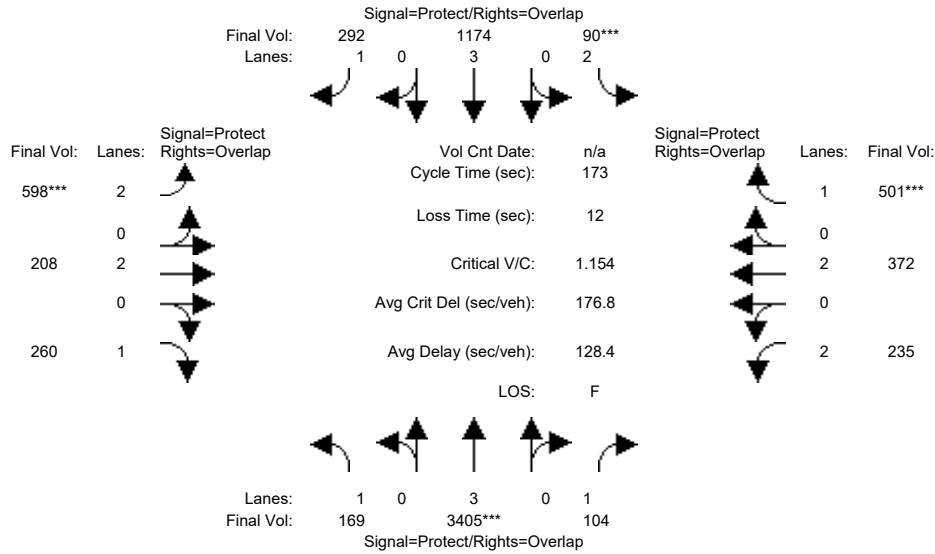
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.12	0.12	0.45	0.30	0.12	0.16	0.42	0.05	0.08	0.11
Crit Moves:	***			****			****		****	****		
Green Time:	19.2	91.7	105.7	27.5	100	123.4	23.4	44.8	64.0	14.0	35.4	62.9
Volume/Cap:	1.25	0.42	0.21	0.80	0.85	0.46	0.96	0.68	1.25	0.65	0.42	0.34
Delay/Veh:	234.6	25.4	14.2	88.5	51.4	25.4	118.5	68.1	187.8	92.0	68.6	48.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	234.6	25.4	14.2	88.5	51.4	25.4	118.5	68.1	187.8	92.0	68.6	48.2
LOS by Move:	F	C	B	F	D	C	F	E	F	F	E	D
HCM2k95thQ:	34	20	8	22	67	36	29	29	100	12	14	17

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #5613: (52) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module: 8:00 AM - 9:00 AM												
Base Vol:	169	3914	104	90	1349	292	598	208	260	235	372	501
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	3914	104	90	1349	292	598	208	260	235	372	501
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	3914	104	90	1349	292	598	208	260	235	372	501
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	3405	104	90	1174	292	598	208	260	235	372	501
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	3405	104	90	1174	292	598	208	260	235	372	501
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	169	3405	104	90	1174	292	598	208	260	235	372	501

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

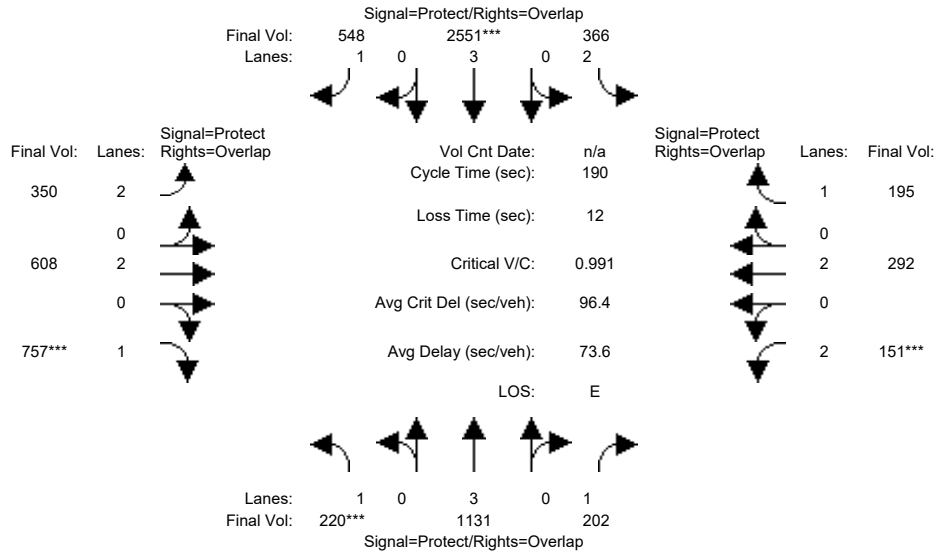
Capacity Analysis Module:												
Vol/Sat:	0.10	0.60	0.06	0.03	0.21	0.17	0.19	0.05	0.15	0.07	0.10	0.29
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.1	80.5	97.8	13.2	79.7	102.8	23.1	38.5	52.6	17.3	32.5	45.7
Volume/Cap:	1.18	1.28	0.11	0.37	0.45	0.28	1.42	0.25	0.49	0.75	0.52	1.08
Delay/Veh:	213.0	169	11.4	77.0	26.2	10.2	278.3	55.5	49.9	85.1	63.9	129.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	213.0	169	11.4	77.0	26.2	10.2	278.3	55.5	49.9	85.1	63.9	129.9
LOS by Move:	F	F	B	E	C	B	F	E	D	F	E	F
HCM2k95thQ:	25	135	3	5	20	9	53	9	22	16	17	59

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #5613: (52) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 5:00 PM - 6:00 PM												
Base Vol:	220	1414	202	366	3229	548	350	608	757	151	292	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	220	1414	202	366	3229	548	350	608	757	151	292	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	220	1414	202	366	3229	548	350	608	757	151	292	195
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	220	1131	202	366	2551	548	350	608	757	151	292	195
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	1131	202	366	2551	548	350	608	757	151	292	195
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	220	1131	202	366	2551	548	350	608	757	151	292	195

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

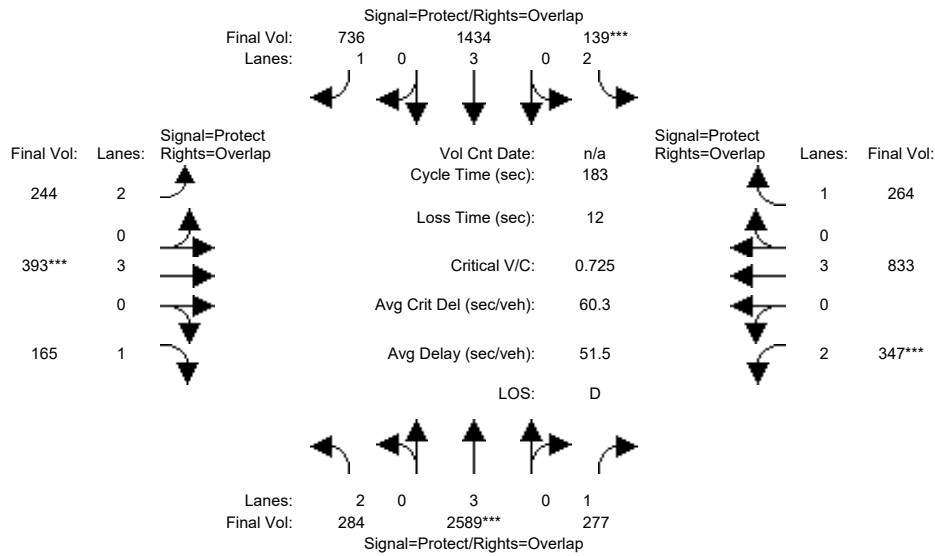
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.12	0.12	0.45	0.31	0.11	0.16	0.43	0.05	0.08	0.11
Crit Moves:	***			****			****		****	****		
Green Time:	18.6	91.2	105.2	27.4	100	122.8	22.8	45.4	64.0	14.0	36.6	64.0
Volume/Cap:	1.28	0.41	0.21	0.81	0.85	0.48	0.93	0.67	1.28	0.65	0.40	0.33
Delay/Veh:	250.4	25.6	14.5	89.0	51.7	26.2	111.6	67.5	203.5	92.0	67.4	47.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	250.4	25.6	14.5	89.0	51.7	26.2	111.6	67.5	203.5	92.0	67.4	47.3
LOS by Move:	F	C	B	F	D	C	F	E	F	F	E	D
HCM2k95thQ:	35	19	8	22	67	38	27	29	106	12	14	16

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #5625: (53) Lawrence Expwy & Homestead Rd



Street Name:	Lawrence Expwy						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	85	85	13	75	75	15	40	40	21	46	46
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9

Volume Module: 8:00 AM - 9:00 AM												
Base Vol:	284	2976	277	139	1648	736	244	393	165	347	833	264
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	2976	277	139	1648	736	244	393	165	347	833	264
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	2976	277	139	1648	736	244	393	165	347	833	264
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	2589	277	139	1434	736	244	393	165	347	833	264
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	2589	277	139	1434	736	244	393	165	347	833	264
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	284	2589	277	139	1434	736	244	393	165	347	833	264

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

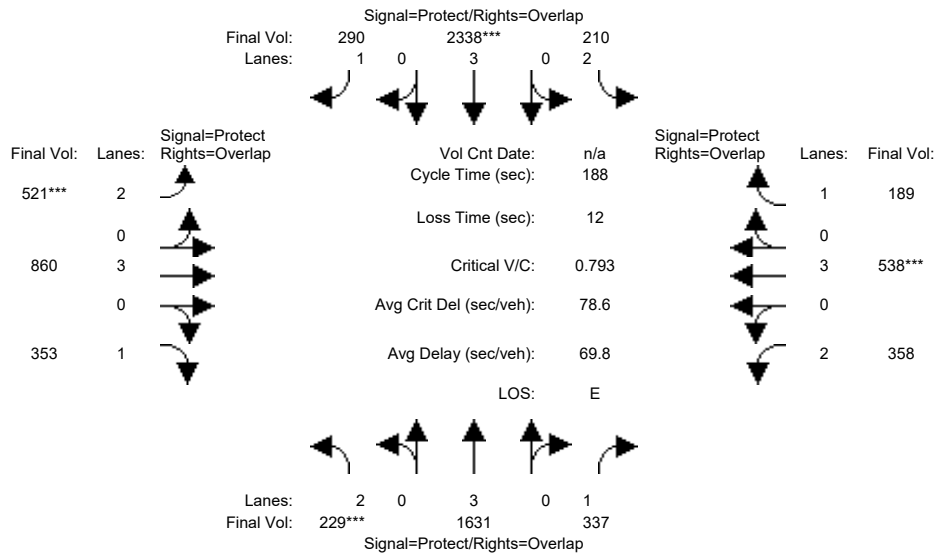
Capacity Analysis Module:												
Vol/Sat:	0.09	0.45	0.16	0.04	0.25	0.42	0.08	0.07	0.09	0.11	0.15	0.15
Crit Moves:	****			****			****			****		
Green Time:	21.2	96.6	117.2	13.0	88.4	103.2	14.8	40.4	61.6	20.6	46.1	59.1
Volume/Cap:	0.78	0.86	0.25	0.62	0.52	0.75	0.96	0.31	0.28	0.98	0.58	0.47
Delay/Veh:	88.8	50.5	20.9	87.9	26.1	22.8	128.3	59.8	44.7	122.8	60.6	50.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.8	50.5	20.9	87.9	26.1	22.8	128.3	59.8	44.7	122.8	60.6	50.0
LOS by Move:	F	D	C	F	C	C	F	E	D	F	E	D
HCM2k95thQ:	16	65	18	9	25	43	21	12	13	27	24	22

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #5625: (53) Lawrence Expwy & Homestead Rd



Street Name:	Lawrence Expwy						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	80	80	20	91	91	22	42	42	17	37	37
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9

Volume Module: 5:15 PM - 6:15 PM												
Base Vol:	229	2039	337	210	2960	290	521	860	353	358	538	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	2039	337	210	2960	290	521	860	353	358	538	189
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	2039	337	210	2960	290	521	860	353	358	538	189
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	1631	337	210	2338	290	521	860	353	358	538	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	1631	337	210	2338	290	521	860	353	358	538	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	229	1631	337	210	2338	290	521	860	353	358	538	189

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

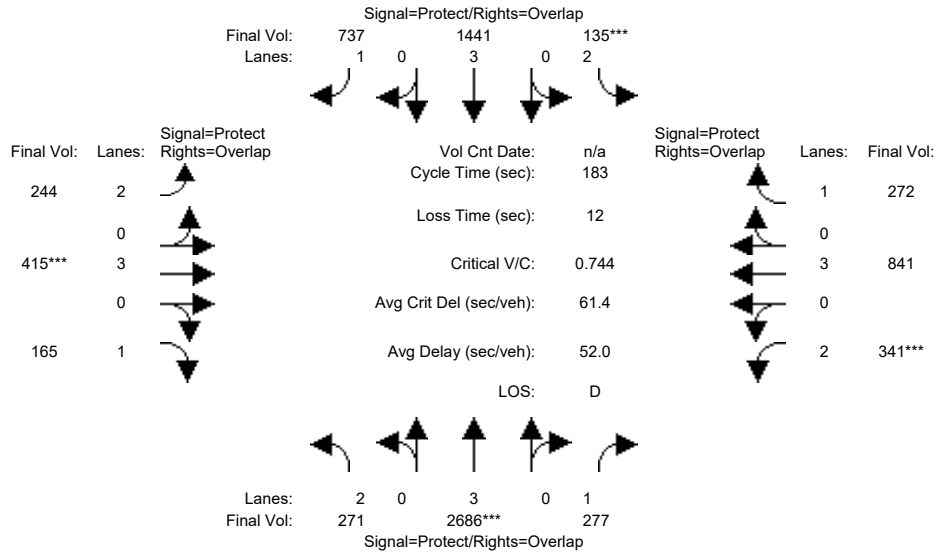
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.19	0.07	0.41	0.17	0.17	0.15	0.20	0.11	0.09	0.11
Crit Moves:	***			****			****			****		
Green Time:	14.7	84.5	108.2	21.1	91.0	124.3	33.3	46.6	61.3	23.7	37.0	58.1
Volume/Cap:	0.93	0.64	0.33	0.59	0.85	0.25	0.93	0.61	0.62	0.90	0.48	0.35
Delay/Veh:	130.4	62.2	40.1	88.7	71.6	29.9	98.9	63.4	55.6	103.9	67.3	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	130.4	62.2	40.1	88.7	71.6	29.9	98.9	63.4	55.6	103.9	67.3	50.7
LOS by Move:	F	E	D	F	E	C	F	E	E	F	E	D
HCM2k95thQ:	16	45	29	14	68	25	36	26	32	26	17	16

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #5625: (53) Lawrence Expwy & Homestead Rd



Street Name:	Lawrence Expwy						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	85	85	13	75	75	15	40	40	21	46	46
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9

Volume Module: 8:00 AM - 9:00 AM												
Base Vol:	271	3087	277	135	1656	737	244	415	165	341	841	272
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	3087	277	135	1656	737	244	415	165	341	841	272
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	3087	277	135	1656	737	244	415	165	341	841	272
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	2686	277	135	1441	737	244	415	165	341	841	272
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	2686	277	135	1441	737	244	415	165	341	841	272
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	271	2686	277	135	1441	737	244	415	165	341	841	272

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

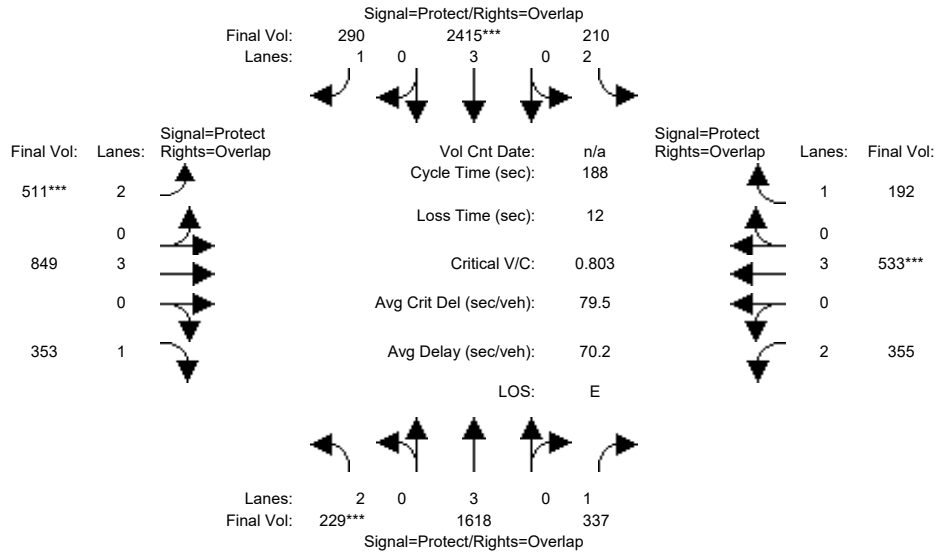
Capacity Analysis Module:												
Vol/Sat:	0.09	0.47	0.16	0.04	0.25	0.42	0.08	0.07	0.09	0.11	0.15	0.16
Crit Moves:	****			****			****			****		
Green Time:	21.2	96.6	117.2	13.0	88.4	103.2	14.8	40.4	61.6	20.6	46.1	59.1
Volume/Cap:	0.74	0.89	0.25	0.60	0.52	0.75	0.96	0.33	0.28	0.96	0.59	0.48
Delay/Veh:	86.2	53.1	20.9	87.1	26.1	22.8	128.3	60.1	44.7	118.3	60.7	50.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.2	53.1	20.9	87.1	26.1	22.8	128.3	60.1	44.7	118.3	60.7	50.3
LOS by Move:	F	D	C	F	C	C	F	E	D	F	E	D
HCM2k95thQ:	15	68	18	9	25	43	21	12	13	26	25	23

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #5625: (53) Lawrence Expwy & Homestead Rd



Street Name:	Lawrence Expwy						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	80	80	20	91	91	22	42	42	17	37	37
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9

Volume Module: 5:15 PM - 6:15 PM												
Base Vol:	229	2022	337	210	3057	290	511	849	353	355	533	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	2022	337	210	3057	290	511	849	353	355	533	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	2022	337	210	3057	290	511	849	353	355	533	192
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	229	1618	337	210	2415	290	511	849	353	355	533	192
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	229	1618	337	210	2415	290	511	849	353	355	533	192
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	229	1618	337	210	2415	290	511	849	353	355	533	192

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

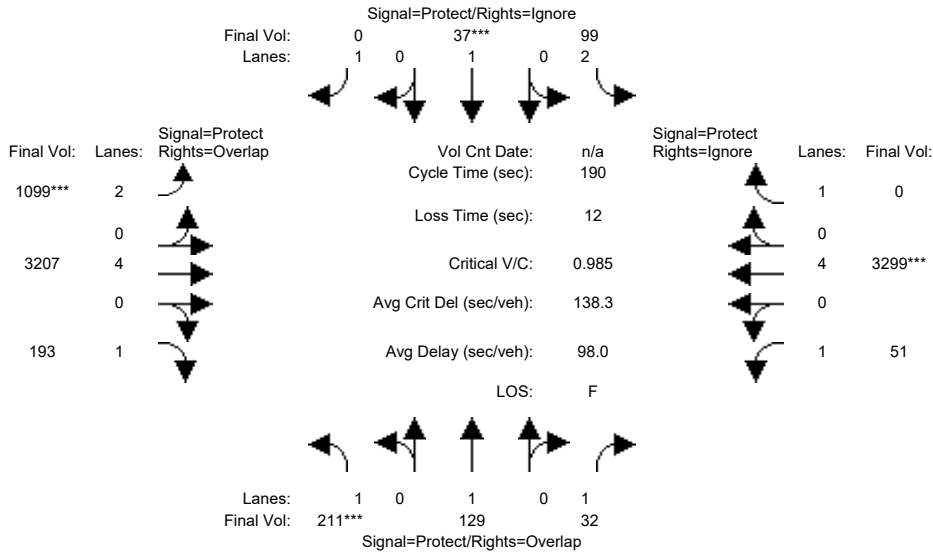
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.19	0.07	0.42	0.17	0.16	0.15	0.20	0.11	0.09	0.11
Crit Moves:	***			****			****			****		
Green Time:	14.9	84.7	108.2	21.2	91.0	124.1	33.1	46.6	61.5	23.5	37.0	58.2
Volume/Cap:	0.92	0.63	0.33	0.59	0.88	0.25	0.92	0.60	0.62	0.90	0.48	0.35
Delay/Veh:	127.1	61.8	40.1	88.7	74.0	30.0	96.8	63.2	55.4	104.1	67.2	50.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	127.1	61.8	40.1	88.7	74.0	30.0	96.8	63.2	55.4	104.1	67.2	50.8
LOS by Move:	F	E	D	F	E	C	F	E	E	F	E	D
HCM2k95thQ:	16	45	29	14	72	25	35	26	32	26	17	17

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #5805: (32) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	32	32	32	12	12	12	60	122	122	12	74	74
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8

Volume Module:

Base Vol:	211	129	32	99	37	377	1099	3207	193	51	3299	633
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	129	32	99	37	377	1099	3207	193	51	3299	633
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	129	32	99	37	377	1099	3207	193	51	3299	633
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	211	129	32	99	37	0	1099	3207	193	51	3299	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	129	32	99	37	0	1099	3207	193	51	3299	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	211	129	32	99	37	0	1099	3207	193	51	3299	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750

Capacity Analysis Module:

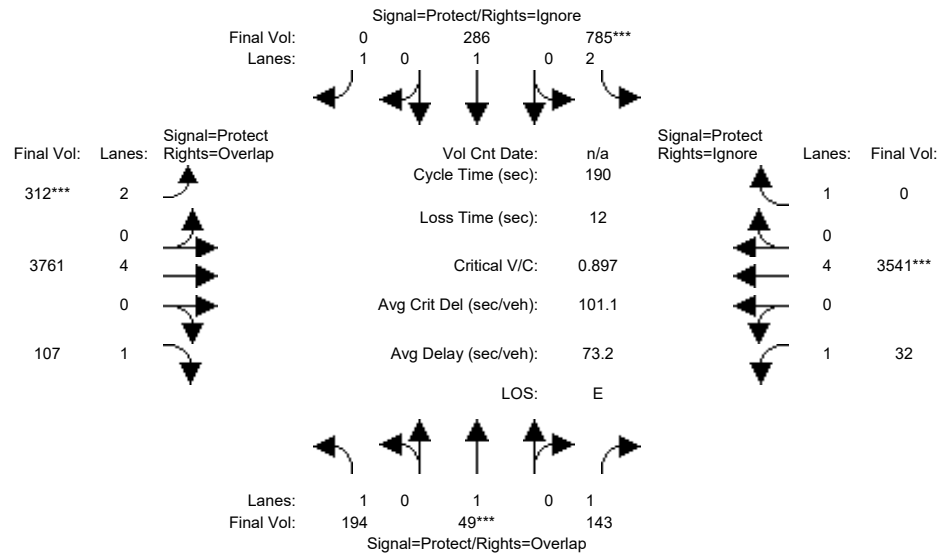
Vol/Sat:	0.12	0.07	0.02	0.03	0.02	0.00	0.35	0.42	0.11	0.03	0.43	0.00
Crit Moves:	****			****			****			****		
Green Time:	32.0	32.0	44.0	12.0	12.0	0.0	60.0	122	154.0	12.0	74.0	0.0
Volume/Cap:	0.72	0.40	0.08	0.50	0.31	0.00	1.10	0.66	0.14	0.46	1.11	0.00
Delay/Veh:	82.8	71.3	57.2	88.0	86.5	0.0	146.7	46.6	14.8	92.8	140	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.8	71.3	57.2	88.0	86.5	0.0	146.7	46.6	14.8	92.8	140	0.0
LOS by Move:	F	E	E	F	F	A	F	D	B	F	F	A
HCM2k95thQ:	24	13	3	8	5	0	75	63	16	7	92	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #5805: (32) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	26	26	39	39	39	24	95	95	9	80	80
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8

Volume Module: 4:45 - 5:45 PM

Base Vol:	194	49	143	785	286	855	312	3761	107	32	3541	184
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	49	143	785	286	855	312	3761	107	32	3541	184
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	49	143	785	286	855	312	3761	107	32	3541	184
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	194	49	143	785	286	0	312	3761	107	32	3541	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	49	143	785	286	0	312	3761	107	32	3541	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	194	49	143	785	286	0	312	3761	107	32	3541	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750

Capacity Analysis Module:

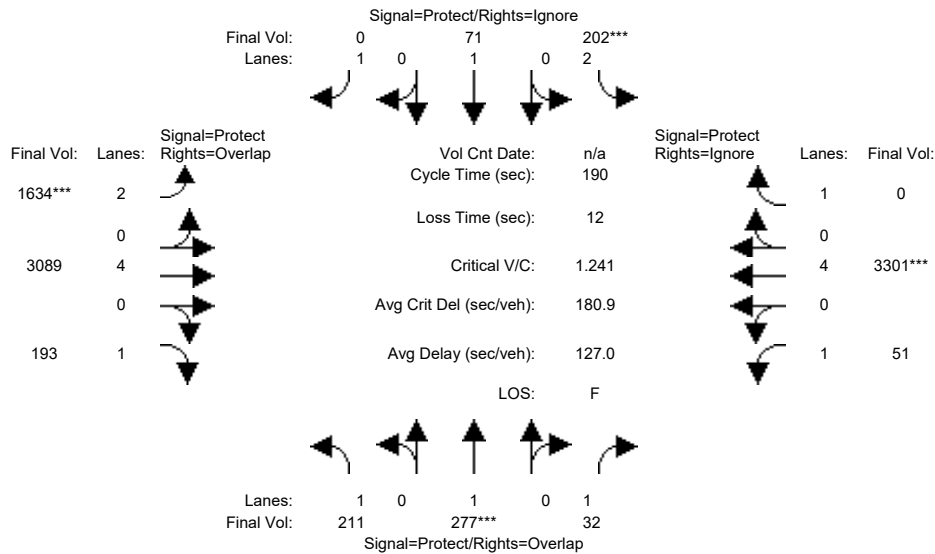
Vol/Sat:	0.11	0.03	0.08	0.25	0.15	0.00	0.10	0.49	0.06	0.02	0.47	0.00
Crit Moves:	****			****			****				****	
Green Time:	28.2	26.0	35.3	44.6	42.4	0.0	24.0	98.1	126.3	9.3	83.4	0.0
Volume/Cap:	0.75	0.19	0.44	1.06	0.68	0.00	0.78	0.96	0.09	0.37	1.06	0.00
Delay/Veh:	88.6	73.0	69.5	123.3	71.8	0.0	90.3	39.7	4.5	90.3	97.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.6	73.0	69.5	123.3	71.8	0.0	90.3	39.7	4.5	90.3	97.5	0.0
LOS by Move:	F	E	E	F	E	A	F	D	A	F	F	A
HCM2k95thQ:	23	5	15	55	27	0	22	83	2	5	93	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #5805: (32) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	11	11	10	11	11	60	122	122	12	74	74
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8

Volume Module:

Base Vol:	211	277	32	202	71	579	1634	3089	193	51	3301	754
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	277	32	202	71	579	1634	3089	193	51	3301	754
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	277	32	202	71	579	1634	3089	193	51	3301	754
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	211	277	32	202	71	0	1634	3089	193	51	3301	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	277	32	202	71	0	1634	3089	193	51	3301	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	211	277	32	202	71	0	1634	3089	193	51	3301	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750

Capacity Analysis Module:

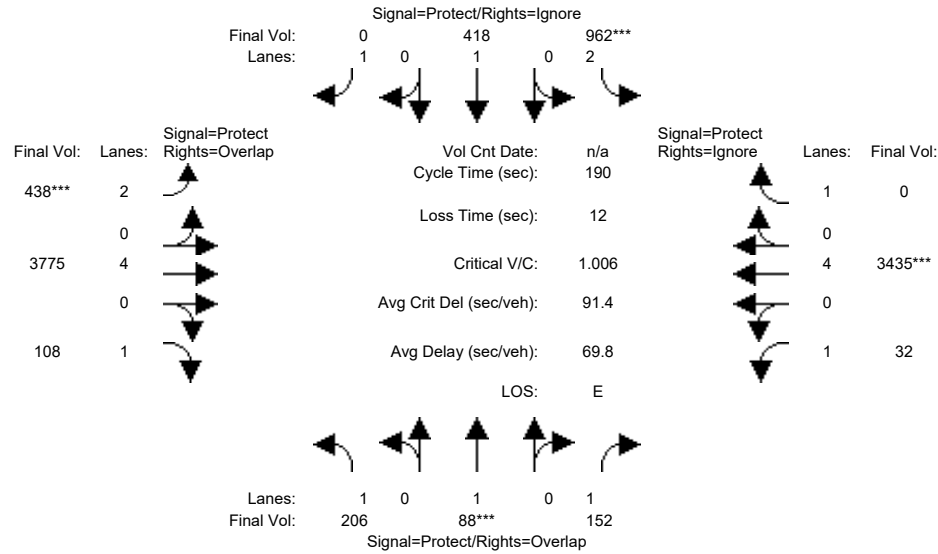
Vol/Sat:	0.12	0.15	0.02	0.06	0.04	0.00	0.52	0.41	0.11	0.03	0.43	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	19.6	20.6	33.8	10.0	11.0	0.0	73.4	134	153.8	13.2	74.0	0.0
Volume/Cap:	1.17	1.34	0.10	1.22	0.65	0.00	1.34	0.58	0.14	0.42	1.12	0.00
Delay/Veh:	204.4	268	65.5	230.6	100	0.0	242.8	36.1	14.9	91.3	140	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	204.4	268	65.5	230.6	100	0.0	242.8	36.1	14.9	91.3	140	0.0
LOS by Move:	F	F	E	F	F	A	F	D	B	F	F	A
HCM2k95thQ:	34	43	3	22	10	0	131	59	16	7	92	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #5805: (32) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	11	11	10	11	11	24	95	95	9	80	80
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8

Volume Module: 4:45 - 5:45 PM

Base Vol:	206	88	152	962	418	1166	438	3775	108	32	3435	254
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	88	152	962	418	1166	438	3775	108	32	3435	254
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	88	152	962	418	1166	438	3775	108	32	3435	254
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	206	88	152	962	418	0	438	3775	108	32	3435	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	206	88	152	962	418	0	438	3775	108	32	3435	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	206	88	152	962	418	0	438	3775	108	32	3435	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750

Capacity Analysis Module:

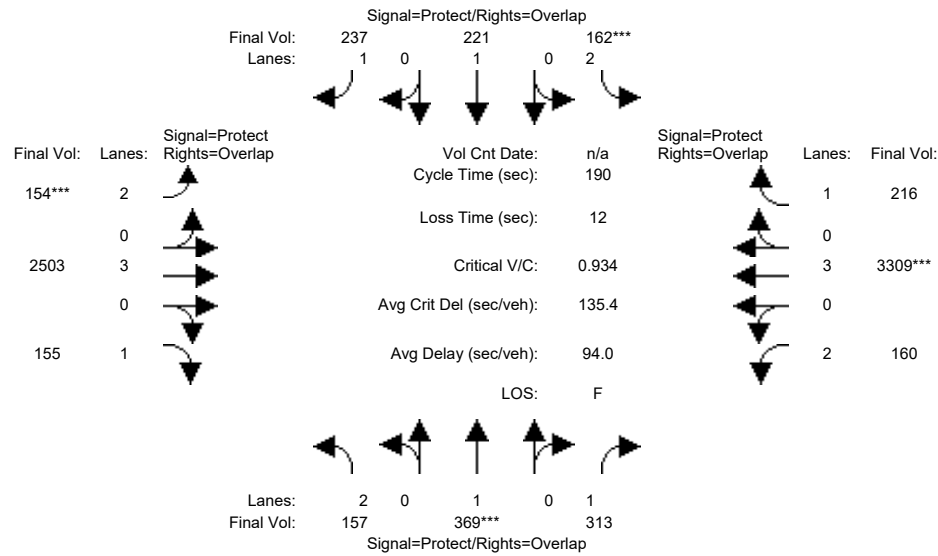
Vol/Sat:	0.12	0.05	0.09	0.31	0.22	0.00	0.14	0.50	0.06	0.02	0.45	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	23.7	11.0	20.5	56.9	44.2	0.0	25.9	101	124.2	9.5	84.2	0.0
Volume/Cap:	0.95	0.80	0.80	1.02	0.95	0.00	1.02	0.94	0.09	0.36	1.02	0.00
Delay/Veh:	128.1	121	104.3	101.0	101	0.0	130.6	35.2	5.2	89.9	83.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	128.1	121	104.3	101.0	101	0.0	130.6	35.2	5.2	89.9	83.0	0.0
LOS by Move:	F	F	F	F	F	A	F	D	A	F	F	A
HCM2k95thQ:	28	13	20	62	45	0	34	78	2	5	87	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #5806: (45) DE LA CRUZ BL / MONTAGUE EXP



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	157	369	313	162	221	237	154	2877	155	160	3803	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	369	313	162	221	237	154	2877	155	160	3803	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	369	313	162	221	237	154	2877	155	160	3803	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	369	313	162	221	237	154	2503	155	160	3309	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	369	313	162	221	237	154	2503	155	160	3309	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	157	369	313	162	221	237	154	2503	155	160	3309	216

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

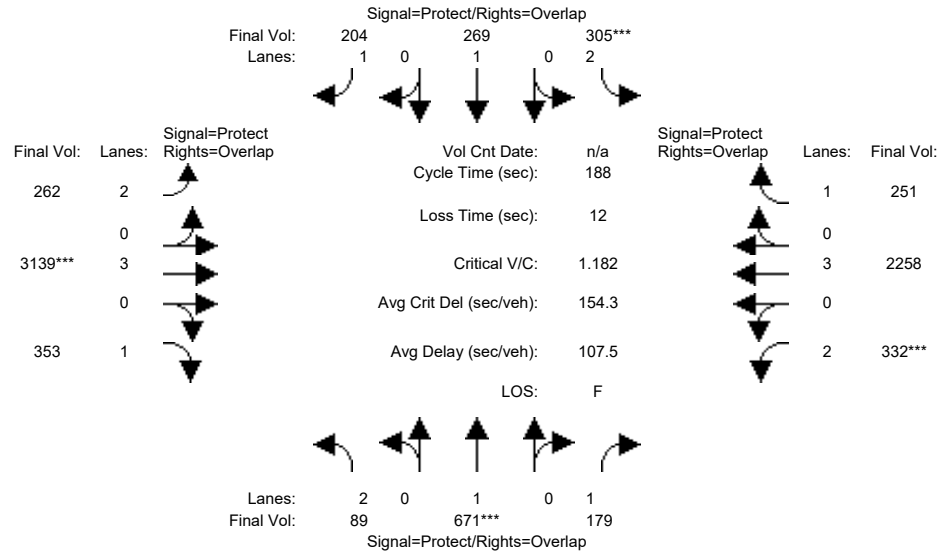
Vol/Sat:	0.05	0.19	0.18	0.05	0.12	0.14	0.05	0.44	0.09	0.05	0.58	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.5	49.2	64.0	13.1	37.4	53.4	16.0	91.0	115.5	14.8	89.8	102.9
Volume/Cap:	0.39	0.75	0.53	0.75	0.59	0.48	0.58	0.92	0.15	0.65	1.23	0.23
Delay/Veh:	76.5	71.1	51.8	100.1	71.9	57.6	87.0	51.5	16.1	91.2	147	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.5	71.1	51.8	100.1	71.9	57.6	87.0	51.5	16.1	91.2	147	16.0
LOS by Move:	E	E	D	F	E	E	F	D	B	F	F	B
HCM2k95thQ:	10	35	31	14	23	25	11	73	8	12	133	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #5806: (45) DE LA CRUZ BL / MONTAGUE EXP



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	39	39	20	46	46	22	85	85	22	85	85
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	89	671	179	305	269	204	262	3924	353	332	3320	251
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	671	179	305	269	204	262	3924	353	332	3320	251
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	671	179	305	269	204	262	3924	353	332	3320	251
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	671	179	305	269	204	262	3139	353	332	2258	251
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	671	179	305	269	204	262	3139	353	332	2258	251
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	89	671	179	305	269	204	262	3139	353	332	2258	251

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

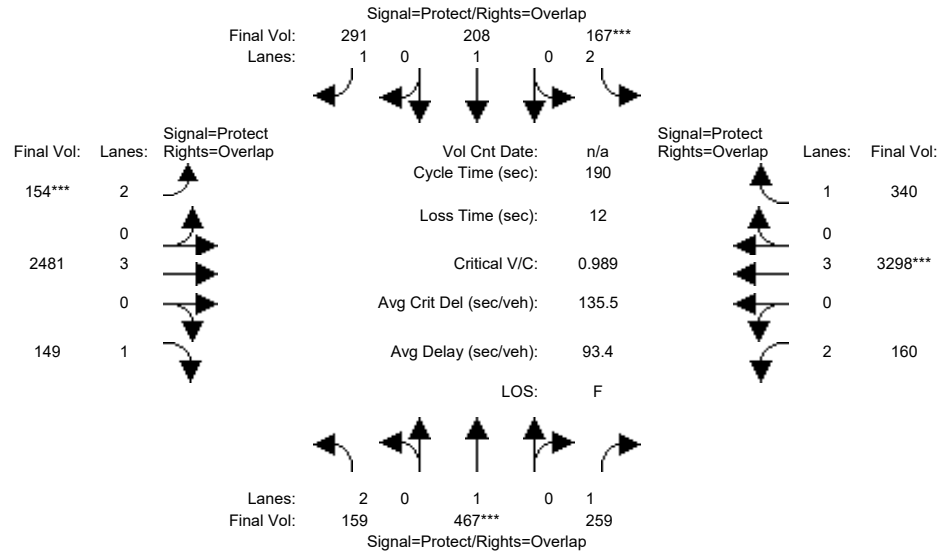
Vol/Sat:	0.03	0.35	0.10	0.10	0.14	0.12	0.08	0.55	0.20	0.11	0.40	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.3	49.0	71.0	20.0	54.7	76.7	22.0	85.0	99.3	22.0	85.0	105.0
Volume/Cap:	0.37	1.35	0.27	0.91	0.49	0.29	0.71	1.22	0.38	0.90	0.88	0.26
Delay/Veh:	83.6	242	40.8	110.8	55.7	37.5	86.3	145	19.2	106.1	59.1	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.6	242	40.8	110.8	55.7	37.5	86.3	145	19.2	106.1	59.1	28.4
LOS by Move:	F	F	D	F	E	D	F	F	B	F	E	C
HCM2k95thQ:	6	90	14	24	23	15	18	125	16	25	66	19

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #5806: (45) DE LA CRUZ BL / MONTAGUE EXP



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	159	467	259	167	208	291	154	2852	149	160	3791	340
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	159	467	259	167	208	291	154	2852	149	160	3791	340
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	159	467	259	167	208	291	154	2852	149	160	3791	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	159	467	259	167	208	291	154	2481	149	160	3298	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	467	259	167	208	291	154	2481	149	160	3298	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	159	467	259	167	208	291	154	2481	149	160	3298	340

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

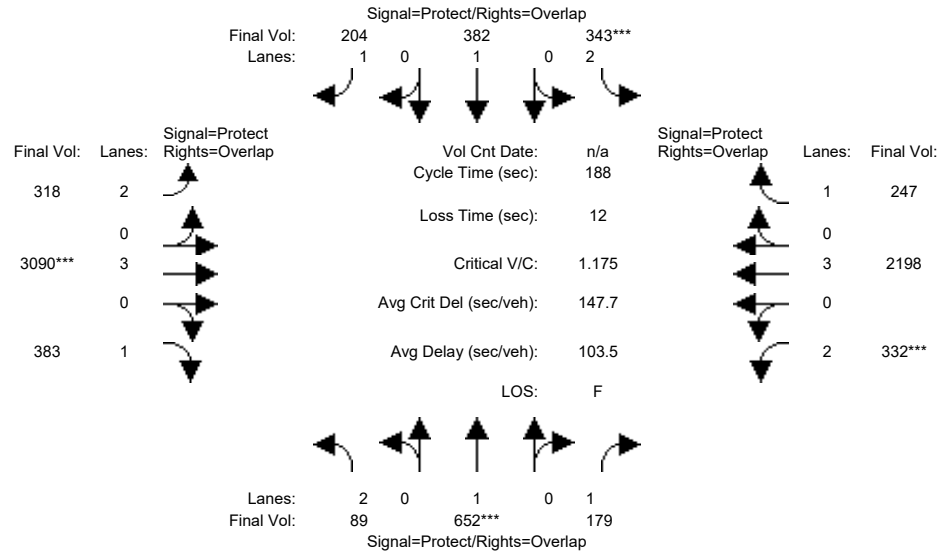
Vol/Sat:	0.05	0.25	0.15	0.05	0.11	0.17	0.05	0.44	0.09	0.05	0.58	0.19
Crit Moves:	****			****			****				****	
Green Time:	24.5	49.2	64.0	13.1	37.4	53.4	16.0	91.0	115.5	14.8	89.8	102.9
Volume/Cap:	0.39	0.95	0.44	0.77	0.56	0.59	0.58	0.91	0.14	0.65	1.22	0.36
Delay/Veh:	76.5	97.4	49.6	102.3	70.7	60.8	87.0	50.7	16.0	91.2	145	17.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.5	97.4	49.6	102.3	70.7	60.8	87.0	50.7	16.0	91.2	145	17.5
LOS by Move:	E	F	D	F	E	E	F	D	B	F	F	B
HCM2k95thQ:	10	48	26	14	21	30	11	72	8	12	132	15

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #5806: (45) DE LA CRUZ BL / MONTAGUE EXP



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	39	39	20	46	46	22	85	85	22	85	85
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	89	652	179	343	382	204	318	3863	383	332	3233	247
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	652	179	343	382	204	318	3863	383	332	3233	247
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	652	179	343	382	204	318	3863	383	332	3233	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	652	179	343	382	204	318	3090	383	332	2198	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	652	179	343	382	204	318	3090	383	332	2198	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	89	652	179	343	382	204	318	3090	383	332	2198	247

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

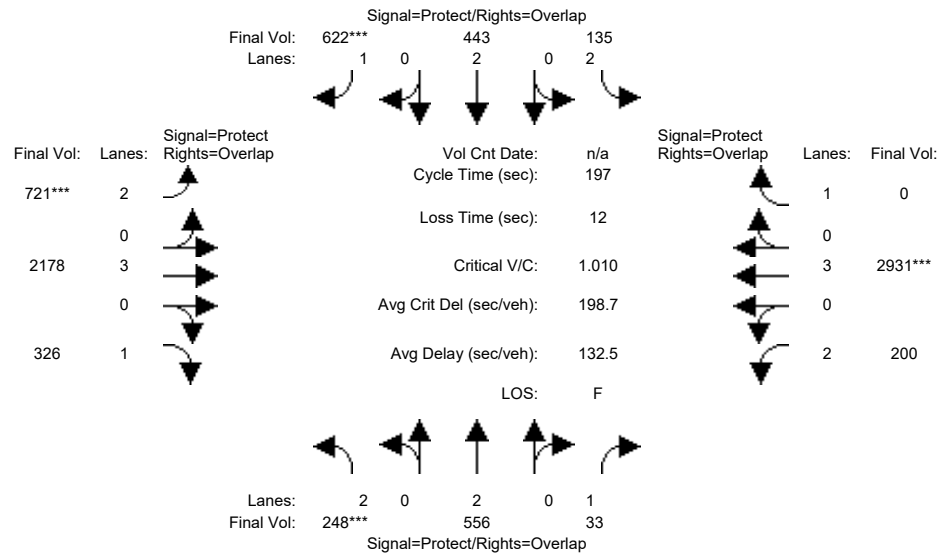
Vol/Sat:	0.03	0.34	0.10	0.11	0.20	0.12	0.10	0.54	0.22	0.11	0.39	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.3	49.0	71.0	20.0	54.7	76.7	22.0	85.0	99.3	22.0	85.0	105.0
Volume/Cap:	0.37	1.32	0.27	1.02	0.69	0.29	0.86	1.20	0.41	0.90	0.85	0.25
Delay/Veh:	83.6	226	40.8	139.3	62.8	37.5	100.0	137	19.6	106.1	57.4	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.6	226	40.8	139.3	62.8	37.5	100.0	137	19.6	106.1	57.4	28.3
LOS by Move:	F	F	D	F	E	D	F	F	B	F	E	C
HCM2k95thQ:	6	86	14	28	34	15	23	121	18	25	63	19

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #5807: (47) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8

Volume Module:

Base Vol:	248	556	33	135	443	622	721	2504	326	200	3369	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	248	556	33	135	443	622	721	2504	326	200	3369	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	248	556	33	135	443	622	721	2504	326	200	3369	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	248	556	33	135	443	622	721	2178	326	200	2931	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	248	556	33	135	443	622	721	2178	326	200	2931	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	248	556	33	135	443	622	721	2178	326	200	2931	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

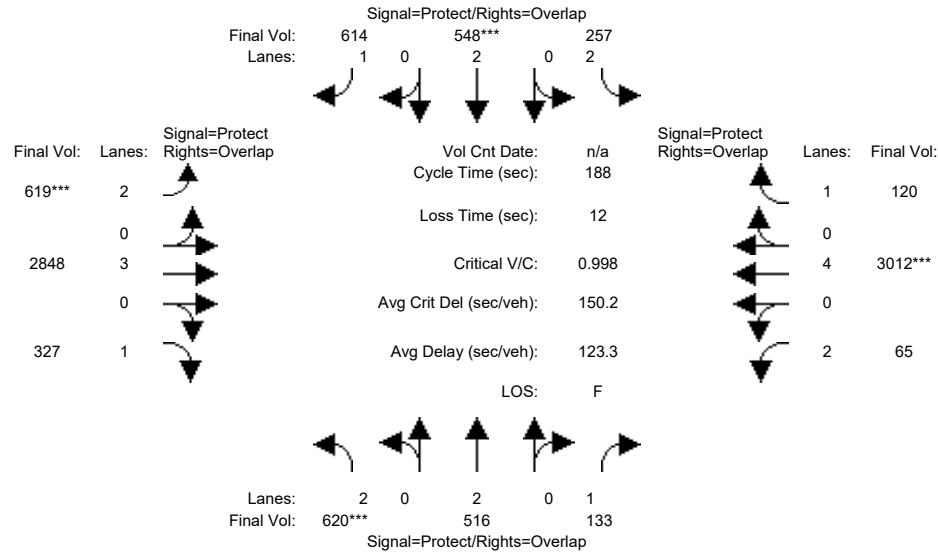
Vol/Sat:	0.08	0.15	0.02	0.04	0.12	0.36	0.23	0.38	0.19	0.06	0.51	0.00
Crit Moves:	****					****	****				****	
Green Time:	16.1	42.1	54.8	22.4	48.3	82.3	34.0	96.2	112.3	12.7	74.9	0.0
Volume/Cap:	0.96	0.68	0.07	0.38	0.48	0.85	1.33	0.78	0.33	0.98	1.35	0.00
Delay/Veh:	136.1	73.8	52.4	81.5	63.9	61.2	240.7	43.3	22.6	150.5	223	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	136.1	73.8	52.4	81.5	63.9	61.2	240.7	43.3	22.6	150.5	223	0.0
LOS by Move:	F	E	D	F	E	E	F	D	C	F	F	A
HCM2k95thQ:	19	27	3	9	20	59	61	56	20	14	129	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #5807: (47) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	38	38	32	48	48	29	84	84	10	65	65
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8

Volume Module:

Base Vol:	620	516	133	257	548	614	619	3699	327	65	3012	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	620	516	133	257	548	614	619	3699	327	65	3012	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	620	516	133	257	548	614	619	3699	327	65	3012	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	620	516	133	257	548	614	619	2848	327	65	3012	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	620	516	133	257	548	614	619	2848	327	65	3012	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	620	516	133	257	548	614	619	2848	327	65	3012	120

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	7600	1750

Capacity Analysis Module:

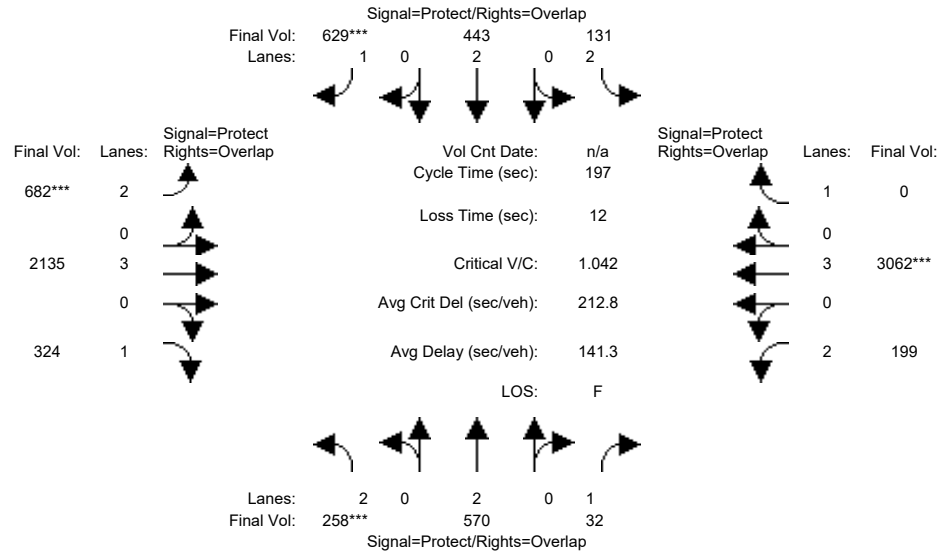
Vol/Sat:	0.20	0.14	0.08	0.08	0.14	0.35	0.20	0.50	0.19	0.02	0.40	0.07
Crit Moves:	****				****		****				****	
Green Time:	31.5	43.2	53.2	36.4	48.0	79.5	31.5	86.5	118.0	10.0	65.0	101.4
Volume/Cap:	1.17	0.59	0.27	0.42	0.56	0.83	1.17	1.09	0.30	0.39	1.15	0.13
Delay/Veh:	175.0	65.6	52.6	67.1	61.7	56.1	185.6	126	34.2	90.8	154	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	175.0	65.6	52.6	67.1	61.7	56.1	185.6	126	34.2	90.8	154	38.2
LOS by Move:	F	E	D	E	E	E	F	F	C	F	F	D
HCM2k95thQ:	47	23	12	15	24	55	46	97	28	4	83	11

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #5807: (47) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8

Volume Module:

Base Vol:	258	570	32	131	443	629	682	2454	324	199	3520	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	258	570	32	131	443	629	682	2454	324	199	3520	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	258	570	32	131	443	629	682	2454	324	199	3520	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	258	570	32	131	443	629	682	2135	324	199	3062	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	258	570	32	131	443	629	682	2135	324	199	3062	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	258	570	32	131	443	629	682	2135	324	199	3062	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

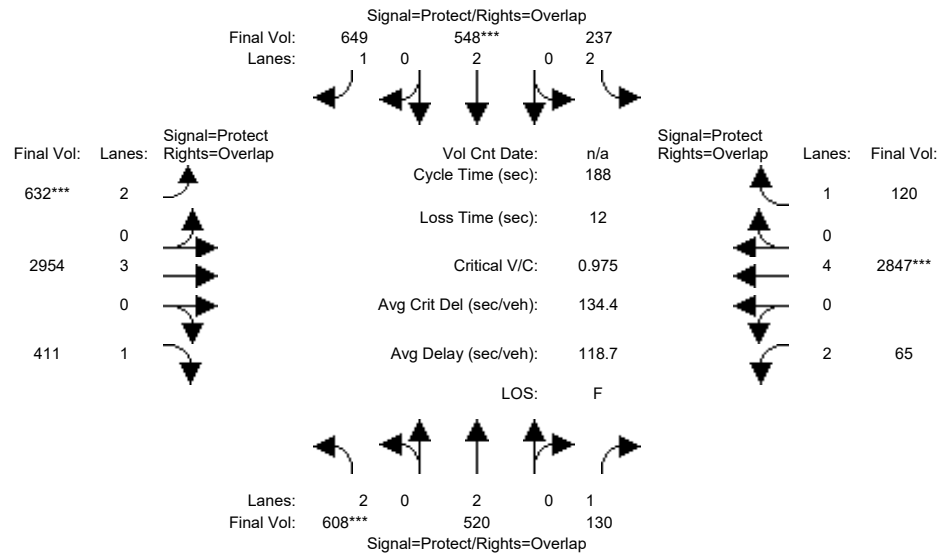
Vol/Sat:	0.08	0.15	0.02	0.04	0.12	0.36	0.22	0.37	0.19	0.06	0.54	0.00
Crit Moves:	****					****	****			****		
Green Time:	16.1	42.1	54.8	22.4	48.3	82.3	34.0	96.2	112.3	12.7	74.9	0.0
Volume/Cap:	1.00	0.70	0.07	0.37	0.48	0.86	1.25	0.77	0.32	0.98	1.41	0.00
Delay/Veh:	147.2	74.4	52.3	81.4	63.9	62.3	210.5	42.6	22.5	149.0	250	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	147.2	74.4	52.3	81.4	63.9	62.3	210.5	42.6	22.5	149.0	250	0.0
LOS by Move:	F	E	D	F	E	E	F	D	C	F	F	A
HCM2k95thQ:	20	28	3	9	20	61	55	54	19	14	141	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #5807: (47) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	38	38	32	48	48	29	84	84	10	65	65
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8

Volume Module:

Base Vol:	608	520	130	237	548	649	632	3837	411	65	2847	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	608	520	130	237	548	649	632	3837	411	65	2847	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	608	520	130	237	548	649	632	3837	411	65	2847	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	608	520	130	237	548	649	632	2954	411	65	2847	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	608	520	130	237	548	649	632	2954	411	65	2847	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	608	520	130	237	548	649	632	2954	411	65	2847	120

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	7600	1750

Capacity Analysis Module:

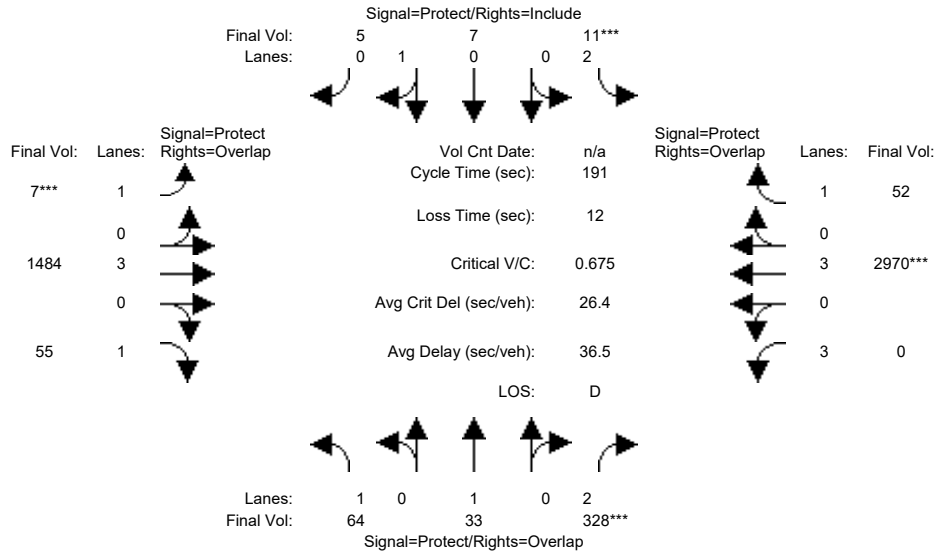
Vol/Sat:	0.19	0.14	0.07	0.08	0.14	0.37	0.20	0.52	0.23	0.02	0.37	0.07
Crit Moves:	****				****		****				****	
Green Time:	30.9	42.8	52.8	36.1	48.0	80.1	32.1	87.1	118.0	10.0	65.0	101.1
Volume/Cap:	1.17	0.60	0.26	0.39	0.56	0.87	1.17	1.12	0.37	0.39	1.08	0.13
Delay/Veh:	176.0	66.1	52.8	66.8	61.7	60.0	185.5	139	36.4	90.8	128	38.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	176.0	66.1	52.8	66.8	61.7	60.0	185.5	139	36.4	90.8	128	38.4
LOS by Move:	F	E	D	E	E	E	F	F	D	F	F	D
HCM2k95thQ:	46	23	12	14	24	60	47	104	35	4	74	11

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #5808: (49) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	94	10	7	100	10
Y+R:	5.8	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8

Volume Module:												
Base Vol:	64	33	377	11	7	5	7	1706	55	0	3414	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	33	377	11	7	5	7	1706	55	0	3414	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	33	377	11	7	5	7	1706	55	0	3414	52
User Adj:	1.00	1.00	0.87	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	33	328	11	7	5	7	1484	55	0	2970	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	33	328	11	7	5	7	1484	55	0	2970	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	33	328	11	7	5	7	1484	55	0	2970	52

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.58	0.42	1.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	3150	3150	1050	750	1750	5700	1750	4551	5700	1750

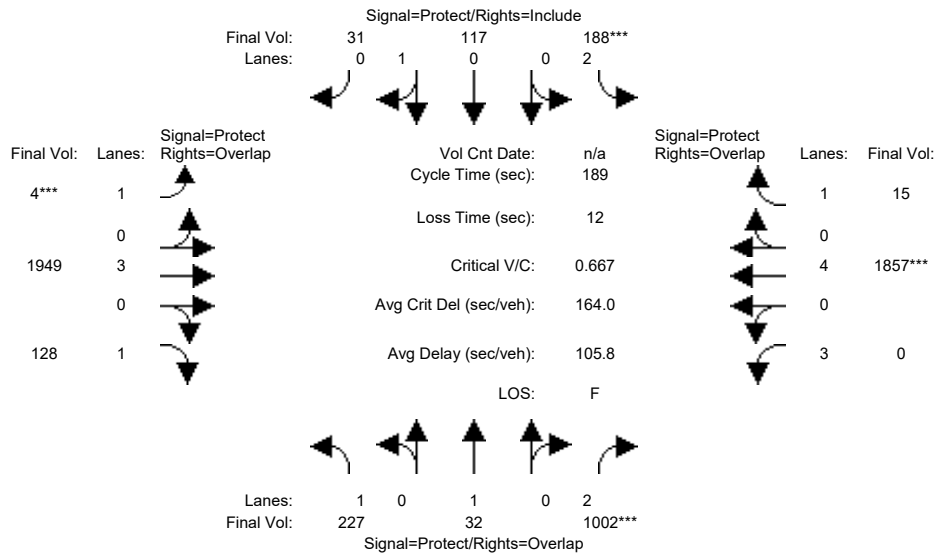
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.10	0.00	0.01	0.01	0.00	0.26	0.03	0.00	0.52	0.03
Crit Moves:			****	****			****			****		
Green Time:	17.1	21.8	90.5	6.1	14.5	14.5	10.1	66.3	83.4	68.7	124	130.3
Volume/Cap:	0.41	0.15	0.22	0.11	0.09	0.09	0.08	0.75	0.07	0.00	0.80	0.04
Delay/Veh:	83.9	76.6	29.6	90.3	82.4	82.4	86.4	56.7	31.3	0.0	25.7	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.9	76.6	29.6	90.3	82.4	82.4	86.4	56.7	31.3	0.0	25.7	10.0
LOS by Move:	F	E	C	F	F	F	F	E	C	A	C	A
HCM2k95thQ:	7	3	12	1	1	1	1	42	4	0	61	2

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #5808: (49) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	22	22	25	35	35	7	77	77	40	111	111
Y+R:	5.9	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8

Volume Module:												
Base Vol:	227	32	1222	188	117	31	4	2467	128	0	1857	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	227	32	1222	188	117	31	4	2467	128	0	1857	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	227	32	1222	188	117	31	4	2467	128	0	1857	15
User Adj:	1.00	1.00	0.82	1.00	1.00	1.00	1.00	0.79	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	227	32	1002	188	117	31	4	1949	128	0	1857	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	227	32	1002	188	117	31	4	1949	128	0	1857	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	227	32	1002	188	117	31	4	1949	128	0	1857	15

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.79	0.21	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1423	377	1750	5700	1750	4551	7600	1750

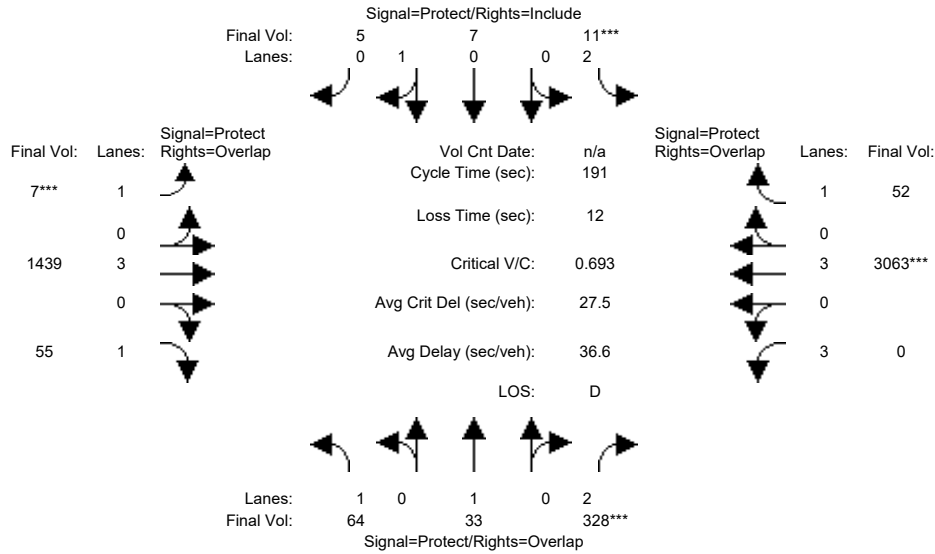
Capacity Analysis Module:												
Vol/Sat:	0.13	0.02	0.32	0.06	0.08	0.08	0.00	0.34	0.07	0.00	0.24	0.01
Crit Moves:			****	****			****			****		
Green Time:	24.0	34.0	34.0	25.0	35.0	35.0	7.0	118	142.0	0.0	111	136.0
Volume/Cap:	1.02	0.09	1.77	0.45	0.44	0.44	0.06	0.55	0.10	0.00	0.42	0.01
Delay/Veh:	148.5	64.8	430.4	76.4	69.3	69.3	88.2	20.4	6.3	0.0	29.3	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	148.5	64.8	430.4	76.4	69.3	69.3	88.2	20.4	6.3	0.0	29.3	12.9
LOS by Move:	F	E	F	E	E	E	F	C	A	A	C	B
HCM2k95thQ:	30	3	100	12	15	15	0	34	4	0	32	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #5808: (49) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	94	10	7	100	10
Y+R:	5.8	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8

Volume Module:												
Base Vol:	64	33	377	11	7	5	7	1654	55	0	3521	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	33	377	11	7	5	7	1654	55	0	3521	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	33	377	11	7	5	7	1654	55	0	3521	52
User Adj:	1.00	1.00	0.87	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	64	33	328	11	7	5	7	1439	55	0	3063	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	33	328	11	7	5	7	1439	55	0	3063	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	33	328	11	7	5	7	1439	55	0	3063	52

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.58	0.42	1.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	3150	3150	1050	750	1750	5700	1750	4551	5700	1750

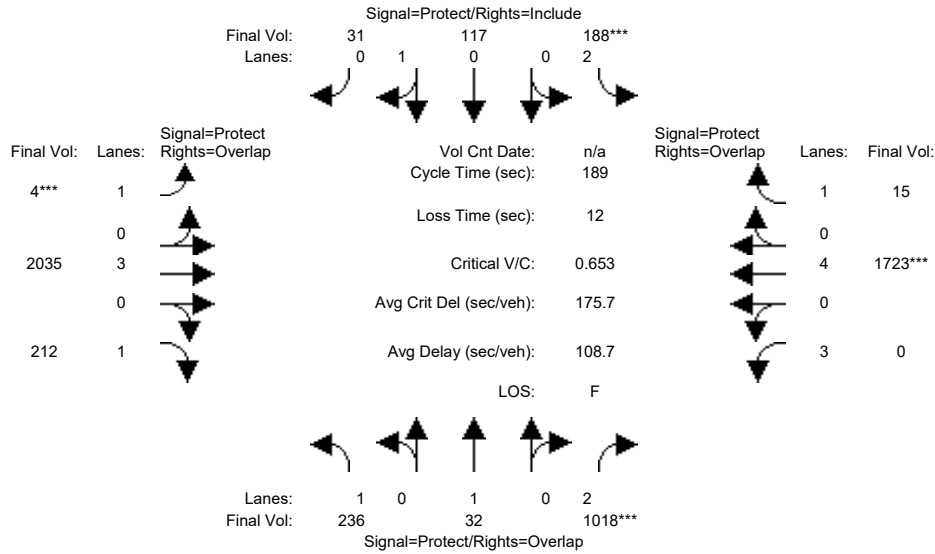
Capacity Analysis Module:												
Vol/Sat:	0.04	0.02	0.10	0.00	0.01	0.01	0.00	0.25	0.03	0.00	0.54	0.03
Crit Moves:			****	****			****			****		
Green Time:	17.1	21.8	90.5	6.1	14.5	14.5	10.1	66.3	83.4	68.7	124	130.3
Volume/Cap:	0.41	0.15	0.22	0.11	0.09	0.09	0.08	0.73	0.07	0.00	0.83	0.04
Delay/Veh:	83.9	76.6	29.6	90.3	82.4	82.4	86.4	55.8	31.3	0.0	26.9	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.9	76.6	29.6	90.3	82.4	82.4	86.4	55.8	31.3	0.0	26.9	10.0
LOS by Move:	F	E	C	F	F	F	F	E	C	A	C	A
HCM2k95thQ:	7	3	12	1	1	1	1	40	4	0	65	2

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #5808: (49) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	22	22	25	35	35	7	77	77	40	111	111
Y+R:	5.9	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8

Volume Module:												
Base Vol:	236	32	1242	188	117	31	4	2576	212	0	1723	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	236	32	1242	188	117	31	4	2576	212	0	1723	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	32	1242	188	117	31	4	2576	212	0	1723	15
User Adj:	1.00	1.00	0.82	1.00	1.00	1.00	1.00	0.79	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	32	1018	188	117	31	4	2035	212	0	1723	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	32	1018	188	117	31	4	2035	212	0	1723	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	236	32	1018	188	117	31	4	2035	212	0	1723	15

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.79	0.21	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1423	377	1750	5700	1750	4551	7600	1750

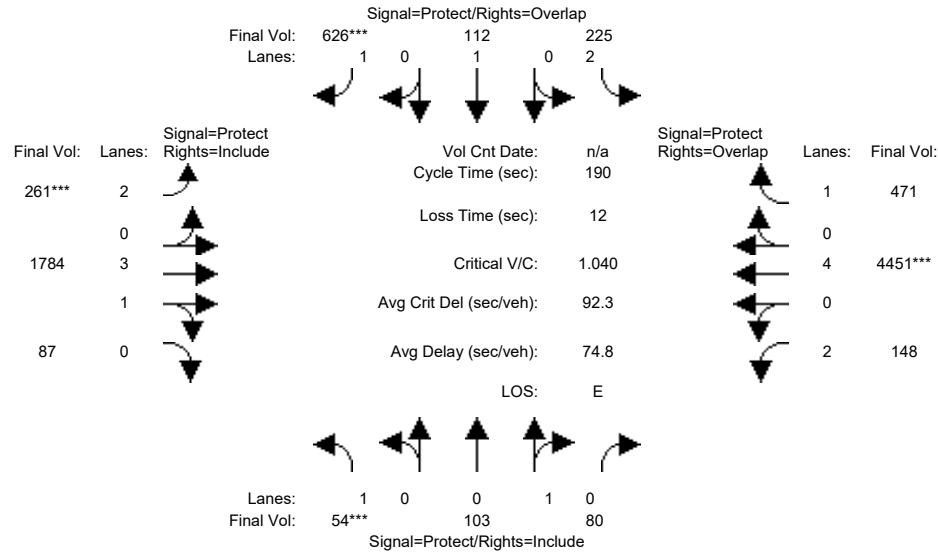
Capacity Analysis Module:												
Vol/Sat:	0.13	0.02	0.32	0.06	0.08	0.08	0.00	0.36	0.12	0.00	0.23	0.01
Crit Moves:			****	****			****			****		
Green Time:	24.0	34.0	34.0	25.0	35.0	35.0	7.0	118	142.0	0.0	111	136.0
Volume/Cap:	1.06	0.09	1.80	0.45	0.44	0.44	0.06	0.57	0.16	0.00	0.39	0.01
Delay/Veh:	160.2	64.8	443.3	76.4	69.3	69.3	88.2	21.0	6.7	0.0	28.6	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	160.2	64.8	443.3	76.4	69.3	69.3	88.2	21.0	6.7	0.0	28.6	12.9
LOS by Move:	F	E	F	E	E	E	F	C	A	A	C	B
HCM2k95thQ:	31	3	102	12	15	15	0	36	7	0	29	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #5809: (50) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	102	10	7	104	10
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8

Volume Module: 7:00-9:00

Base Vol:	54	103	80	225	112	626	261	1784	87	148	4451	471
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	103	80	225	112	626	261	1784	87	148	4451	471
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	103	80	225	112	626	261	1784	87	148	4451	471
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	103	80	225	112	626	261	1784	87	148	4451	471
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	103	80	225	112	626	261	1784	87	148	4451	471
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	54	103	80	225	112	626	261	1784	87	148	4451	471

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.56	0.44	2.00	1.00	1.00	2.00	3.81	0.19	2.00	4.00	1.00
Final Sat.:	1750	1013	787	3150	1900	1750	3150	7151	349	3150	7600	1750

Capacity Analysis Module:

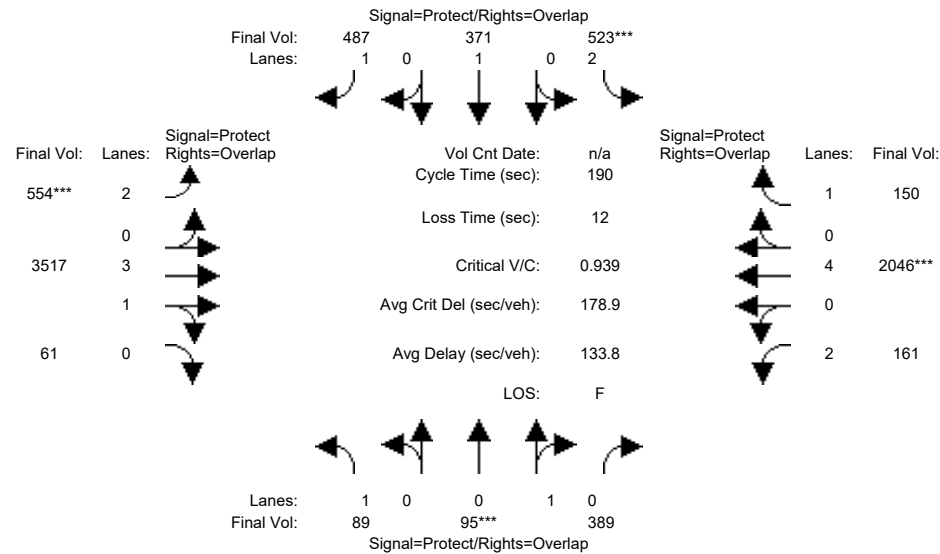
Vol/Sat:	0.03	0.10	0.10	0.07	0.06	0.36	0.08	0.25	0.25	0.05	0.59	0.27
Crit Moves:	****					****	****			****		
Green Time:	13.3	28.8	28.8	11.9	27.6	47.1	19.5	111	110.5	16.2	108	119.4
Volume/Cap:	0.44	0.67	0.67	1.14	0.41	1.44	0.81	0.43	0.43	0.55	1.04	0.43
Delay/Veh:	87.3	82.5	82.5	196.2	74.7	283.5	97.4	22.2	22.2	85.8	65.2	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	82.5	82.5	196.2	74.7	283.5	97.4	22.2	22.2	85.8	65.2	18.2
LOS by Move:	F	F	F	F	E	F	F	C	C	F	E	B
HCM2k95thQ:	7	21	21	20	11	97	17	26	26	11	110	26

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #5809: (50) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	23	23	28	40	40	15	103	103	14	102	102
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8

Volume Module:

Base Vol:	89	95	389	523	371	487	554	3517	61	161	2046	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	95	389	523	371	487	554	3517	61	161	2046	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	95	389	523	371	487	554	3517	61	161	2046	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	89	95	389	523	371	487	554	3517	61	161	2046	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	95	389	523	371	487	554	3517	61	161	2046	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	89	95	389	523	371	487	554	3517	61	161	2046	150

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.74	0.95	0.83	1.00	0.92
Lanes:	1.00	0.20	0.80	2.00	1.00	1.00	2.00	3.95	0.05	2.00	4.00	1.00
Final Sat.:	1750	353	1447	3150	1900	1750	3150	5554	96	3150	7600	1750

Capacity Analysis Module:

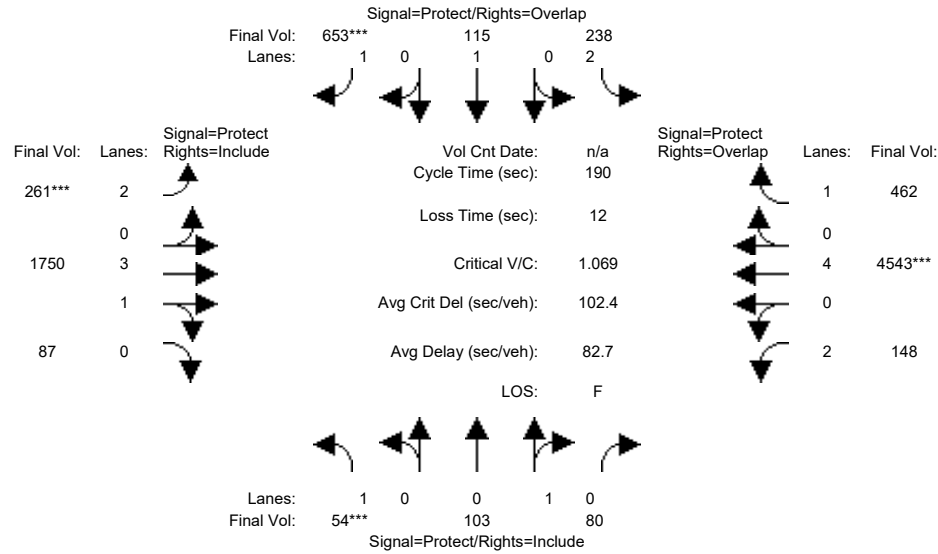
Vol/Sat:	0.05	0.27	0.27	0.17	0.20	0.28	0.18	0.63	0.63	0.05	0.27	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.3	29.0	43.0	28.0	44.7	63.7	19.0	107	119.3	14.0	102	130.0
Volume/Cap:	0.79	1.76	1.19	1.13	0.83	0.83	1.76	1.12	1.01	0.69	0.50	0.13
Delay/Veh:	117.0	437	180.1	162.2	81.3	67.8	446.8	138	92.4	99.2	49.5	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.0	437	180.1	162.2	81.3	67.8	446.8	138	92.4	99.2	49.5	25.4
LOS by Move:	F	F	F	F	F	E	F	F	F	F	D	C
HCM2k95thQ:	14	87	65	40	36	47	57	99	115	13	42	13

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #5809: (50) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



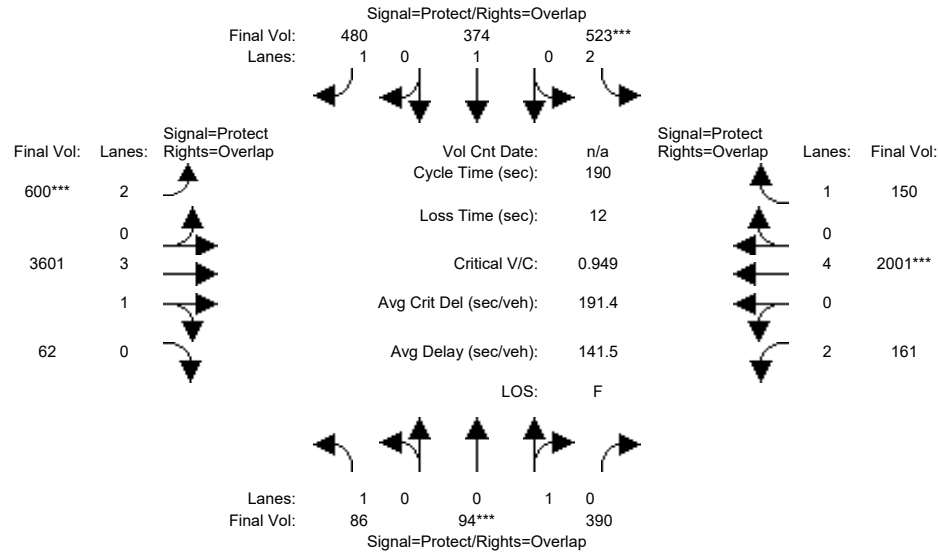
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	102	10	7	104	10
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8
Volume Module: 7:00-9:00												
Base Vol:	54	103	80	238	115	653	261	1750	87	148	4543	462
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	103	80	238	115	653	261	1750	87	148	4543	462
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	103	80	238	115	653	261	1750	87	148	4543	462
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	103	80	238	115	653	261	1750	87	148	4543	462
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	103	80	238	115	653	261	1750	87	148	4543	462
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	54	103	80	238	115	653	261	1750	87	148	4543	462
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.56	0.44	2.00	1.00	1.00	2.00	3.80	0.20	2.00	4.00	1.00
Final Sat.:	1750	1013	787	3150	1900	1750	3150	7144	355	3150	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.08	0.06	0.37	0.08	0.24	0.24	0.05	0.60	0.26
Crit Moves:	****					****	****				****	
Green Time:	13.3	28.8	28.8	11.9	27.6	47.1	19.5	111	110.5	16.2	108	119.4
Volume/Cap:	0.44	0.67	0.67	1.21	0.42	1.51	0.81	0.42	0.42	0.55	1.06	0.42
Delay/Veh:	87.3	82.5	82.5	220.0	74.9	310.6	97.4	22.1	22.1	85.8	72.9	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	82.5	82.5	220.0	74.9	310.6	97.4	22.1	22.1	85.8	72.9	18.1
LOS by Move:	F	F	F	F	E	F	F	C	C	F	E	B
HCM2k95thQ:	7	21	21	22	11	105	17	25	25	11	115	25

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #5809: (50) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	23	23	28	40	40	15	103	103	14	102	102
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8

Volume Module:

Base Vol:	86	94	390	523	374	480	600	3601	62	161	2001	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	86	94	390	523	374	480	600	3601	62	161	2001	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	86	94	390	523	374	480	600	3601	62	161	2001	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	86	94	390	523	374	480	600	3601	62	161	2001	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	94	390	523	374	480	600	3601	62	161	2001	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	86	94	390	523	374	480	600	3601	62	161	2001	150

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.74	0.95	0.83	1.00	0.92
Lanes:	1.00	0.19	0.81	2.00	1.00	1.00	2.00	3.95	0.05	2.00	4.00	1.00
Final Sat.:	1750	350	1450	3150	1900	1750	3150	5554	96	3150	7600	1750

Capacity Analysis Module:

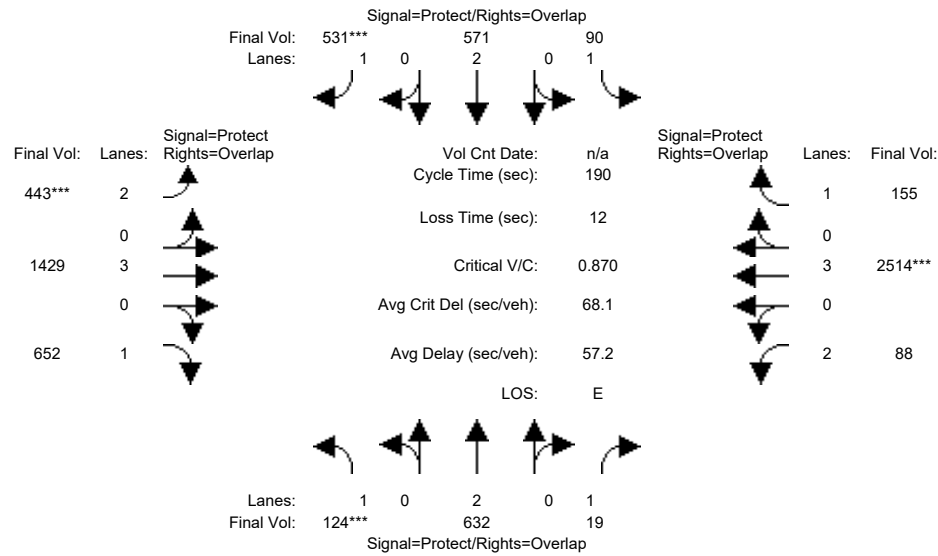
Vol/Sat:	0.05	0.27	0.27	0.17	0.20	0.27	0.19	0.65	0.65	0.05	0.26	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.1	28.1	42.1	28.0	44.0	63.9	19.9	108	120.0	14.0	102	130.0
Volume/Cap:	0.77	1.82	1.21	1.13	0.85	0.82	1.82	1.14	1.03	0.69	0.49	0.13
Delay/Veh:	115.2	464	191.1	162.2	84.4	66.3	471.7	145	97.4	99.2	49.1	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.2	464	191.1	162.2	84.4	66.3	471.7	145	97.4	99.2	49.1	25.4
LOS by Move:	F	F	F	F	F	E	F	F	F	F	D	C
HCM2k95thQ:	13	88	66	40	36	46	63	103	120	13	41	13

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - AM

Intersection #5812: (48) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	100	10	7	100	10
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	124	632	19	90	571	531	443	1642	652	88	2890	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	632	19	90	571	531	443	1642	652	88	2890	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	632	19	90	571	531	443	1642	652	88	2890	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	632	19	90	571	531	443	1429	652	88	2514	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	632	19	90	571	531	443	1429	652	88	2514	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	124	632	19	90	571	531	443	1429	652	88	2514	155

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

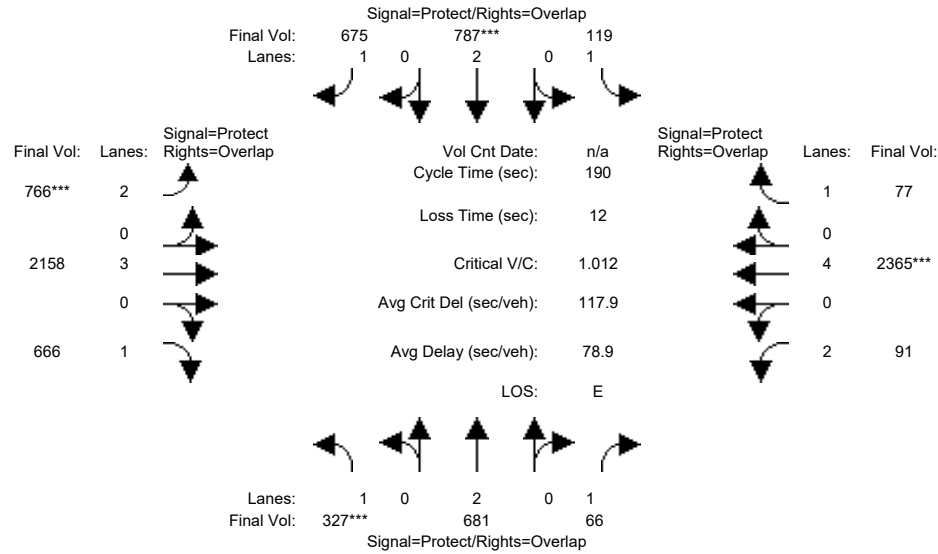
Vol/Sat:	0.07	0.17	0.01	0.05	0.15	0.30	0.14	0.25	0.37	0.03	0.44	0.09
Crit Moves:	****					****	****			****		
Green Time:	15.6	38.0	48.8	12.8	35.2	64.5	29.3	106	121.8	10.8	87.9	100.7
Volume/Cap:	0.86	0.83	0.04	0.76	0.81	0.89	0.91	0.45	0.58	0.49	0.95	0.17
Delay/Veh:	124.2	80.7	53.1	112.1	81.3	75.4	100.5	24.8	20.3	89.1	58.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	124.2	80.7	53.1	112.1	81.3	75.4	100.5	24.8	20.3	89.1	58.1	23.1
LOS by Move:	F	F	D	F	F	E	F	C	C	F	E	C
HCM2k95thQ:	16	31	2	11	29	53	27	27	37	7	78	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 Greystar - PM

Intersection #5812: (48) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	327	681	66	119	787	675	766	2664	666	91	2365	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	327	681	66	119	787	675	766	2664	666	91	2365	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	327	681	66	119	787	675	766	2664	666	91	2365	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	327	681	66	119	787	675	766	2158	666	91	2365	77
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	327	681	66	119	787	675	766	2158	666	91	2365	77
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	327	681	66	119	787	675	766	2158	666	91	2365	77

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	7600	1750

Capacity Analysis Module:

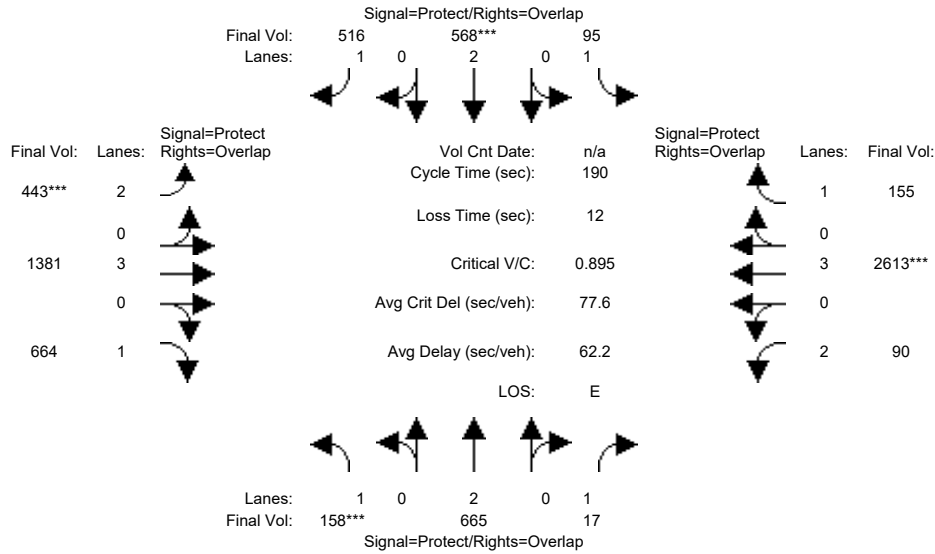
Vol/Sat:	0.19	0.18	0.04	0.07	0.21	0.39	0.24	0.38	0.38	0.03	0.31	0.04
Crit Moves:	****				****		****				****	
Green Time:	25.6	52.4	63.9	14.2	41.0	74.4	33.4	99.9	125.6	11.4	78.0	92.2
Volume/Cap:	1.38	0.65	0.11	0.91	0.96	0.99	1.38	0.72	0.58	0.48	0.76	0.09
Delay/Veh:	279.4	62.1	43.6	139.3	95.8	87.9	262.5	25.8	7.8	88.3	56.0	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	279.4	62.1	43.6	139.3	95.8	87.9	262.5	25.8	7.8	88.3	56.0	32.2
LOS by Move:	F	E	D	F	F	F	F	C	A	F	E	C
HCM2k95thQ:	52	30	5	16	42	72	63	39	17	7	50	6

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #5812: (48) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	100	10	7	100	10
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	158	665	17	95	568	516	443	1587	664	90	3004	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	665	17	95	568	516	443	1587	664	90	3004	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	158	665	17	95	568	516	443	1587	664	90	3004	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	158	665	17	95	568	516	443	1381	664	90	2613	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	158	665	17	95	568	516	443	1381	664	90	2613	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	158	665	17	95	568	516	443	1381	664	90	2613	155

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

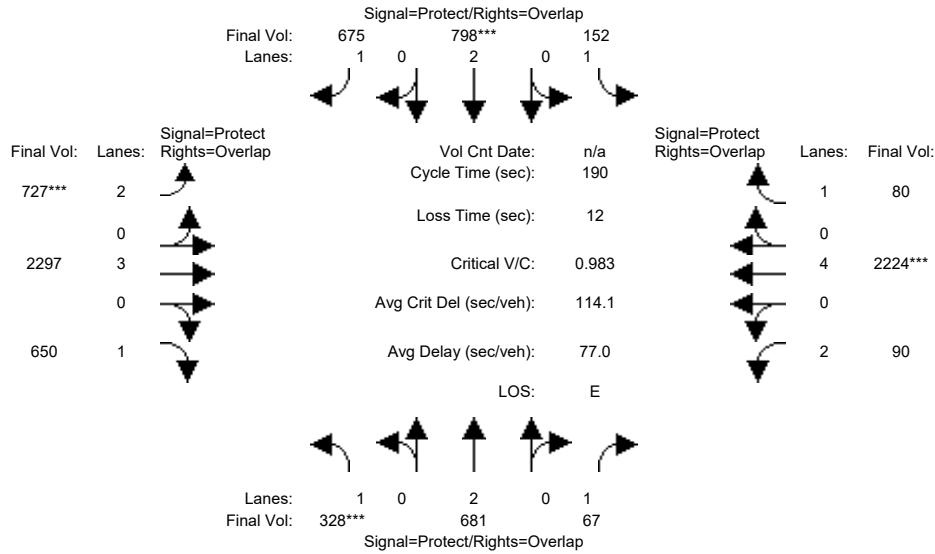
Vol/Sat:	0.09	0.17	0.01	0.05	0.15	0.29	0.14	0.24	0.38	0.03	0.46	0.09
Crit Moves:	****				****		****				****	
Green Time:	15.6	38.0	48.8	12.8	35.2	64.5	29.3	106	121.8	10.8	87.9	100.7
Volume/Cap:	1.10	0.87	0.04	0.81	0.81	0.87	0.91	0.43	0.59	0.50	0.99	0.17
Delay/Veh:	191.5	84.8	53.0	119.3	81.0	71.7	100.5	24.5	20.6	89.3	66.1	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	191.5	84.8	53.0	119.3	81.0	71.7	100.5	24.5	20.6	89.3	66.1	23.1
LOS by Move:	F	F	D	F	F	E	F	C	C	F	E	C
HCM2k95thQ:	23	34	2	12	28	51	28	26	38	7	85	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #5812: (48) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	328	681	67	152	798	675	727	2836	650	90	2224	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	328	681	67	152	798	675	727	2836	650	90	2224	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	681	67	152	798	675	727	2836	650	90	2224	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	328	681	67	152	798	675	727	2297	650	90	2224	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	681	67	152	798	675	727	2297	650	90	2224	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	328	681	67	152	798	675	727	2297	650	90	2224	80

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	3150	5700	1750	3150	7600	1750

Capacity Analysis Module:

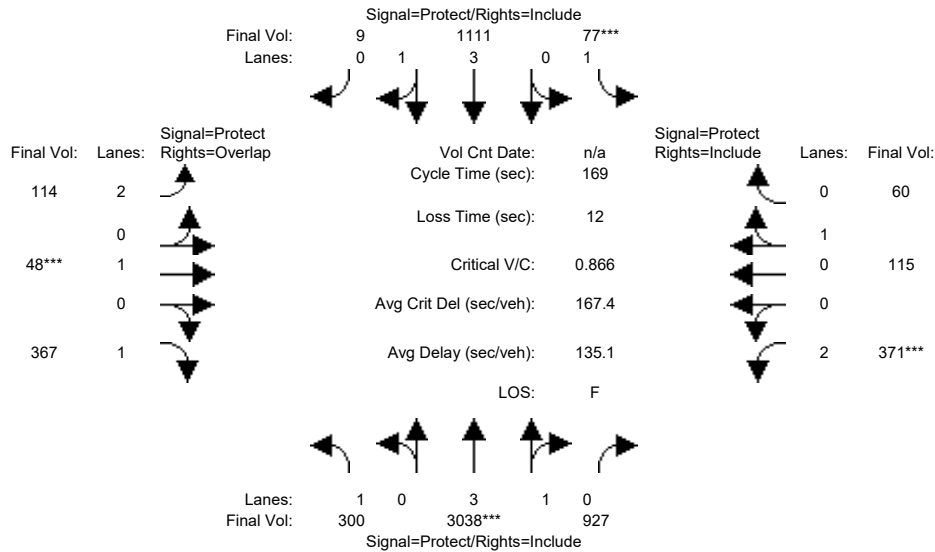
Vol/Sat:	0.19	0.18	0.04	0.09	0.21	0.39	0.23	0.40	0.37	0.03	0.29	0.05
Crit Moves:	****				****		****				****	
Green Time:	26.4	50.2	61.6	17.3	41.0	73.6	32.6	99.2	125.6	11.4	78.0	95.3
Volume/Cap:	1.35	0.68	0.12	0.96	0.97	1.00	1.35	0.77	0.56	0.48	0.71	0.09
Delay/Veh:	262.6	64.6	45.2	144.2	98.8	91.7	246.8	27.9	7.6	88.3	54.3	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	262.6	64.6	45.2	144.2	98.8	91.7	246.8	27.9	7.6	88.3	54.3	30.8
LOS by Move:	F	E	D	F	F	F	F	C	A	F	D	C
HCM2k95thQ:	51	30	6	20	43	73	59	44	17	7	47	6

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #25: (2) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	33	71	71	12	50	50	12	37	37	26	51	51
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1

Volume Module:												
Base Vol:	300	3038	927	77	1111	9	114	48	367	371	115	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	3038	927	77	1111	9	114	48	367	371	115	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	3038	927	77	1111	9	114	48	367	371	115	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	3038	927	77	1111	9	114	48	367	371	115	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	3038	927	77	1111	9	114	48	367	371	115	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	300	3038	927	77	1111	9	114	48	367	371	115	60

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.99	0.95	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.03	0.97	1.00	3.97	0.03	2.00	1.00	1.00	2.00	0.66	0.34
Final Sat.:	1750	5744	1753	1750	7440	60	1575	760	1225	2205	473	247

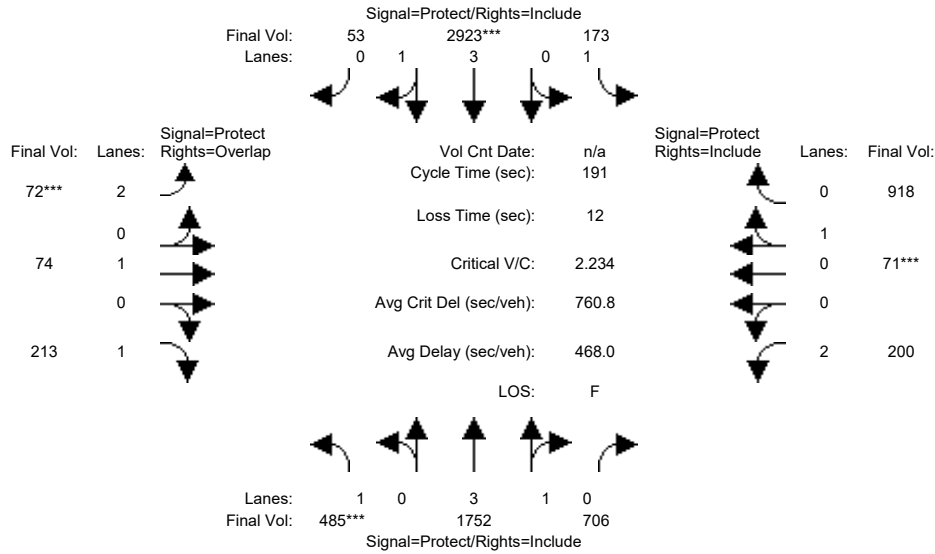
Capacity Analysis Module:												
Vol/Sat:	0.17	0.53	0.53	0.04	0.15	0.15	0.07	0.06	0.30	0.17	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	33.1	71.4	71.4	11.7	49.5	49.5	11.5	36.7	69.8	26.3	51.5	51.5
Volume/Cap:	0.88	1.25	1.25	0.64	0.51	0.51	1.06	0.29	0.73	1.08	0.80	0.80
Delay/Veh:	87.6	173	172.6	87.2	52.8	52.8	184.1	56.3	46.7	143.4	72.2	72.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	173	172.6	87.2	52.8	52.8	184.1	56.3	46.7	143.4	72.2	72.2
LOS by Move:	F	F	F	F	D	D	F	E	D	F	E	E
HCM2k95thQ:	29	113	113	9	23	23	12	5	31	29	20	20

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #25: (2) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	59	89	89	28	58	58	13	30	30	20	37	37
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1

Volume Module:												
Base Vol:	485	1752	706	173	2923	53	72	74	213	200	71	918
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	1752	706	173	2923	53	72	74	213	200	71	918
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	1752	706	173	2923	53	72	74	213	200	71	918
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	1752	706	173	2923	53	72	74	213	200	71	918
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1752	706	173	2923	53	72	74	213	200	71	918
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	485	1752	706	173	2923	53	72	74	213	200	71	918

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.00	1.00	1.00	3.93	0.07	2.00	1.00	1.00	2.00	0.07	0.93
Final Sat.:	1750	5700	1750	1750	7366	134	1575	760	1225	2205	52	668

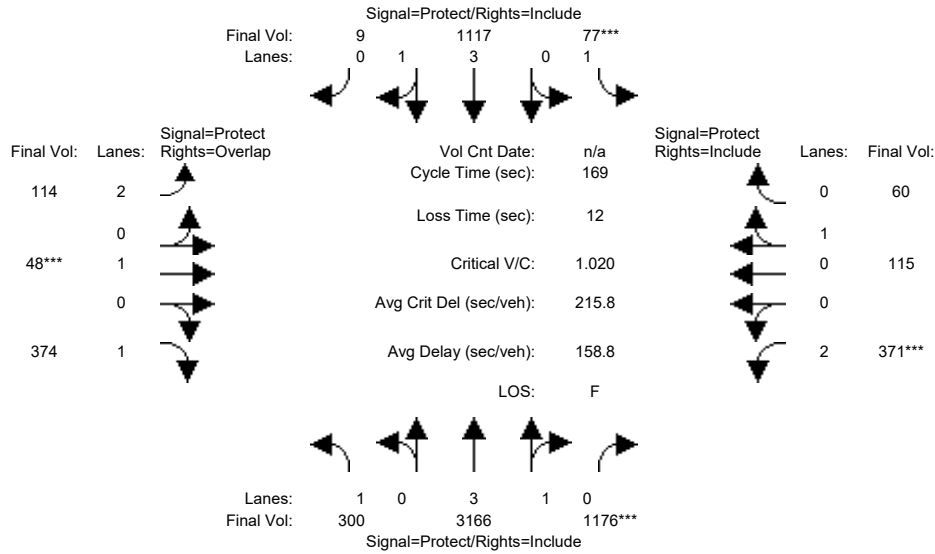
Capacity Analysis Module:												
Vol/Sat:	0.28	0.31	0.40	0.10	0.40	0.40	0.05	0.10	0.17	0.09	1.37	1.37
Crit Moves:	***			****			****			****		
Green Time:	58.6	89.1	89.1	27.7	57.6	57.6	12.9	30.3	88.9	20.2	37.6	37.6
Volume/Cap:	0.90	0.66	0.86	0.68	1.32	1.32	0.68	0.61	0.37	0.86	6.98	6.98
Delay/Veh:	80.8	32.4	40.1	84.9	216	216.3	103.1	84.0	33.5	109.6	2781	2781
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	32.4	40.1	84.9	216	216.3	103.1	84.0	33.5	109.6	2781	2781
LOS by Move:	F	C	D	F	F	F	F	F	C	F	F	F
HCM2k95thQ:	49	36	59	19	98	98	7	10	16	17	253	253

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #25: (2) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	33	71	71	12	50	50	12	37	37	26	51	51
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1

Volume Module:												
Base Vol:	300	3166	1176	77	1117	9	114	48	374	371	115	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	3166	1176	77	1117	9	114	48	374	371	115	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	3166	1176	77	1117	9	114	48	374	371	115	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	3166	1176	77	1117	9	114	48	374	371	115	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	3166	1176	77	1117	9	114	48	374	371	115	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	300	3166	1176	77	1117	9	114	48	374	371	115	60

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.00	1.00	1.00	3.97	0.03	2.00	1.00	1.00	2.00	0.66	0.34
Final Sat.:	1750	5700	1750	1750	7440	60	1575	760	1225	2205	473	247

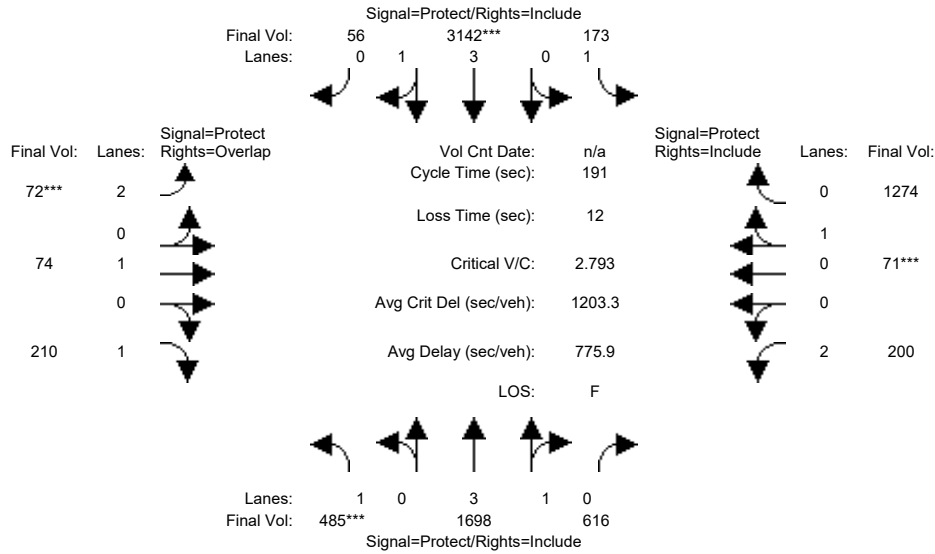
Capacity Analysis Module:												
Vol/Sat:	0.17	0.56	0.67	0.04	0.15	0.15	0.07	0.06	0.31	0.17	0.24	0.24
Crit Moves:			****	****				****		****		
Green Time:	33.1	71.4	82.3	11.7	49.5	49.5	11.5	36.7	69.8	26.3	51.5	51.5
Volume/Cap:	0.88	1.31	1.38	0.64	0.51	0.51	1.06	0.29	0.74	1.08	0.80	0.80
Delay/Veh:	87.6	200	226.1	87.2	52.8	52.8	184.1	56.3	47.6	143.4	72.2	72.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	200	226.1	87.2	52.8	52.8	184.1	56.3	47.6	143.4	72.2	72.2
LOS by Move:	F	F	F	F	D	D	F	E	D	F	E	E
HCM2k95thQ:	29	125	159	9	23	23	12	5	32	29	20	20

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #25: (2) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	59	89	89	28	58	58	13	30	30	20	37	37
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1

Volume Module:												
Base Vol:	485	1698	616	173	3142	56	72	74	210	200	71	1274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	1698	616	173	3142	56	72	74	210	200	71	1274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	1698	616	173	3142	56	72	74	210	200	71	1274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	1698	616	173	3142	56	72	74	210	200	71	1274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1698	616	173	3142	56	72	74	210	200	71	1274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	485	1698	616	173	3142	56	72	74	210	200	71	1274

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.00	1.00	1.00	3.93	0.07	2.00	1.00	1.00	2.00	0.05	0.95
Final Sat.:	1750	5700	1750	1750	7368	131	1575	760	1225	2205	38	682

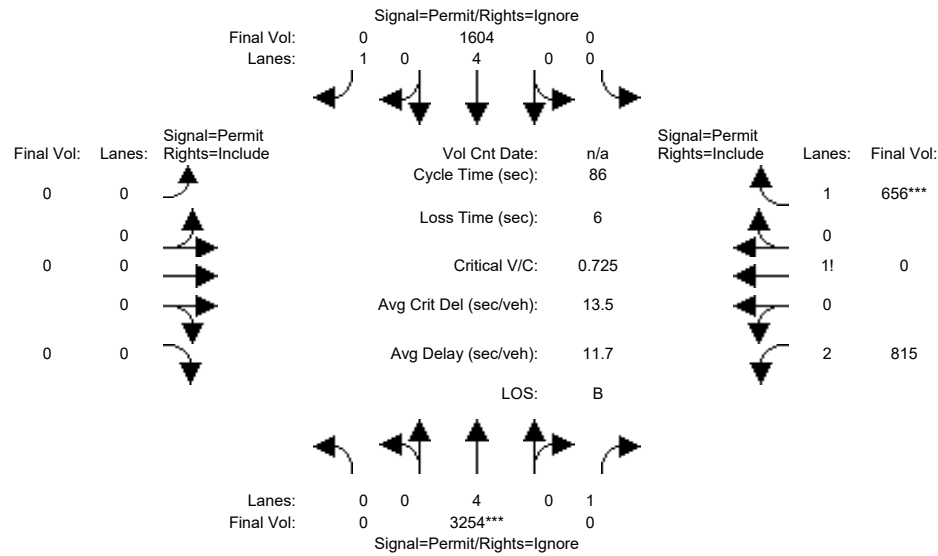
Capacity Analysis Module:												
Vol/Sat:	0.28	0.30	0.35	0.10	0.43	0.43	0.05	0.10	0.17	0.09	1.87	1.87
Crit Moves:	***				****		****				****	
Green Time:	58.6	89.1	89.1	27.7	57.6	57.6	12.9	30.3	88.9	20.2	37.6	37.6
Volume/Cap:	0.90	0.64	0.75	0.68	1.41	1.41	0.68	0.61	0.37	0.86	9.49	9.49
Delay/Veh:	80.8	31.9	35.3	84.9	260	259.9	103.1	84.0	33.3	109.6	3910	3910
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	31.9	35.3	84.9	260	259.9	103.1	84.0	33.3	109.6	3910	3910
LOS by Move:	F	C	D	F	F	F	F	F	C	F	F	F
HCM2k95thQ:	49	34	45	19	113	113	7	10	16	17	353	353

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #26: (3) Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	52	0	0	52	0	0	0	0	23	23	23
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0

Volume Module:												
Base Vol:	0	3254	0	0	1604	505	0	0	0	815	0	656
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3254	0	0	1604	505	0	0	0	815	0	656
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3254	0	0	1604	505	0	0	0	815	0	656
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3254	0	0	1604	0	0	0	0	815	0	656
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3254	0	0	1604	0	0	0	0	815	0	656
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	3254	0	0	1604	0	0	0	0	815	0	656

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.84	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.48	0.00	1.52
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3943	0	2666

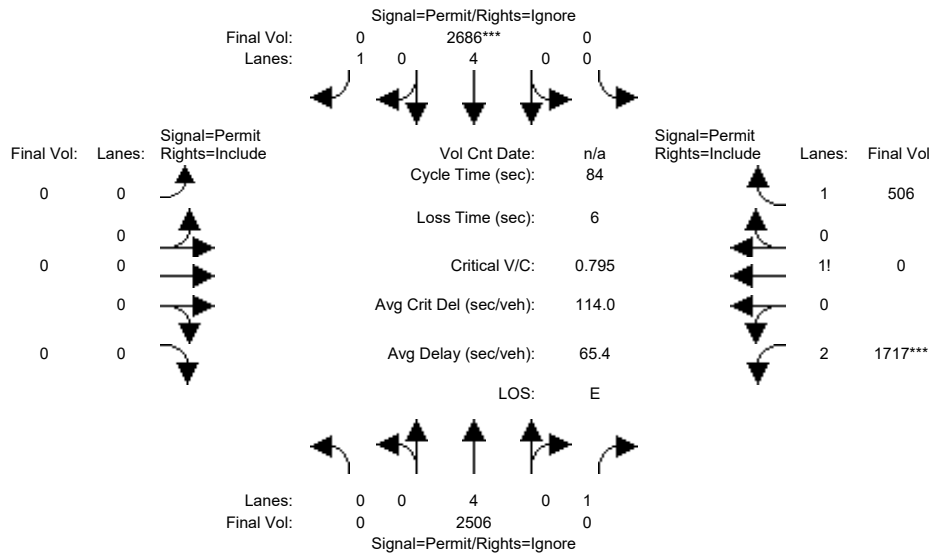
Capacity Analysis Module:												
Vol/Sat:	0.00	0.43	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.21	0.00	0.25
Crit Moves:	****											
Green Time:	0.0	52.1	0.0	0.0	52.1	0.0	0.0	0.0	0.0	23.0	23.0	27.9
Volume/Cap:	0.00	0.71	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.77	0.00	0.76
Delay/Veh:	0.0	7.1	0.0	0.0	4.8	0.0	0.0	0.0	0.0	31.1	0.0	27.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.1	0.0	0.0	4.8	0.0	0.0	0.0	0.0	31.1	0.0	27.8
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	18	0	0	6	0	0	0	0	21	0	23

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #26: (3) Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	52	0	0	52	0	0	0	0	22	22	22
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0

Volume Module:												
Base Vol:	0	2506	0	0	2686	349	0	0	0	1717	0	506
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2506	0	0	2686	349	0	0	0	1717	0	506
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2506	0	0	2686	349	0	0	0	1717	0	506
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2506	0	0	2686	0	0	0	0	1717	0	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2506	0	0	2686	0	0	0	0	1717	0	506
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2506	0	0	2686	0	0	0	0	1717	0	506

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.87	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.71	0.00	1.29
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4465	0	2265

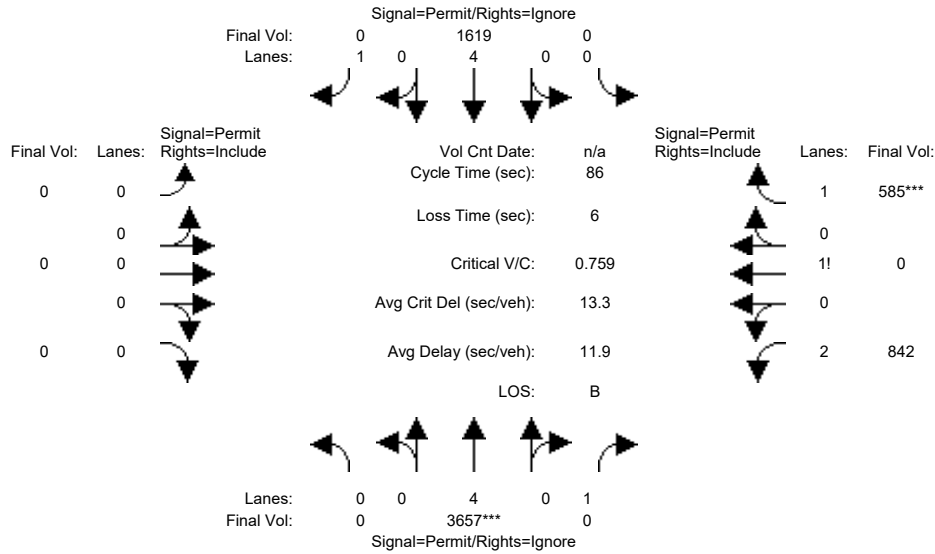
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.38	0.00	0.22
Crit Moves:					****						****	
Green Time:	0.0	51.8	0.0	0.0	51.8	0.0	0.0	0.0	0.0	22.0	22.0	22.0
Volume/Cap:	0.00	0.53	0.00	0.00	0.57	0.00	0.00	0.00	0.00	1.47	0.00	0.85
Delay/Veh:	0.0	13.3	0.0	0.0	5.3	0.0	0.0	0.0	0.0	245.5	0.0	32.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.3	0.0	0.0	5.3	0.0	0.0	0.0	0.0	245.5	0.0	32.4
LOS by Move:	A	B	A	A	A	A	A	A	A	F	A	C
HCM2k95thQ:	0	21	0	0	10	0	0	0	0	75	0	24

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #26: (3) Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	52	0	0	52	0	0	0	0	23	23	23
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0

Volume Module:												
Base Vol:	0	3657	0	0	1619	505	0	0	0	842	0	585
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3657	0	0	1619	505	0	0	0	842	0	585
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3657	0	0	1619	505	0	0	0	842	0	585
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3657	0	0	1619	0	0	0	0	842	0	585
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3657	0	0	1619	0	0	0	0	842	0	585
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	3657	0	0	1619	0	0	0	0	842	0	585

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.84	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.51	0.00	1.49
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4023	0	2604

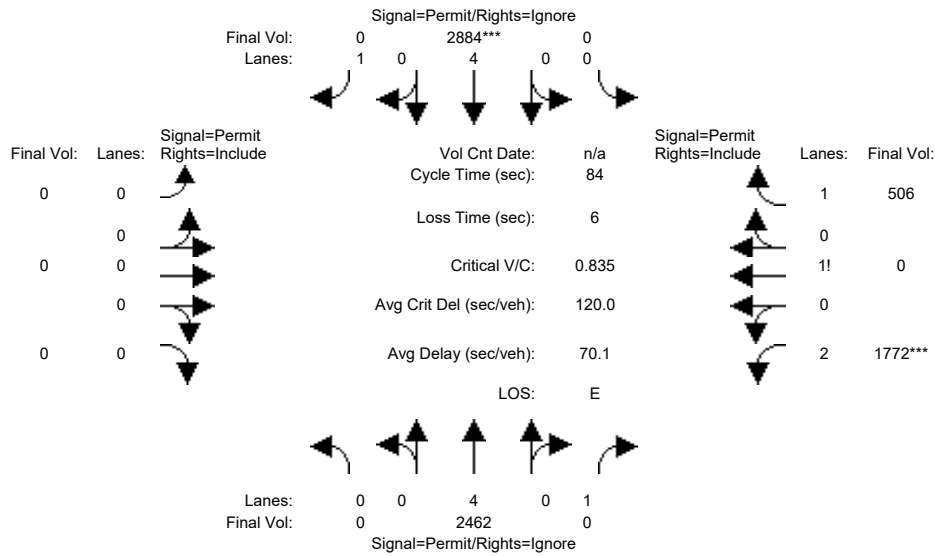
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.21	0.00	0.22
Crit Moves:	****											
Green Time:	0.0	52.1	0.0	0.0	52.1	0.0	0.0	0.0	0.0	23.0	23.0	27.9
Volume/Cap:	0.00	0.79	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.78	0.00	0.69
Delay/Veh:	0.0	8.2	0.0	0.0	4.8	0.0	0.0	0.0	0.0	31.5	0.0	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	0.0	0.0	4.8	0.0	0.0	0.0	0.0	31.5	0.0	26.3
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	24	0	0	6	0	0	0	0	21	0	20

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #26: (3) Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	52	0	0	52	0	0	0	0	22	22	22
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	0	2462	0	0	2884	349	0	0	0	1772	0	506
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2462	0	0	2884	349	0	0	0	1772	0	506
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2462	0	0	2884	349	0	0	0	1772	0	506
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2462	0	0	2884	0	0	0	0	1772	0	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2462	0	0	2884	0	0	0	0	1772	0	506
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2462	0	0	2884	0	0	0	0	1772	0	506

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.87	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.71	0.00	1.29
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4475	0	2253

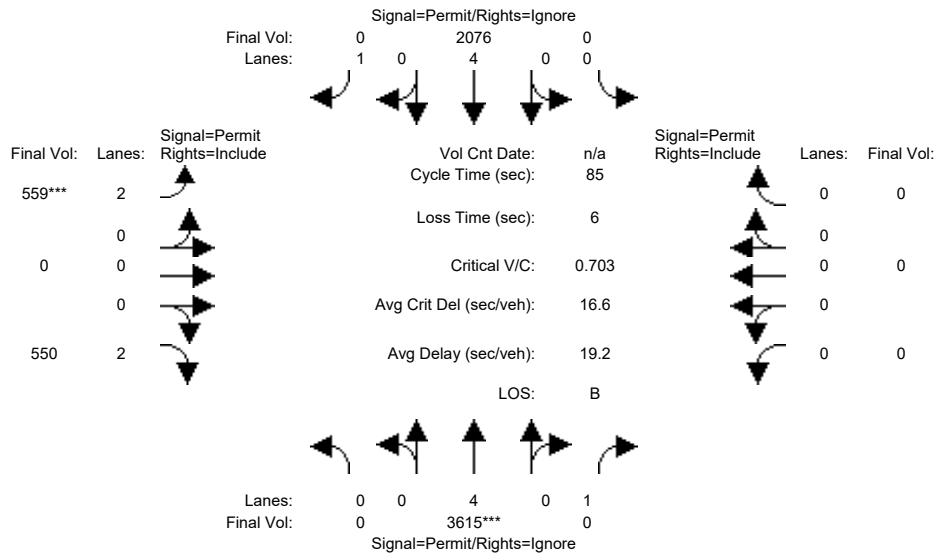
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.32	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.40	0.00	0.22
Crit Moves:				****						****		
Green Time:	0.0	51.8	0.0	0.0	51.8	0.0	0.0	0.0	0.0	22.0	22.0	22.0
Volume/Cap:	0.00	0.53	0.00	0.00	0.62	0.00	0.00	0.00	0.00	1.51	0.00	0.86
Delay/Veh:	0.0	13.2	0.0	0.0	5.6	0.0	0.0	0.0	0.0	264.8	0.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.2	0.0	0.0	5.6	0.0	0.0	0.0	0.0	264.8	0.0	32.5
LOS by Move:	A	B	A	A	A	A	A	A	A	F	A	C
HCM2k95thQ:	0	21	0	0	12	0	0	0	0	80	0	24

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #27: (4) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0

Volume Module:												
Base Vol:	0	3615	1041	0	2076	0	559	0	550	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3615	1041	0	2076	0	559	0	550	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3615	1041	0	2076	0	559	0	550	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3615	0	0	2076	0	559	0	550	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3615	0	0	2076	0	559	0	550	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	3615	0	0	2076	0	559	0	550	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0

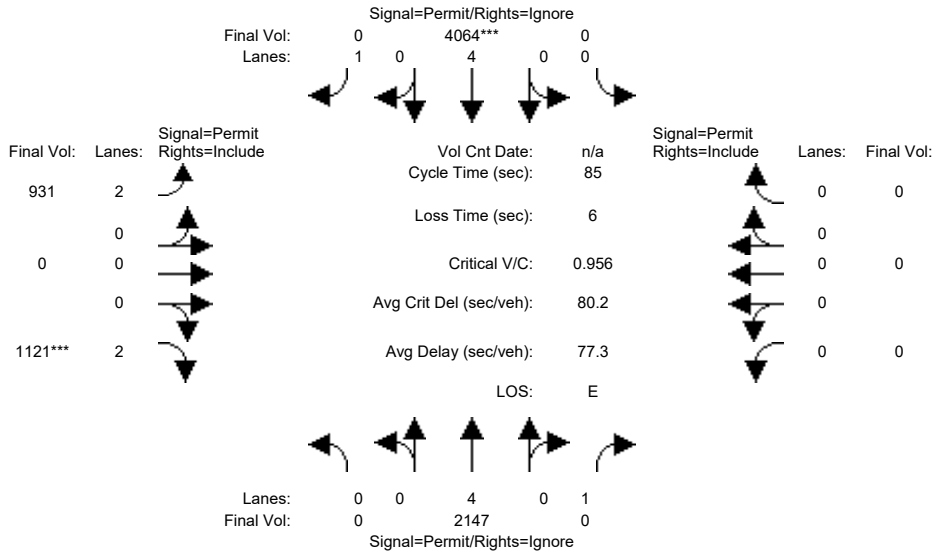
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.00	0.00	0.27	0.00	0.18	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	60.2	0.0	0.0	59.8	0.0	13.5	13.5	13.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.67	0.00	0.00	0.39	0.00	1.12	0.00	1.10	0.00	0.00	0.00
Delay/Veh:	0.0	1.9	0.0	0.0	1.3	0.0	112.3	0.0	105.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.9	0.0	0.0	1.3	0.0	112.3	0.0	105.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	9	0	0	3	0	30	0	29	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #27: (4) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0

Volume Module:												
Base Vol:	0	2147	482	0	4064	0	931	0	1121	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2147	482	0	4064	0	931	0	1121	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2147	482	0	4064	0	931	0	1121	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2147	0	0	4064	0	931	0	1121	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2147	0	0	4064	0	931	0	1121	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2147	0	0	4064	0	931	0	1121	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0

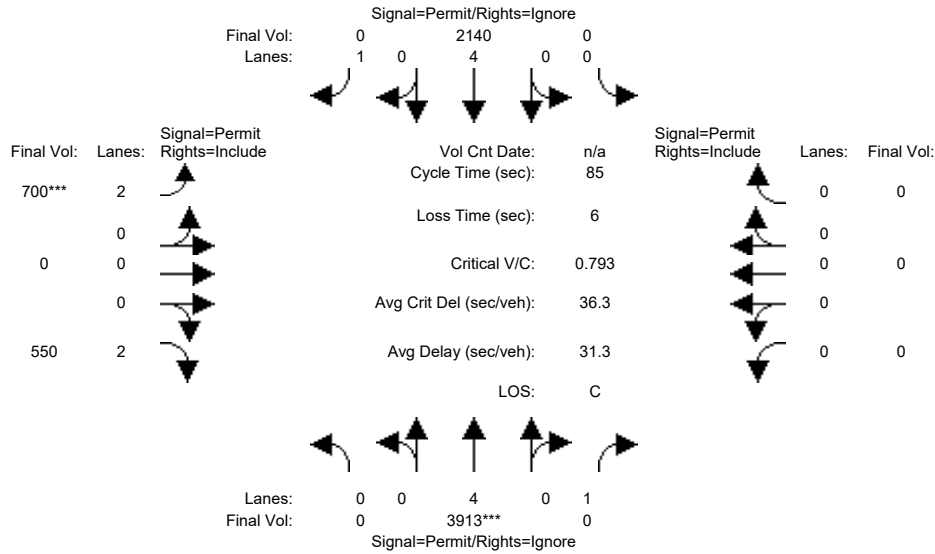
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.53	0.00	0.30	0.00	0.36	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	63.4	0.0	0.0	63.8	0.0	17.5	17.5	17.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.38	0.00	0.00	0.71	0.00	1.44	0.00	1.73	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.4	0.0	239.6	0.0	369.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.4	0.0	239.6	0.0	369.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	3	0	60	0	83	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #27: (4) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0

Volume Module:												
Base Vol:	0	3913	1080	0	2140	0	700	0	550	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3913	1080	0	2140	0	700	0	550	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3913	1080	0	2140	0	700	0	550	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3913	0	0	2140	0	700	0	550	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3913	0	0	2140	0	700	0	550	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	3913	0	0	2140	0	700	0	550	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0

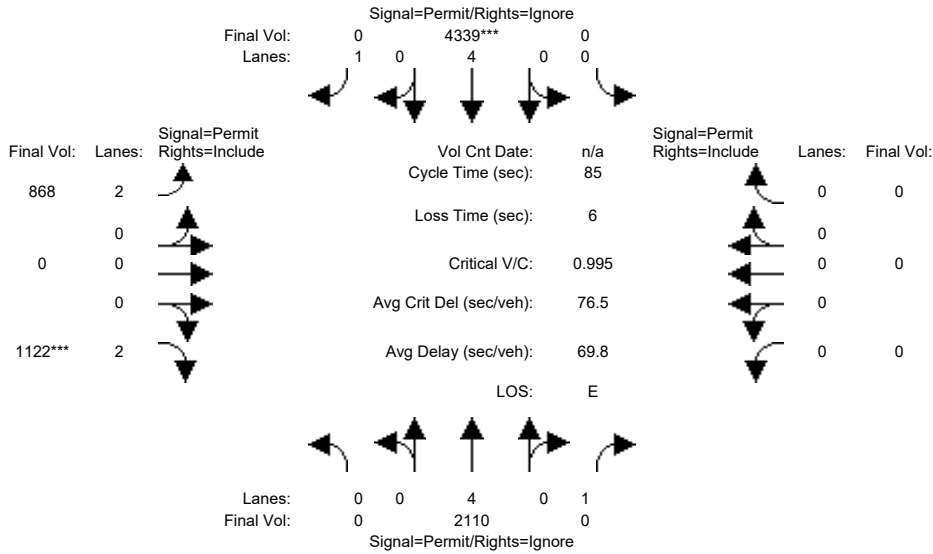
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.00	0.00	0.28	0.00	0.22	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	60.2	0.0	0.0	59.8	0.0	13.5	13.5	13.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.73	0.00	0.00	0.40	0.00	1.40	0.00	1.10	0.00	0.00	0.00
Delay/Veh:	0.0	2.2	0.0	0.0	1.3	0.0	227.3	0.0	105.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.2	0.0	0.0	1.3	0.0	227.3	0.0	105.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	12	0	0	4	0	45	0	29	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #27: (4) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0

Volume Module:												
Base Vol:	0	2110	438	0	4339	0	868	0	1122	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2110	438	0	4339	0	868	0	1122	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2110	438	0	4339	0	868	0	1122	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2110	0	0	4339	0	868	0	1122	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2110	0	0	4339	0	868	0	1122	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2110	0	0	4339	0	868	0	1122	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0

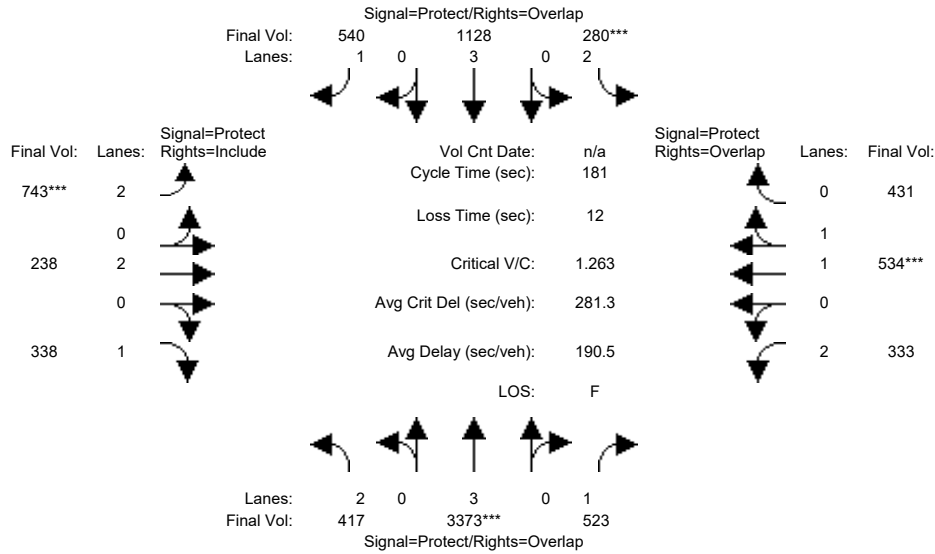
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.57	0.00	0.28	0.00	0.36	0.00	0.00	0.00
Crit Moves:				****					****			
Green Time:	0.0	63.4	0.0	0.0	63.8	0.0	17.5	17.5	17.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.37	0.00	0.00	0.76	0.00	1.34	0.00	1.73	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.6	0.0	197.5	0.0	369.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.6	0.0	197.5	0.0	369.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	4	0	52	0	83	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #30: (51) Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module: 8:00 AM - 9:00 AM												
Base Vol:	417	3877	523	280	1296	540	743	238	338	333	534	431
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	417	3877	523	280	1296	540	743	238	338	333	534	431
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	417	3877	523	280	1296	540	743	238	338	333	534	431
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	417	3373	523	280	1128	540	743	238	338	333	534	431
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	417	3373	523	280	1128	540	743	238	338	333	534	431
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	417	3373	523	280	1128	540	743	238	338	333	534	431

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.94
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.08	0.92
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2032	1640

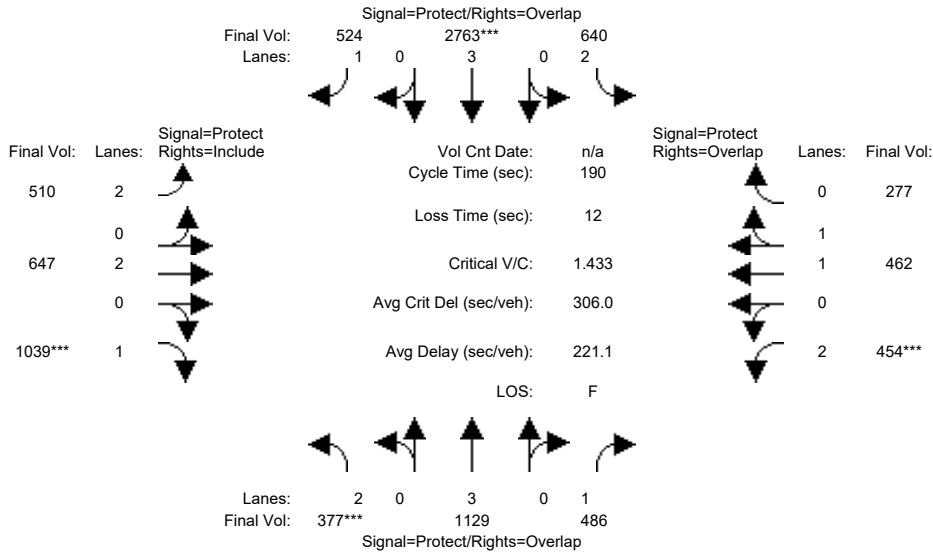
Capacity Analysis Module:												
Vol/Sat:	0.13	0.59	0.30	0.09	0.20	0.31	0.24	0.06	0.19	0.11	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	25.2	101	111.8	17.1	93.1	105.9	12.8	28.8	28.8	10.8	26.9	44.0
Volume/Cap:	0.95	1.06	0.48	0.94	0.38	0.53	3.34	0.39	1.21	1.77	1.77	1.08
Delay/Veh:	108.0	61.6	10.4	118.0	19.9	14.2	1147	68.7	200.7	452.7	430	123.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.0	61.6	10.4	118.0	19.9	14.2	1147	68.7	200.7	452.7	430	123.0
LOS by Move:	F	E	B	F	B	B	F	E	F	F	F	F
HCM2k95thQ:	23	100	16	22	16	22	94	11	47	36	80	51

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #30: (51) Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	80	85	32	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module: 4:15 PM - 5:15 PM												
Base Vol:	377	1411	486	640	3497	524	510	647	1039	454	462	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	377	1411	486	640	3497	524	510	647	1039	454	462	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	377	1411	486	640	3497	524	510	647	1039	454	462	277
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	377	1129	486	640	2763	524	510	647	1039	454	462	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	377	1129	486	640	2763	524	510	647	1039	454	462	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	377	1129	486	640	2763	524	510	647	1039	454	462	277

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.23	0.77
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2312	1386

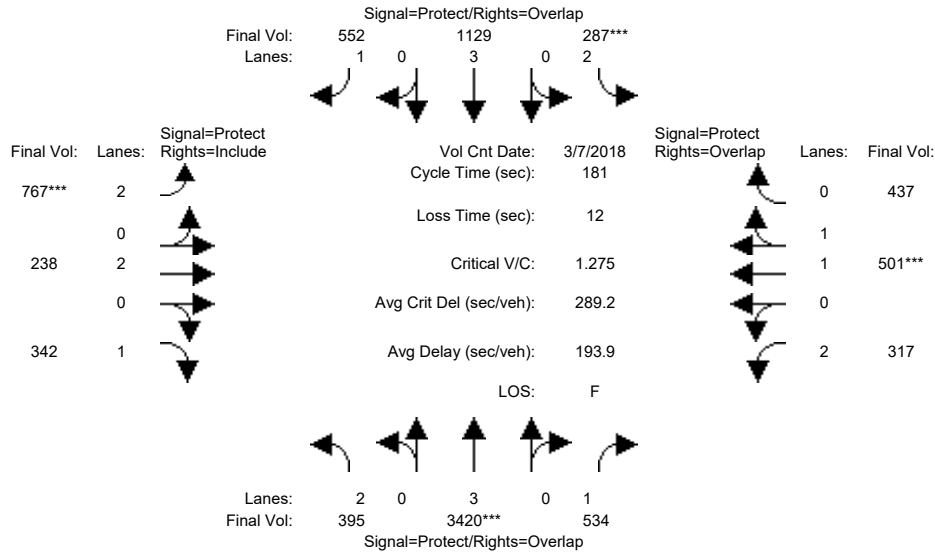
Capacity Analysis Module:												
Vol/Sat:	0.12	0.20	0.28	0.20	0.48	0.30	0.16	0.17	0.59	0.14	0.20	0.20
Crit Moves:	***			****					****	****		
Green Time:	8.9	79.9	101.6	31.9	103	118.9	15.8	33.0	44.2	21.7	38.9	70.8
Volume/Cap:	2.56	0.47	0.52	1.21	0.89	0.48	1.95	0.98	2.55	1.26	0.98	0.54
Delay/Veh:	813.8	59.2	50.8	200.9	72.8	40.5	526.5	108	778.4	222.6	102	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	813.8	59.2	50.8	200.9	72.8	40.5	526.5	108	778.4	222.6	102	47.2
LOS by Move:	F	E	D	F	E	D	F	F	F	F	F	D
HCM2k95thQ:	48	32	43	52	82	45	56	36	220	39	41	29

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #30: (51) Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module:	>>	Count	Date:	7 Mar 2018	<<	8:00 AM - 9:00 AM						
Base Vol:	395	3931	534	287	1298	552	767	238	342	317	501	437
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	395	3931	534	287	1298	552	767	238	342	317	501	437
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	395	3931	534	287	1298	552	767	238	342	317	501	437
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	395	3420	534	287	1129	552	767	238	342	317	501	437
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	3420	534	287	1129	552	767	238	342	317	501	437
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	395	3420	534	287	1129	552	767	238	342	317	501	437

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.94
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.04	0.96
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1961	1710

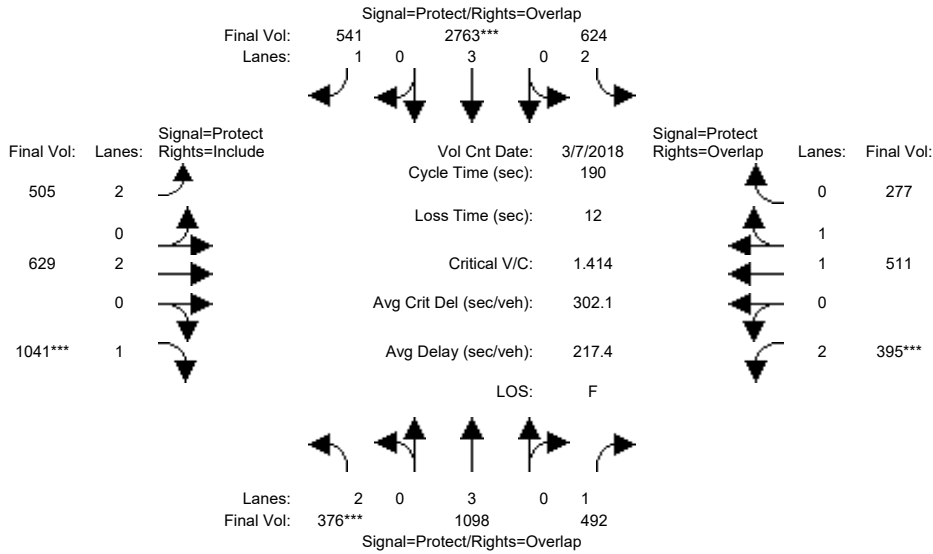
Capacity Analysis Module:												
Vol/Sat:	0.13	0.60	0.31	0.09	0.20	0.32	0.24	0.06	0.20	0.10	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	25.2	101	111.8	17.1	93.1	105.9	12.8	28.8	28.8	10.8	26.9	44.0
Volume/Cap:	0.90	1.08	0.49	0.96	0.39	0.54	3.44	0.39	1.23	1.69	1.72	1.05
Delay/Veh:	97.9	67.3	10.5	124.0	19.9	14.4	1195	68.7	206.3	415.6	408	112.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.9	67.3	10.5	124.0	19.9	14.4	1195	68.7	206.3	415.6	408	112.9
LOS by Move:	F	E	B	F	B	B	F	E	F	F	F	F
HCM2k95thQ:	22	104	16	23	16	23	98	11	48	33	77	48

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #30: (51) Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	80	85	32	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module:	>>	Count	Date:	7 Mar 2018	<<	4:15 PM - 5:15 PM						
Base Vol:	376	1372	492	624	3497	541	505	629	1041	395	511	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	376	1372	492	624	3497	541	505	629	1041	395	511	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	1372	492	624	3497	541	505	629	1041	395	511	277
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	376	1098	492	624	2763	541	505	629	1041	395	511	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	376	1098	492	624	2763	541	505	629	1041	395	511	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	376	1098	492	624	2763	541	505	629	1041	395	511	277

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.28	0.72
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2398	1300

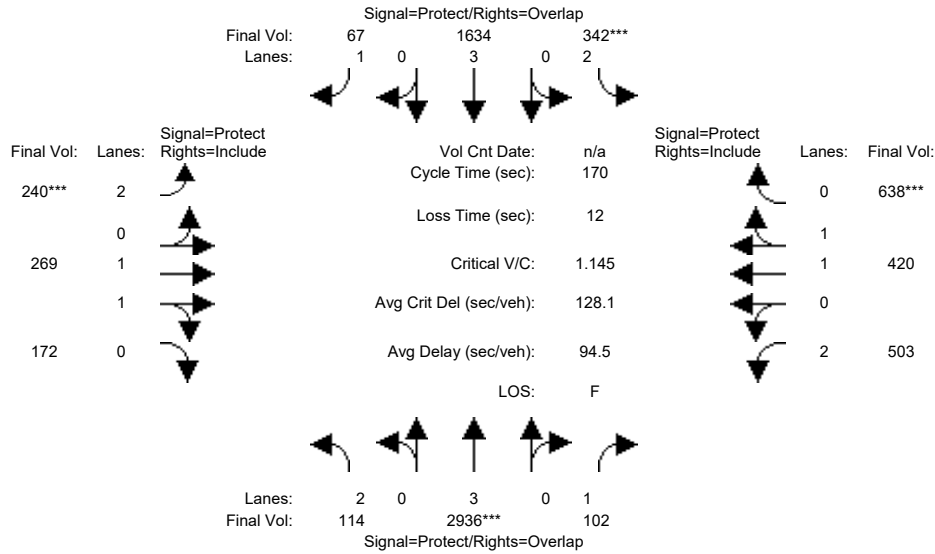
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.28	0.20	0.48	0.31	0.16	0.17	0.59	0.13	0.21	0.21
Crit Moves:	***			****					****	****		
Green Time:	8.9	79.9	101.6	31.9	103	118.9	15.8	33.0	44.2	21.7	38.9	70.8
Volume/Cap:	2.55	0.46	0.53	1.18	0.89	0.49	1.93	0.95	2.56	1.10	1.04	0.57
Delay/Veh:	810.8	58.8	51.1	188.8	72.8	41.1	518.0	102	780.6	160.6	119	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	810.8	58.8	51.1	188.8	72.8	41.1	518.0	102	780.6	160.6	119	48.1
LOS by Move:	F	E	D	F	E	D	F	F	F	F	F	D
HCM2k95thQ:	48	32	44	50	82	46	56	34	220	30	45	31

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #35: (54) Lawrence Expwy & Pruneridge Ave



Street Name:	Lawrence Expwy						Pruneridge Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	14	81	81	16	83	83	13	24	24	26	37	37
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9

Volume Module: 7:30 AM - 8:30 AM												
Base Vol:	114	3375	102	342	1878	67	240	269	172	503	420	638
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	3375	102	342	1878	67	240	269	172	503	420	638
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	3375	102	342	1878	67	240	269	172	503	420	638
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	2936	102	342	1634	67	240	269	172	503	420	638
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	2936	102	342	1634	67	240	269	172	503	420	638
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	2936	102	342	1634	67	240	269	172	503	420	638

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.20	0.80	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2256	1442	3150	1900	1750

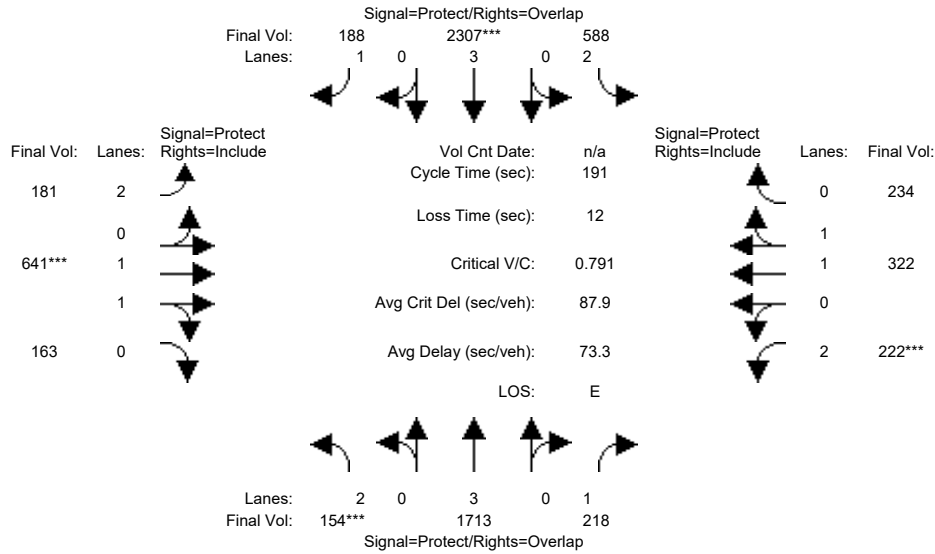
Capacity Analysis Module:												
Vol/Sat:	0.04	0.52	0.06	0.11	0.29	0.04	0.08	0.12	0.12	0.16	0.22	0.36
Crit Moves:	****			****			****			****		
Green Time:	13.9	81.4	106.9	15.5	83.0	95.4	12.4	23.6	23.6	25.5	36.8	48.7
Volume/Cap:	0.44	1.08	0.09	1.19	0.59	0.07	1.05	0.86	0.86	1.06	1.02	1.27
Delay/Veh:	75.6	95.6	18.1	192.2	24.8	11.3	150.5	85.2	85.2	131.9	xxxx	192.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.6	95.6	18.1	192.2	24.8	11.3	150.5	85.2	85.2	131.9	xxxx	192.6
LOS by Move:	E	F	B	F	C	B	F	F	F	F	F	F
HCM2k95thQ:	7	94	7	27	27	2	21	25	25	37	45	84

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #35: (54) Lawrence Expwy & Pruneridge Ave



Street Name:	Lawrence Expwy						Pruneridge Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	82	82	37	106	106	15	30	30	18	33	33
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9

Volume Module: 4:30 PM - 5:30 PM												
Base Vol:	154	2141	218	588	2920	188	181	641	163	222	322	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	2141	218	588	2920	188	181	641	163	222	322	234
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	2141	218	588	2920	188	181	641	163	222	322	234
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	154	1713	218	588	2307	188	181	641	163	222	322	234
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	154	1713	218	588	2307	188	181	641	163	222	322	234
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	154	1713	218	588	2307	188	181	641	163	222	322	234

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.58	0.42	2.00	1.14	0.86
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2949	750	3150	2142	1556

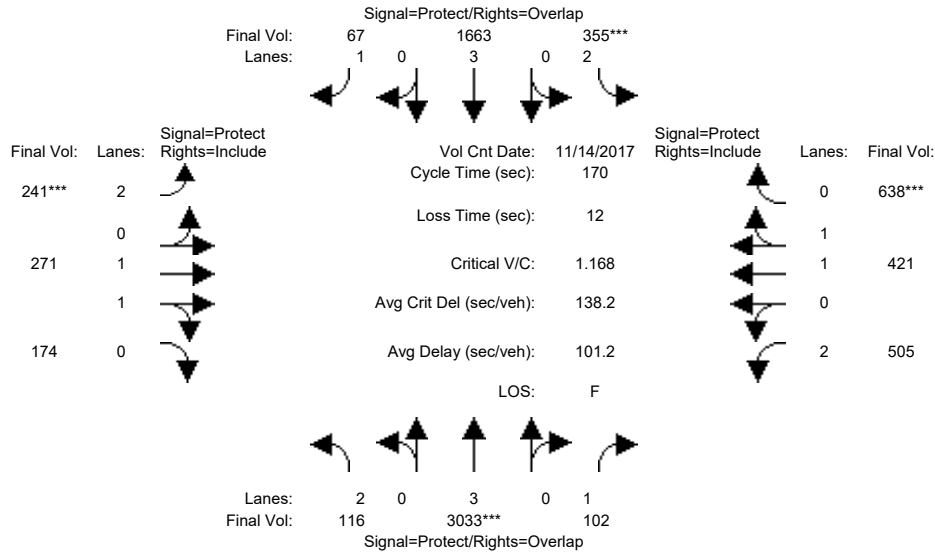
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.12	0.19	0.40	0.11	0.06	0.22	0.22	0.07	0.15	0.15
Crit Moves:	***			****			****			****		
Green Time:	13.0	81.5	99.8	37.1	106	120.8	15.2	29.6	29.6	18.3	32.8	32.8
Volume/Cap:	0.72	0.70	0.24	0.96	0.73	0.17	0.72	1.40	1.40	0.74	0.88	0.88
Delay/Veh:	98.3	39.8	18.3	103.1	22.6	7.2	95.7	272	272.0	93.1	90.1	90.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.3	39.8	18.3	103.1	22.6	7.2	95.7	272	272.0	93.1	90.1	90.1
LOS by Move:	F	D	B	F	C	A	F	F	F	F	F	F
HCM2k95thQ:	11	40	10	35	40	4	14	62	62	17	32	32

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #35: (54) Lawrence Expwy & Pruneridge Ave



Street Name:	Lawrence Expwy						Pruneridge Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	81	81	16	83	83	13	24	24	26	37	37
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9

Volume Module:	>>	Count	Date:	14 Nov 2017	<<	7:30 AM - 8:30 AM						
Base Vol:	116	3486	102	355	1911	67	241	271	174	505	421	638
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	3486	102	355	1911	67	241	271	174	505	421	638
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	3486	102	355	1911	67	241	271	174	505	421	638
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	3033	102	355	1663	67	241	271	174	505	421	638
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	3033	102	355	1663	67	241	271	174	505	421	638
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	116	3033	102	355	1663	67	241	271	174	505	421	638

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.20	0.80	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2252	1446	3150	1900	1750

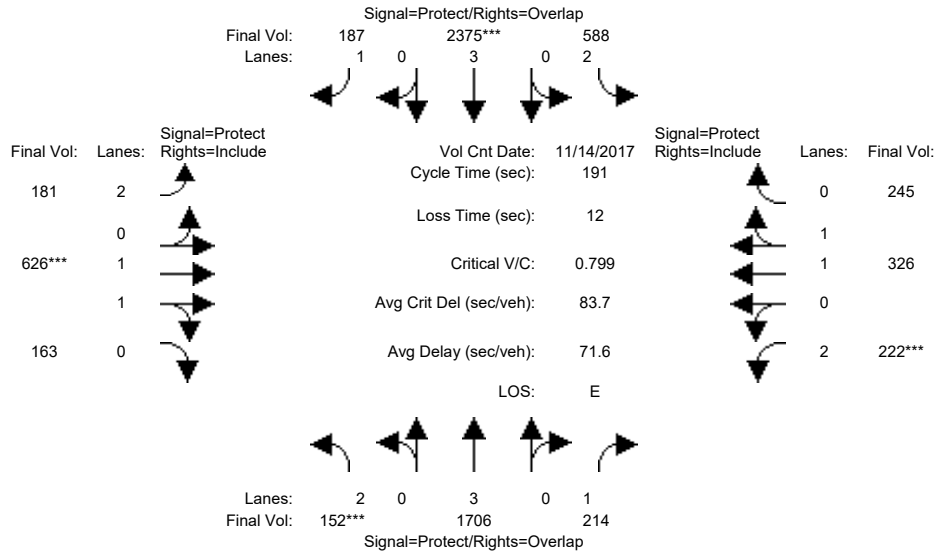
Capacity Analysis Module:												
Vol/Sat:	0.04	0.53	0.06	0.11	0.29	0.04	0.08	0.12	0.12	0.16	0.22	0.36
Crit Moves:	****			****			****			****		
Green Time:	13.9	81.4	106.9	15.5	83.0	95.4	12.4	23.6	23.6	25.5	36.8	48.7
Volume/Cap:	0.45	1.11	0.09	1.24	0.60	0.07	1.05	0.87	0.87	1.07	1.02	1.27
Delay/Veh:	75.7	110	18.1	209.6	25.0	11.3	151.8	86.1	86.1	133.2	101	192.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.7	110	18.1	209.6	25.0	11.3	151.8	86.1	86.1	133.2	101	192.6
LOS by Move:	E	F	B	F	C	B	F	F	F	F	F	F
HCM2k95thQ:	7	101	7	28	28	2	21	25	25	37	45	84

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #35: (54) Lawrence Expwy & Pruneridge Ave



Street Name:	Lawrence Expwy						Pruneridge Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	82	82	37	106	106	15	30	30	18	33	33
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9

Volume Module:	>>	Count	Date:	14 Nov 2017	<<	4:30 PM - 5:30 PM						
Base Vol:	152	2133	214	588	3006	187	181	626	163	222	326	245
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	2133	214	588	3006	187	181	626	163	222	326	245
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	2133	214	588	3006	187	181	626	163	222	326	245
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1706	214	588	2375	187	181	626	163	222	326	245
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1706	214	588	2375	187	181	626	163	222	326	245
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	1706	214	588	2375	187	181	626	163	222	326	245

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.58	0.42	2.00	1.12	0.88
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2935	764	3150	2111	1587

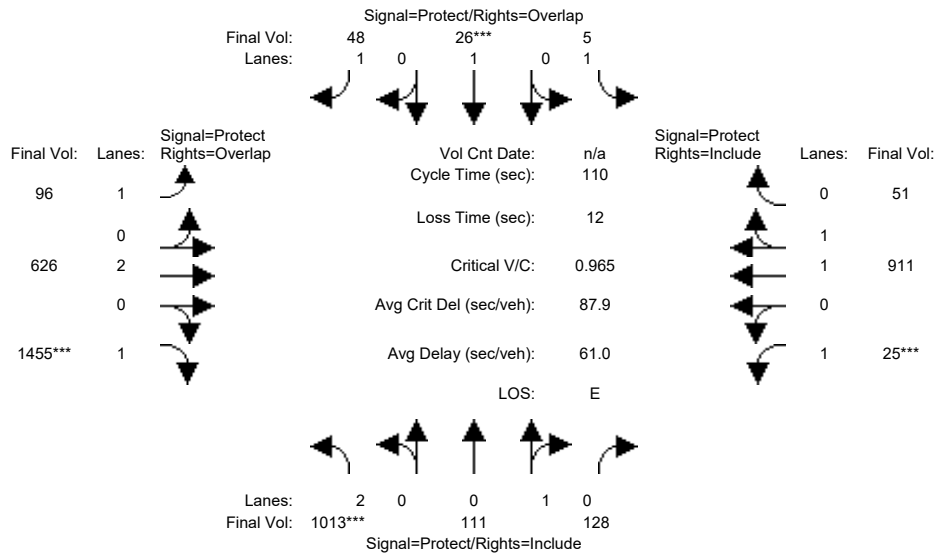
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.12	0.19	0.42	0.11	0.06	0.21	0.21	0.07	0.15	0.15
Crit Moves:	***			****			****			****		
Green Time:	13.0	81.5	99.8	37.1	106	120.8	15.2	29.6	29.6	18.3	32.8	32.8
Volume/Cap:	0.71	0.70	0.23	0.96	0.75	0.17	0.72	1.38	1.38	0.74	0.90	0.90
Delay/Veh:	97.6	39.7	18.3	103.1	23.2	7.2	95.7	261	260.7	93.1	93.2	93.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.6	39.7	18.3	103.1	23.2	7.2	95.7	261	260.7	93.1	93.2	93.2
LOS by Move:	F	D	B	F	C	A	F	F	F	F	F	F
HCM2k95thQ:	11	39	9	35	42	4	14	60	60	17	33	33

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #40: (6) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1

Volume Module:												
Base Vol:	962	105	122	5	25	46	91	595	1382	24	865	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	962	105	122	5	25	46	91	595	1382	24	865	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	962	105	122	5	25	46	91	595	1382	24	865	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1013	111	128	5	26	48	96	626	1455	25	911	51
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1013	111	128	5	26	48	96	626	1455	25	911	51
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1013	111	128	5	26	48	96	626	1455	25	911	51

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	0.46	0.54	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	3150	833	967	1750	1900	1750	1750	3800	1750	1750	3505	195

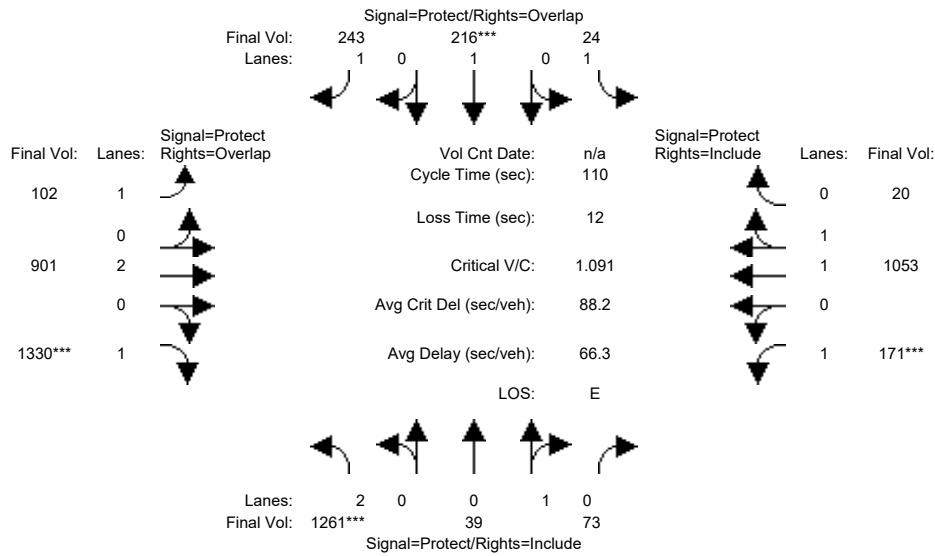
Capacity Analysis Module:												
Vol/Sat:	0.32	0.13	0.13	0.00	0.01	0.03	0.05	0.16	0.83	0.01	0.26	0.26
Crit Moves:	***			***			***		***	***		
Green Time:	31.7	28.1	28.1	11.6	8.0	20.8	12.8	50.3	82.0	8.0	45.5	45.5
Volume/Cap:	1.12	0.52	0.52	0.03	0.19	0.15	0.47	0.36	1.12	0.20	0.63	0.63
Delay/Veh:	105.9	36.2	36.2	44.2	48.6	37.4	47.2	19.5	76.8	48.8	26.3	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.9	36.2	36.2	44.2	48.6	37.4	47.2	19.5	76.8	48.8	26.3	26.3
LOS by Move:	F	D	D	D	D	D	D	B	E	D	C	C
HCM2k95thQ:	52	14	14	0	2	3	6	13	114	2	23	23

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #40: (6) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1

Volume Module:												
Base Vol:	1223	38	71	23	210	236	99	874	1290	166	1021	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1223	38	71	23	210	236	99	874	1290	166	1021	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1223	38	71	23	210	236	99	874	1290	166	1021	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	1261	39	73	24	216	243	102	901	1330	171	1053	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1261	39	73	24	216	243	102	901	1330	171	1053	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1261	39	73	24	216	243	102	901	1330	171	1053	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.35	0.65	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	628	1172	1750	1900	1750	1750	3800	1750	1750	3632	68

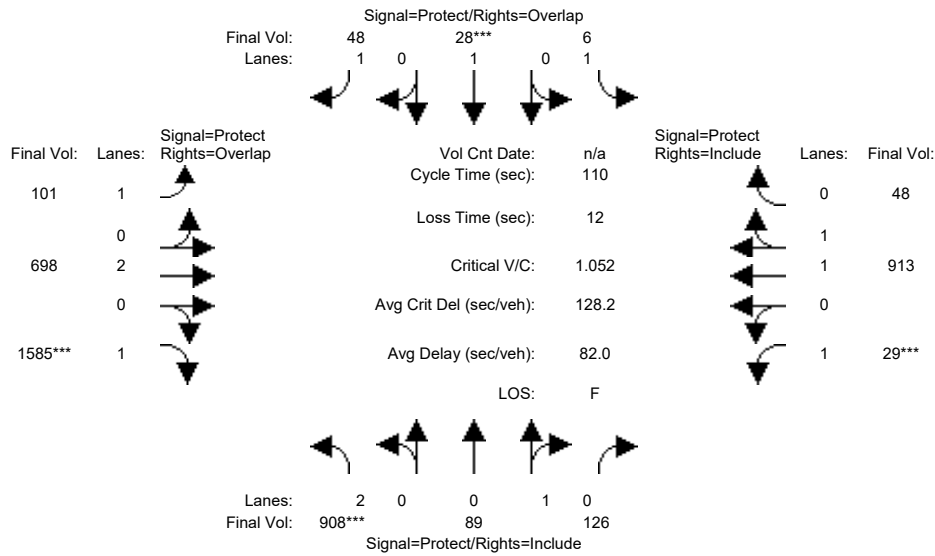
Capacity Analysis Module:												
Vol/Sat:	0.40	0.06	0.06	0.01	0.11	0.14	0.06	0.24	0.76	0.10	0.29	0.29
Crit Moves:	***				***				***	***		
Green Time:	40.4	29.6	29.6	22.2	11.5	20.7	9.3	36.3	76.6	9.9	36.9	36.9
Volume/Cap:	1.09	0.23	0.23	0.07	1.09	0.74	0.69	0.72	1.09	1.09	0.86	0.86
Delay/Veh:	89.6	31.6	31.6	35.6	139	50.5	62.3	34.4	70.8	148.2	40.7	40.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.6	31.6	31.6	35.6	139	50.5	62.3	34.4	70.8	148.2	40.7	40.7
LOS by Move:	F	C	C	D	F	D	E	C	E	F	D	D
HCM2k95thQ:	59	6	6	1	23	18	8	24	101	17	32	32

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #40: (6) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1

Volume Module:												
Base Vol:	863	85	120	6	27	46	96	663	1506	28	867	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	863	85	120	6	27	46	96	663	1506	28	867	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	863	85	120	6	27	46	96	663	1506	28	867	46
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	908	89	126	6	28	48	101	698	1585	29	913	48
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	908	89	126	6	28	48	101	698	1585	29	913	48
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	908	89	126	6	28	48	101	698	1585	29	913	48

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	0.41	0.59	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.90	0.10
Final Sat.:	3150	746	1054	1750	1900	1750	1750	3800	1750	1750	3513	186

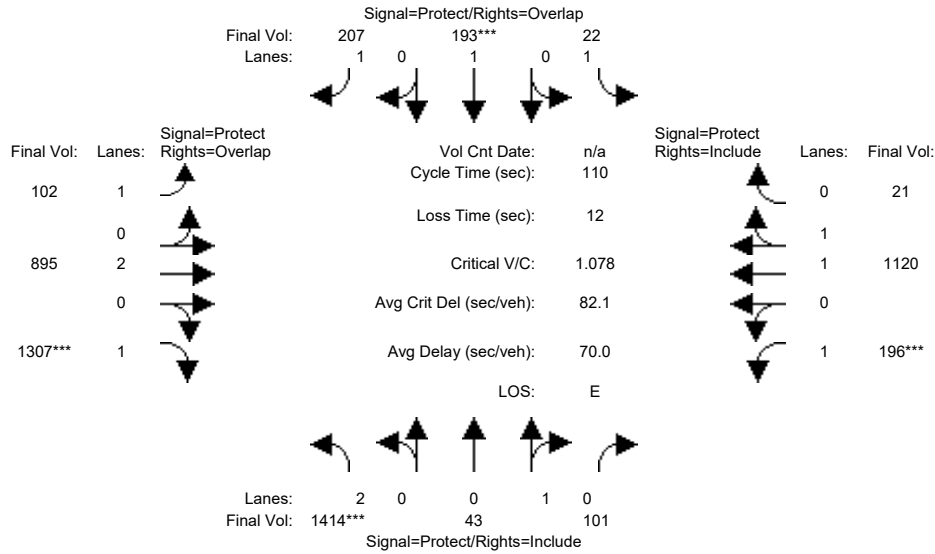
Capacity Analysis Module:												
Vol/Sat:	0.29	0.12	0.12	0.00	0.01	0.03	0.06	0.18	0.91	0.02	0.26	0.26
Crit Moves:	***			****					****	****		
Green Time:	26.1	23.4	23.4	10.7	8.0	22.0	14.0	55.9	82.0	8.0	49.9	49.9
Volume/Cap:	1.22	0.56	0.56	0.04	0.21	0.14	0.45	0.36	1.22	0.23	0.57	0.57
Delay/Veh:	150.9	40.6	40.6	45.1	48.7	36.4	46.0	16.4	118.1	49.0	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	150.9	40.6	40.6	45.1	48.7	36.4	46.0	16.4	118.1	49.0	22.6	22.6
LOS by Move:	F	D	D	D	D	D	D	B	F	D	C	C
HCM2k95thQ:	53	14	14	0	2	3	7	13	144	2	22	22

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #40: (6) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1

Volume Module:												
Base Vol:	1372	42	98	21	187	201	99	868	1268	190	1086	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1372	42	98	21	187	201	99	868	1268	190	1086	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1372	42	98	21	187	201	99	868	1268	190	1086	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	1414	43	101	22	193	207	102	895	1307	196	1120	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1414	43	101	22	193	207	102	895	1307	196	1120	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1414	43	101	22	193	207	102	895	1307	196	1120	21

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.30	0.70	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	540	1260	1750	1900	1750	1750	3800	1750	1750	3633	67

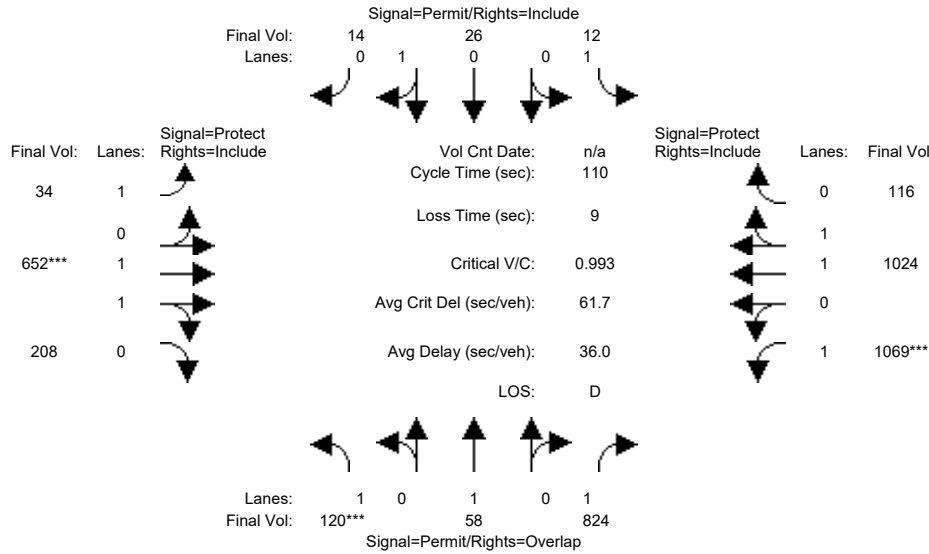
Capacity Analysis Module:												
Vol/Sat:	0.45	0.08	0.08	0.01	0.10	0.12	0.06	0.24	0.75	0.11	0.31	0.31
Crit Moves:	***			****			****		****	****		
Green Time:	45.8	33.4	33.4	22.7	10.4	18.4	8.0	30.4	76.2	11.4	33.8	33.8
Volume/Cap:	1.08	0.26	0.26	0.06	1.08	0.71	0.80	0.85	1.08	1.08	1.00	1.00
Delay/Veh:	80.8	29.2	29.2	35.1	139	51.2	79.6	44.5	66.5	138.3	65.3	65.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	29.2	29.2	35.1	139	51.2	79.6	44.5	66.5	138.3	65.3	65.3
LOS by Move:	F	C	C	D	F	D	E	D	E	F	E	E
HCM2k95thQ:	64	8	8	1	21	16	8	27	97	19	40	40

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #41: (7) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:

Base Vol:	112	54	766	11	24	13	32	606	193	994	952	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	54	766	11	24	13	32	606	193	994	952	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	54	766	11	24	13	32	606	193	994	952	108
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	120	58	824	12	26	14	34	652	208	1069	1024	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	58	824	12	26	14	34	652	208	1069	1024	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	58	824	12	26	14	34	652	208	1069	1024	116

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.65	0.35	1.00	1.50	0.50	1.00	1.79	0.21
Final Sat.:	1750	1900	1750	1750	1168	632	1750	2806	894	1750	3323	377

Capacity Analysis Module:

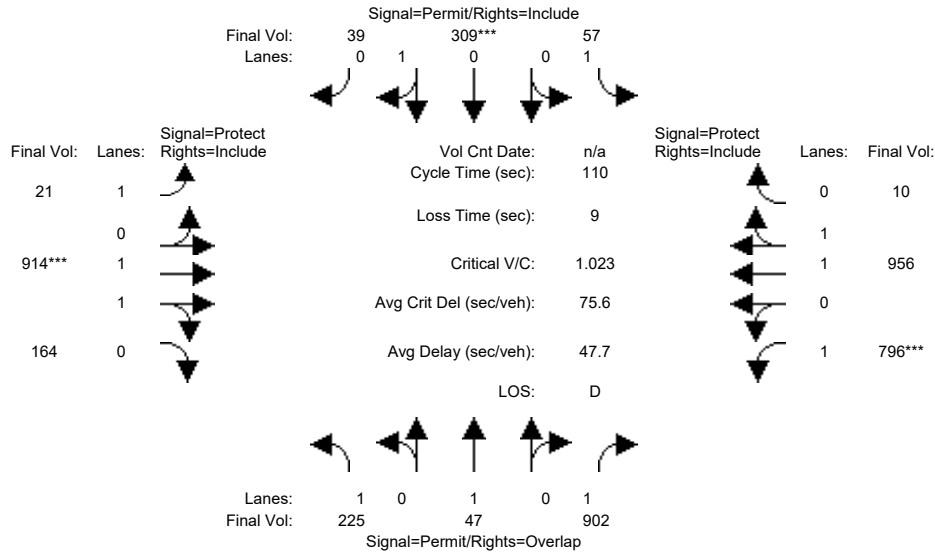
Vol/Sat:	0.07	0.03	0.47	0.01	0.02	0.02	0.02	0.23	0.23	0.61	0.31	0.31
Crit Moves:	****							****		****		
Green Time:	7.6	7.6	75.3	7.6	7.6	7.6	12.0	25.7	25.7	67.7	81.4	81.4
Volume/Cap:	0.99	0.44	0.69	0.10	0.32	0.32	0.18	0.99	0.99	0.99	0.42	0.42
Delay/Veh:	130.6	51.5	12.1	48.3	50.2	50.2	45.0	70.9	70.9	46.6	5.5	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	130.6	51.5	12.1	48.3	50.2	50.2	45.0	70.9	70.9	46.6	5.5	5.5
LOS by Move:	F	D	B	D	D	D	D	E	E	D	A	A
HCM2k95thQ:	15	5	32	1	3	3	2	31	31	67	14	14

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #41: (7) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:

Base Vol:	216	45	866	55	297	37	20	877	157	764	918	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	216	45	866	55	297	37	20	877	157	764	918	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	216	45	866	55	297	37	20	877	157	764	918	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	225	47	902	57	309	39	21	914	164	796	956	10
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	47	902	57	309	39	21	914	164	796	956	10
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	225	47	902	57	309	39	21	914	164	796	956	10

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	0.89	0.11	1.00	1.69	0.31	1.00	1.98	0.02
Final Sat.:	1750	1900	1750	1750	1601	199	1750	3138	562	1750	3660	40

Capacity Analysis Module:

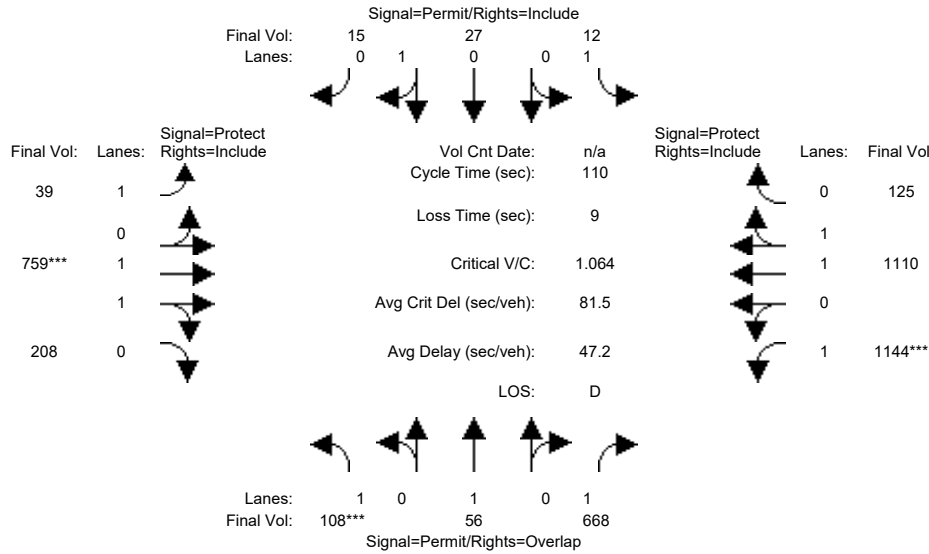
Vol/Sat:	0.13	0.02	0.52	0.03	0.19	0.19	0.01	0.29	0.29	0.45	0.26	0.26
Crit Moves:					****			****		****		
Green Time:	20.8	20.8	69.7	20.8	20.8	20.8	11.9	31.3	31.3	48.9	68.3	68.3
Volume/Cap:	0.68	0.13	0.81	0.17	1.02	1.02	0.11	1.02	1.02	1.02	0.42	0.42
Delay/Veh:	47.2	37.3	20.0	37.7	99.4	99.4	44.5	73.0	73.0	68.7	10.8	10.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	37.3	20.0	37.7	99.4	99.4	44.5	73.0	73.0	68.7	10.8	10.8
LOS by Move:	D	D	B	D	F	F	D	E	E	E	B	B
HCM2k95thQ:	16	3	43	4	32	32	1	38	38	49	15	15

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #41: (7) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:

Base Vol:	100	52	621	11	25	14	36	706	193	1064	1032	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	100	52	621	11	25	14	36	706	193	1064	1032	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	100	52	621	11	25	14	36	706	193	1064	1032	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	108	56	668	12	27	15	39	759	208	1144	1110	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	108	56	668	12	27	15	39	759	208	1144	1110	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	108	56	668	12	27	15	39	759	208	1144	1110	125

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.64	0.36	1.00	1.56	0.44	1.00	1.79	0.21
Final Sat.:	1750	1900	1750	1750	1154	646	1750	2905	794	1750	3326	374

Capacity Analysis Module:

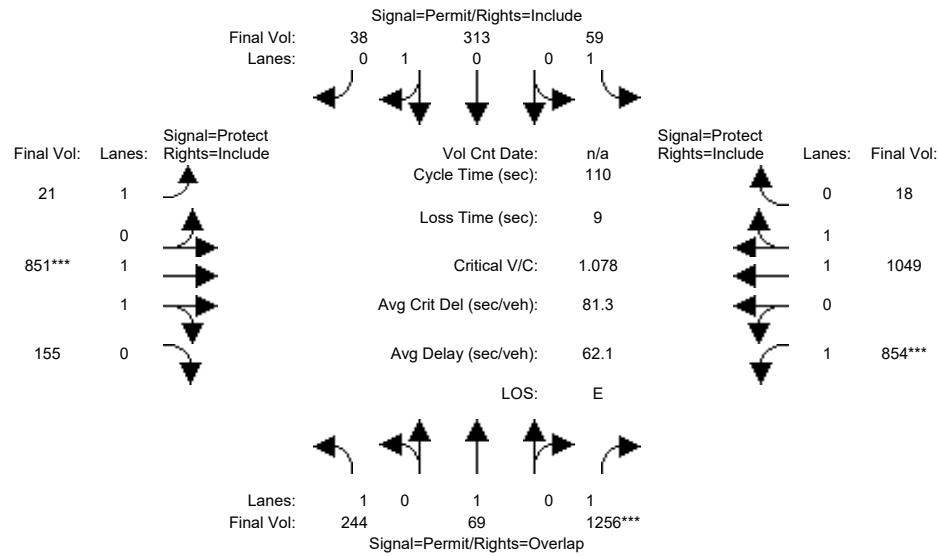
Vol/Sat:	0.06	0.03	0.38	0.01	0.02	0.02	0.02	0.26	0.26	0.65	0.33	0.33
Crit Moves:	****							****		****		
Green Time:	6.4	6.4	74.0	6.4	6.4	6.4	11.3	27.0	27.0	67.6	83.3	83.3
Volume/Cap:	1.06	0.51	0.57	0.12	0.40	0.40	0.21	1.06	1.06	1.06	0.44	0.44
Delay/Veh:	159.5	54.2	10.2	49.7	52.5	52.5	45.8	89.7	89.7	67.2	5.0	5.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	159.5	54.2	10.2	49.7	52.5	52.5	45.8	89.7	89.7	67.2	5.0	5.0
LOS by Move:	F	D	B	D	D	D	D	F	F	E	A	A
HCM2k95thQ:	15	5	23	1	4	4	3	38	38	81	14	14

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #41: (7) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:

Base Vol:	234	66	1206	57	300	36	20	817	149	820	1007	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	66	1206	57	300	36	20	817	149	820	1007	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	66	1206	57	300	36	20	817	149	820	1007	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	244	69	1256	59	313	38	21	851	155	854	1049	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	69	1256	59	313	38	21	851	155	854	1049	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	244	69	1256	59	313	38	21	851	155	854	1049	18

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	0.89	0.11	1.00	1.68	0.32	1.00	1.97	0.03
Final Sat.:	1750	1900	1750	1750	1607	193	1750	3129	571	1750	3639	61

Capacity Analysis Module:

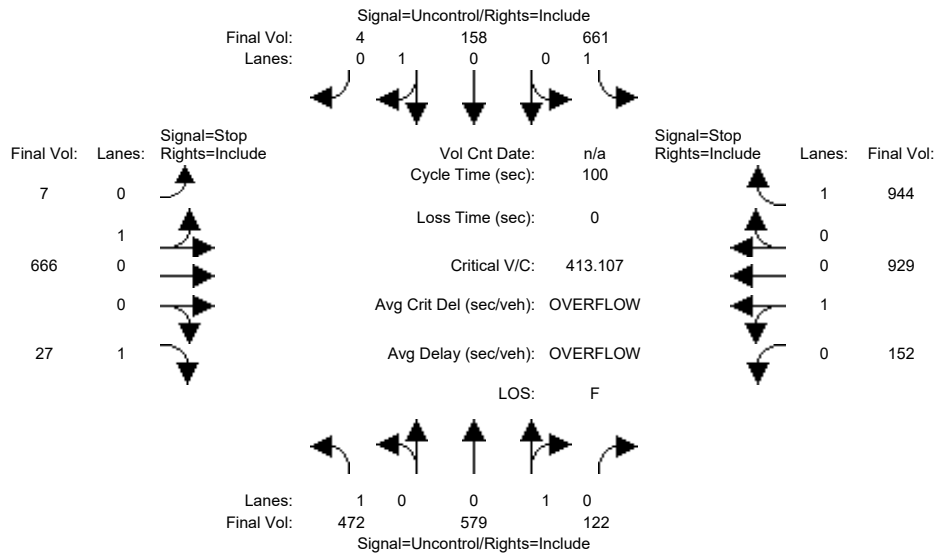
Vol/Sat:	0.14	0.04	0.72	0.03	0.19	0.19	0.01	0.27	0.27	0.49	0.29	0.29
Crit Moves:			****					****		****		
Green Time:	23.4	23.4	73.2	23.4	23.4	23.4	10.6	27.8	27.8	49.8	67.0	67.0
Volume/Cap:	0.65	0.17	1.08	0.16	0.91	0.91	0.12	1.08	1.08	1.08	0.47	0.47
Delay/Veh:	43.7	35.5	68.5	35.5	67.8	67.8	45.8	94.0	94.0	85.2	12.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.7	35.5	68.5	35.5	67.8	67.8	45.8	94.0	94.0	85.2	12.0	12.0
LOS by Move:	D	D	E	D	E	E	D	F	F	F	B	B
HCM2k95thQ:	17	4	95	4	28	28	1	38	38	59	17	17

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #42: (8) Old Ironsides Dr & Old Glory Ln



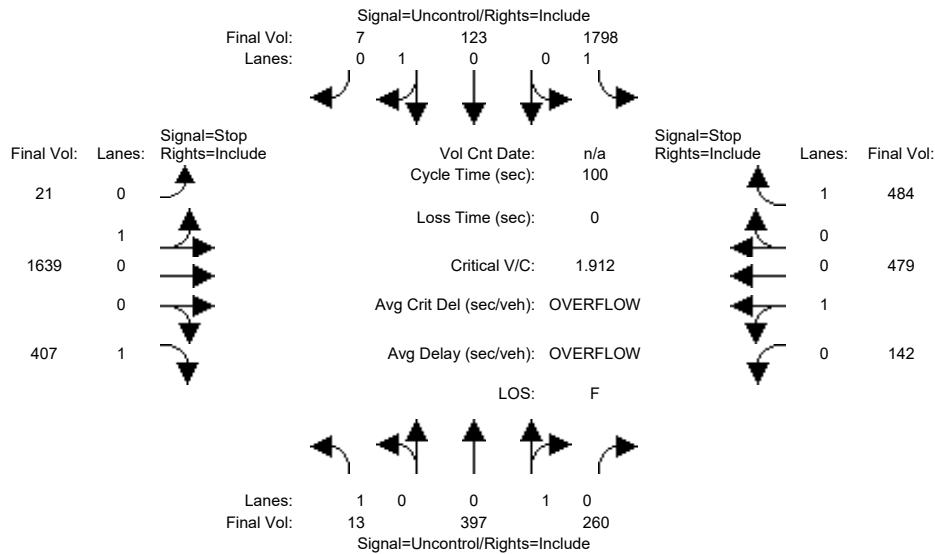
Street Name:	Old Ironsides Dr						Old Glory Ln								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Volume Module:															
Base Vol:	425	521	110	595	142	4	6	599	24	137	836	850			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	425	521	110	595	142	4	6	599	24	137	836	850			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
ATI:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	425	521	110	595	142	4	6	599	24	137	836	850			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
PHF Volume:	472	579	122	661	158	4	7	666	27	152	929	944			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	472	579	122	661	158	4	7	666	27	152	929	944			
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3			
Capacity Module:															
Cnflct Vol:	162	xxxx	xxxxxx	701	xxxx	xxxxxx	4003	3128	160	3413	3069	640			
Potent Cap.:	1429	xxxx	xxxxxx	905	xxxx	xxxxxx	2	11	890	4	12	479			
Move Cap.:	1429	xxxx	xxxxxx	905	xxxx	xxxxxx	0	2	890	0	2	479			
Volume/Cap:	0.33	xxxx	xxxx	0.73	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	1.97			
Level Of Service Module:															
2Way95thQ:	1.5	xxxx	xxxxxx	6.7	xxxx	xxxxxx	xxxx	xxxx	0.1	xxxx	xxxx	63.7			
Control Del:	8.8	xxxx	xxxxxx	18.9	xxxx	xxxxxx	xxxxxx	xxxx	9.2	xxxxxx	xxxx	464.6			
LOS by Move:	A	*	*	C	*	*	*	*	A	*	*	F			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0	xxxx	xxxxxx	0	xxxx	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			+Inf			+Inf					
ApproachLOS:	*			*			F			F					

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #42: (8) Old Ironsides Dr & Old Glory Ln



Street Name: Old Ironsides Dr Old Glory Ln
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	12	357	234	1618	111	6	19	1475	366	128	431	436
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	357	234	1618	111	6	19	1475	366	128	431	436
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	357	234	1618	111	6	19	1475	366	128	431	436
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	13	397	260	1798	123	7	21	1639	407	142	479	484
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	397	260	1798	123	7	21	1639	407	142	479	484

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	130	xxxx	xxxxxx	657	xxxx	xxxxxx	4757	4406	127	5298	4279	527
Potent Cap.:	1468	xxxx	xxxxxx	940	xxxx	xxxxxx	0	2	929	0	2	555
Move Cap.:	1468	xxxx	xxxxxx	940	xxxx	xxxxxx	0	0	929	0	0	555
Volume/Cap:	0.01	xxxx	xxxx	1.91	xxxx	xxxx	xxxx	xxxx	0.44	xxxx	xxxx	0.87

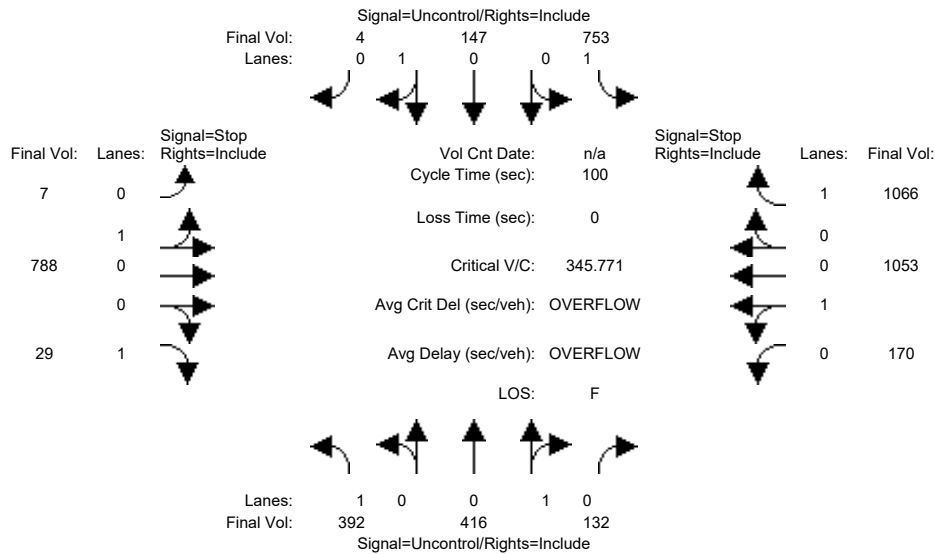
Level Of Service Module:												
2Way95thQ:	0.0	xxxx	xxxxxx	113	xxxx	xxxxxx	xxxx	xxxx	2.3	xxxx	xxxx	9.8
Control Del:	7.5	xxxx	xxxxxx	427.0	xxxx	xxxxxx	xxxxxx	xxxx	11.9	xxxxxx	xxxx	40.8
LOS by Move:	A	*	*	F	*	*	*	*	B	*	*	E
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0	xxxx	xxxxxx	0	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			+Inf			+Inf		
ApproachLOS:	*			*			F			F		

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

Patrick Henry Specific Plan
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #42: (8) Old Ironsides Dr & Old Glory Ln



Street Name: Old Ironsides Dr Old Glory Ln
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:												
Base Vol:	353	374	119	678	132	4	6	709	26	153	948	959
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	374	119	678	132	4	6	709	26	153	948	959
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	374	119	678	132	4	6	709	26	153	948	959
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	392	416	132	753	147	4	7	788	29	170	1053	1066
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	392	416	132	753	147	4	7	788	29	170	1053	1066

Critical Gap Module:												
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:												
Cnflct Vol:	151	xxxx	xxxxxx	548	xxxx	xxxxxx	3981	2988	149	3330	2924	482
Potent Cap.:	1442	xxxx	xxxxxx	1032	xxxx	xxxxxx	2	14	903	5	16	589
Move Cap.:	1442	xxxx	xxxxxx	1032	xxxx	xxxxxx	0	3	903	0	3	589
Volume/Cap:	0.27	xxxx	xxxx	0.73	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	1.81

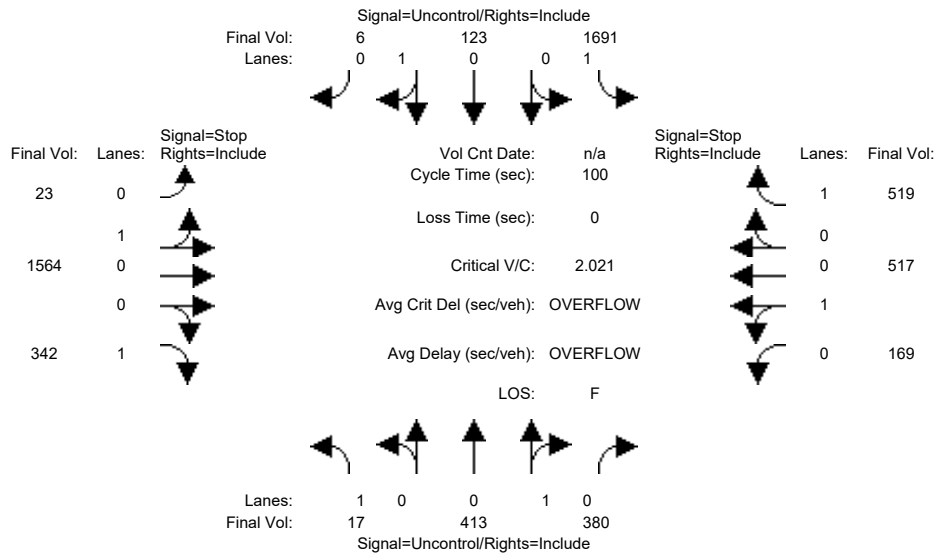
Level Of Service Module:												
2Way95thQ:	1.1	xxxx	xxxxxx	6.8	xxxx	xxxxxx	xxxx	xxxx	0.1	xxxx	xxxx	65.7
Control Del:	8.4	xxxx	xxxxxx	17.3	xxxx	xxxxxx	xxxxxx	xxxx	9.1	xxxxxx	xxxx	388.8
LOS by Move:	A	*	*	C	*	*	*	*	A	*	*	F
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0	xxxx	xxxxxx	0	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx			xxxxxxx			+Inf			+Inf		
ApproachLOS:	*			*			F			F		

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #42: (8) Old Ironsides Dr & Old Glory Ln



Street Name: Old Ironsides Dr Old Glory Ln
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	15	372	342	1522	111	5	21	1408	308	152	465	467
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	372	342	1522	111	5	21	1408	308	152	465	467
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	372	342	1522	111	5	21	1408	308	152	465	467
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	17	413	380	1691	123	6	23	1564	342	169	517	519
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	17	413	380	1691	123	6	23	1564	342	169	517	519

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	129	xxxx	xxxxxx	793	xxxx	xxxxxx	4663	4335	126	5098	4148	603
Potent Cap.:	1469	xxxx	xxxxxx	837	xxxx	xxxxxx	0	2	930	0	2	502
Move Cap.:	1469	xxxx	xxxxxx	837	xxxx	xxxxxx	0	0	930	0	0	502
Volume/Cap:	0.01	xxxx	xxxx	2.02	xxxx	xxxx	xxxx	xxxx	0.37	xxxx	xxxx	1.03

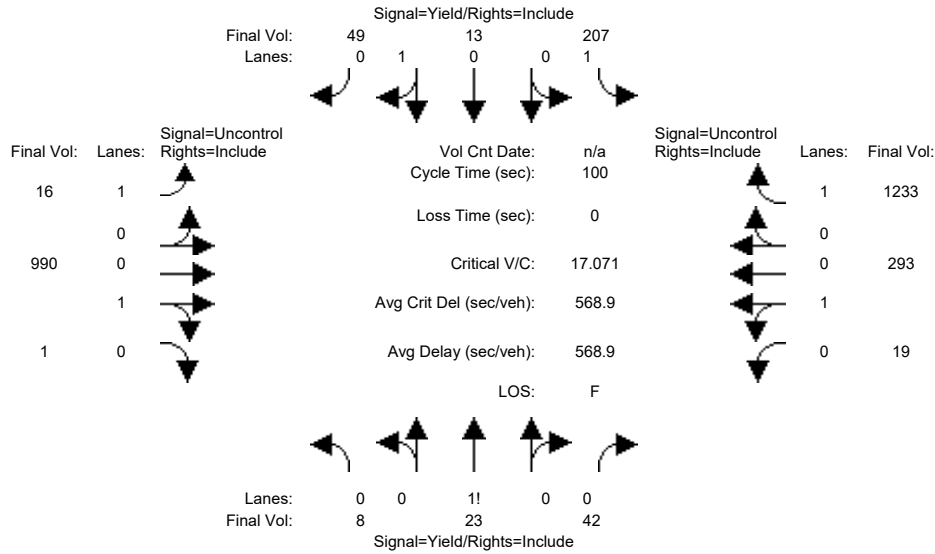
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.0	xxxx	xxxxxx	112	xxxx	xxxxxx	xxxx	xxxx	1.7	xxxx	xxxx	15.0
Control Del:	7.5	xxxx	xxxxxx	477.3	xxxx	xxxxxx	xxxxxx	xxxx	11.1	xxxxxx	xxxx	77.7
LOS by Move:	A	*	*	F	*	*	*	*	B	*	*	F
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0	xxxx	xxxxxx	0	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx		xxxxxxx			+Inf		+Inf			
ApproachLOS:	*	*		*			F		F			

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #43: (9) Old Ironsides Dr & Patrick Henry Dr



Street Name: Old Ironsides Dr Patrick Henry Dr
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:

Base Vol:	7	21	38	186	12	44	14	891	1	17	264	1110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	21	38	186	12	44	14	891	1	17	264	1110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	21	38	186	12	44	14	891	1	17	264	1110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	8	23	42	207	13	49	16	990	1	19	293	1233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	23	42	207	13	49	16	990	1	19	293	1233

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:

Cnflct Vol:	2001	2586	991	1386	1353	293	1527	xxxx	xxxxxx	991	xxxx	xxxxxx
Potent Cap.:	45	26	301	122	151	751	442	xxxx	xxxxxx	706	xxxx	xxxxxx
Move Cap.:	37	24	301	12	142	751	442	xxxx	xxxxxx	706	xxxx	xxxxxx
Volume/Cap:	0.21	0.97	0.14	17.07	0.09	0.07	0.04	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:

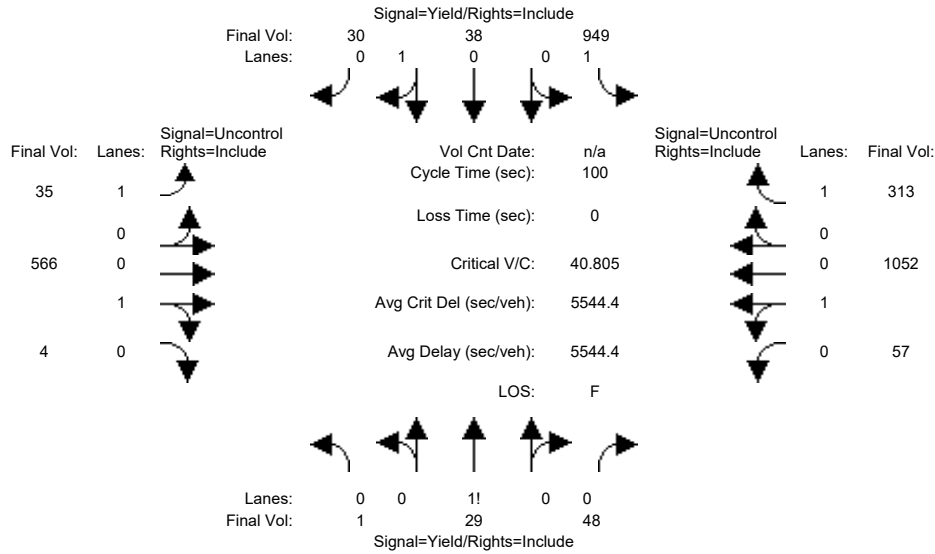
2Way95thQ:	xxxx	xxxx	xxxxxx	27.2	xxxx	xxxxxx	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	7837	xxxx	xxxxxx	13.4	xxxx	xxxxxx	10.2	xxxx	xxxxxx
LOS by Move:	*	*	*	F	*	*	B	*	*	B	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	56	xxxxxx	xxxx	xxxx	391	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	6.5	xxxxxx	xxxxxx	xxxx	0.6	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	348	xxxxxx	xxxxxx	xxxx	15.9	xxxxxx	xxxx	xxxxxx	10.2	xxxx	xxxxxx
Shared LOS:	*	F	*	*	*	C	*	*	*	B	*	*
ApproachDel:	348.4			6027.5			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*		*	*		*

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #43: (9) Old Ironsides Dr & Patrick Henry Dr



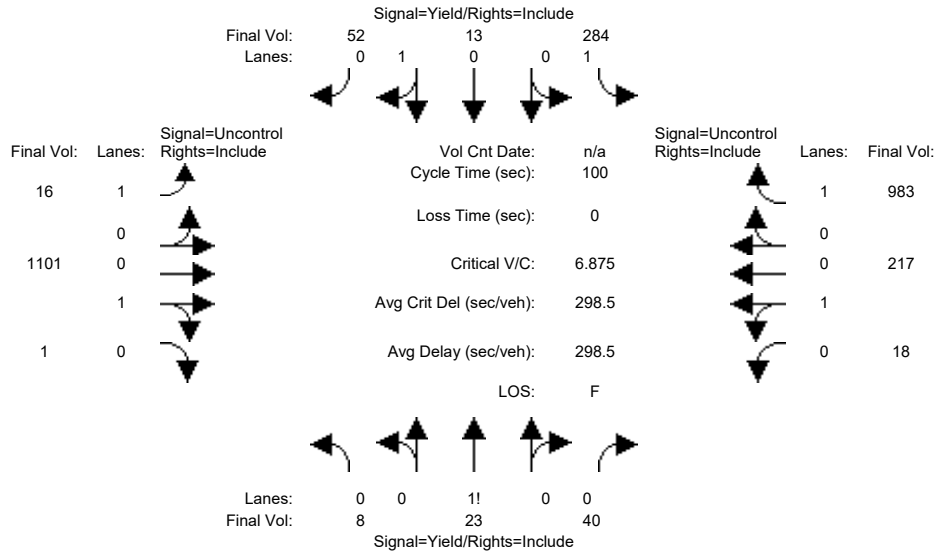
Street Name:	Old Ironsides Dr						Patrick Henry Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	1	27	44	873	35	28	32	521	4	52	968	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	27	44	873	35	28	32	521	4	52	968	288
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	27	44	873	35	28	32	521	4	52	968	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	29	48	949	38	30	35	566	4	57	1052	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	1	29	48	949	38	30	35	566	4	57	1052	313
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	1994	2116	568	1842	1805	1052	1365	xxxx	xxxxxx	571	xxxx	xxxxxx
Potent Cap.:	46	51	526	58	80	278	510	xxxx	xxxxxx	1012	xxxx	xxxxxx
Move Cap.:	21	45	526	23	70	278	510	xxxx	xxxxxx	1012	xxxx	xxxxxx
Volume/Cap:	0.05	0.65	0.09	40.81	0.54	0.11	0.07	xxxx	xxxx	0.06	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	119	xxxx	xxxxxx	0.2	xxxx	xxxxxx	0.2	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	18229	xxxx	xxxxxx	12.6	xxxx	xxxxxx	8.8	xxxx	xxxxxx
LOS by Move:	*	*	*	F	*	*	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	99	xxxxxx	xxxx	xxxx	105	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Shared Queue:	xxxxxx	4.3	xxxxxx	xxxxxx	xxxx	3.3	xxxxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	119	xxxxxx	xxxxxx	xxxx	87.8	xxxxxx	xxxx	xxxxxx	8.8	xxxx	xxxxxx
Shared LOS:	*	F	*	*	*	F	*	*	*	A	*	*
ApproachDel:	118.6			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*		*	*		*

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

Patrick Henry Specific Plan
City of Santa Clara

Level of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #43: (9) Old Ironsides Dr & Patrick Henry Dr



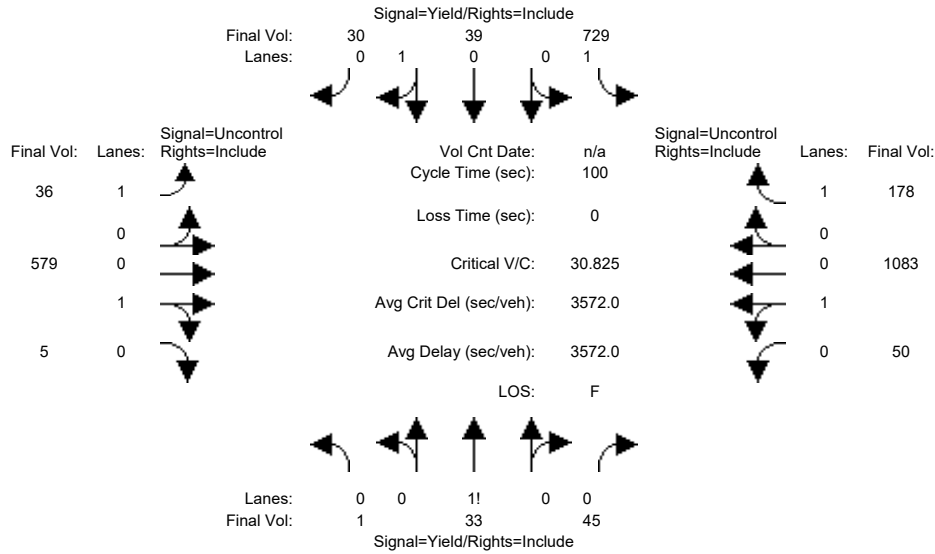
Street Name:	Old Ironsides Dr						Patrick Henry Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	7	21	36	256	12	47	14	991	1	16	195	885
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	21	36	256	12	47	14	991	1	16	195	885
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	21	36	256	12	47	14	991	1	16	195	885
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	8	23	40	284	13	52	16	1101	1	18	217	983
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	23	40	284	13	52	16	1101	1	18	217	983
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	1909	2368	1102	1417	1386	217	1200	xxxx	xxxxxx	1102	xxxx	xxxxxx
Potent Cap.:	52	35	260	116	145	828	589	xxxx	xxxxxx	641	xxxx	xxxxxx
Move Cap.:	44	34	260	41	137	828	589	xxxx	xxxxxx	641	xxxx	xxxxxx
Volume/Cap:	0.18	0.70	0.15	6.87	0.10	0.06	0.03	xxxx	xxxx	0.03	xxxx	xxxx
Level of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	33.6	xxxx	xxxxxx	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	xxxxxx	2834	xxxx	xxxxxx	11.3	xxxx	xxxxxx	10.8	xxxx	xxxxxx
LOS by Move:	*	*	*	F	*	*	B	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	69	xxxxxx	xxxx	xxxx	408	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	5.3	xxxxxx	xxxxxx	xxxx	0.6	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	218	xxxxxx	xxxxxx	xxxx	15.5	xxxxxx	xxxx	xxxxxx	10.8	xxxx	xxxxxx
Shared LOS:	*	F	*	*	*	C	*	*	*	B	*	*
ApproachDel:	218.5			2306.0			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*		*	*		*

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

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2000 HCM Unsignalized (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #43: (9) Old Ironsides Dr & Patrick Henry Dr



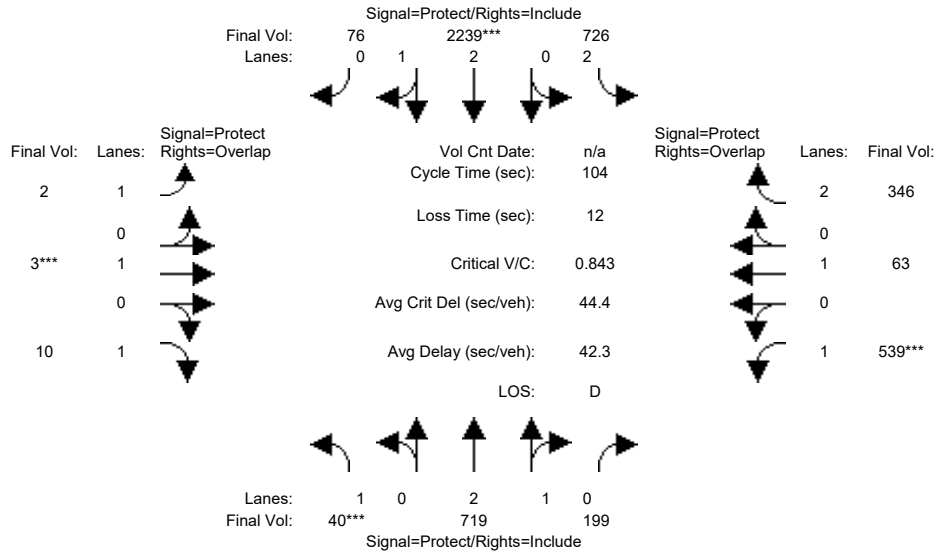
Street Name:	Old Ironsides Dr						Patrick Henry Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	1	30	41	671	36	28	33	533	5	46	996	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	30	41	671	36	28	33	533	5	46	996	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	30	41	671	36	28	33	533	5	46	996	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	33	45	729	39	30	36	579	5	50	1083	178
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	33	45	729	39	30	36	579	5	50	1083	178
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	1960	2015	582	1875	1839	1083	1261	xxxx	xxxxxx	585	xxxx	xxxxxx
Potent Cap.:	48	59	517	55	76	267	558	xxxx	xxxxxx	1000	xxxx	xxxxxx
Move Cap.:	21	53	517	24	68	267	558	xxxx	xxxxxx	1000	xxxx	xxxxxx
Volume/Cap:	0.05	0.62	0.09	30.82	0.58	0.11	0.06	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	91.2	xxxx	xxxxxx	0.2	xxxx	xxxxxx	0.2	xxxx	xxxxxx
Control Del:	xxxxx	xxxx	xxxxxx	13734	xxxx	xxxxxx	11.9	xxxx	xxxxxx	8.8	xxxx	xxxxxx
LOS by Move:	*	*	*	F	*	*	B	*	*	A	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	103	xxxxxx	xxxx	xxxx	101	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxx	4.1	xxxxxx	xxxxxx	xxxx	3.5	xxxxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx
Shrd ConDel:	xxxxx	107	xxxxxx	xxxxxx	xxxx	97.7	xxxxxx	xxxx	xxxxxx	8.8	xxxx	xxxxxx
Shared LOS:	*	F	*	*	*	F	*	*	*	A	*	*
ApproachDel:	106.8			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*		*	*		*

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

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City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #47: (12) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:												
Base Vol:	36	647	179	653	2015	68	2	3	9	485	57	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	647	179	653	2015	68	2	3	9	485	57	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	647	179	653	2015	68	2	3	9	485	57	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	40	719	199	726	2239	76	2	3	10	539	63	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	719	199	726	2239	76	2	3	10	539	63	346
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	719	199	726	2239	76	2	3	10	539	63	346

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.33	0.67	2.00	2.90	0.10	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4385	1213	3150	5417	183	1750	1900	1750	1750	1900	3150

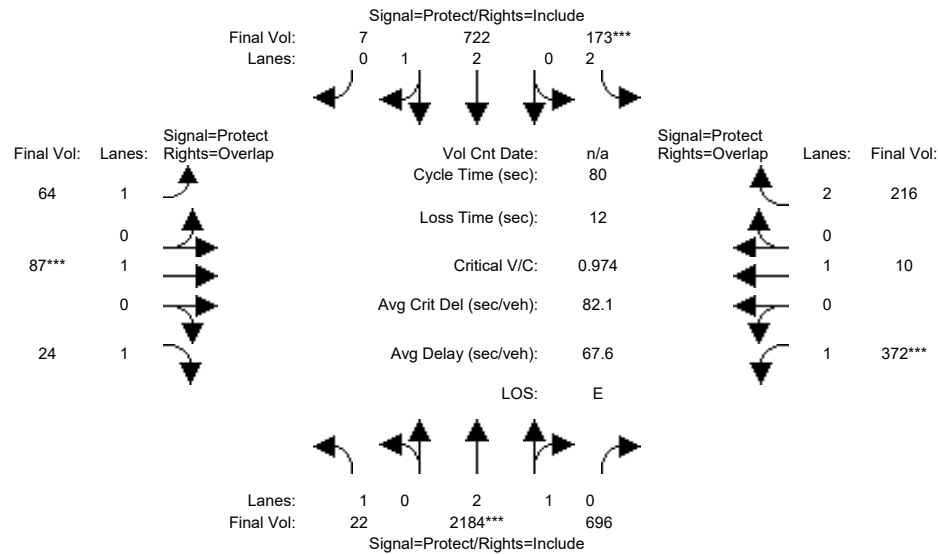
Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.23	0.41	0.41	0.00	0.00	0.01	0.31	0.03	0.11
Crit Moves:	***			****			****			****		
Green Time:	4.0	20.2	20.2	28.4	44.7	44.7	19.2	10.0	14.0	33.3	24.1	52.5
Volume/Cap:	0.59	0.84	0.84	0.84	0.96	0.96	0.01	0.02	0.04	0.96	0.14	0.22
Delay/Veh:	62.7	46.4	46.4	43.2	39.6	39.6	34.6	42.6	39.2	63.2	31.9	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.7	46.4	46.4	43.2	39.6	39.6	34.6	42.6	39.2	63.2	31.9	14.4
LOS by Move:	E	D	D	D	D	D	C	D	D	E	C	B
HCM2k95thQ:	3	19	19	25	46	46	0	0	1	40	3	7

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

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City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #47: (12) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:												
Base Vol:	21	2053	654	163	679	7	60	82	23	350	9	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	2053	654	163	679	7	60	82	23	350	9	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	2053	654	163	679	7	60	82	23	350	9	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	22	2184	696	173	722	7	64	87	24	372	10	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	2184	696	173	722	7	64	87	24	372	10	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	2184	696	173	722	7	64	87	24	372	10	216

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.25	0.75	2.00	2.97	0.03	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4245	1352	3150	5543	57	1750	1900	1750	1750	1900	3150

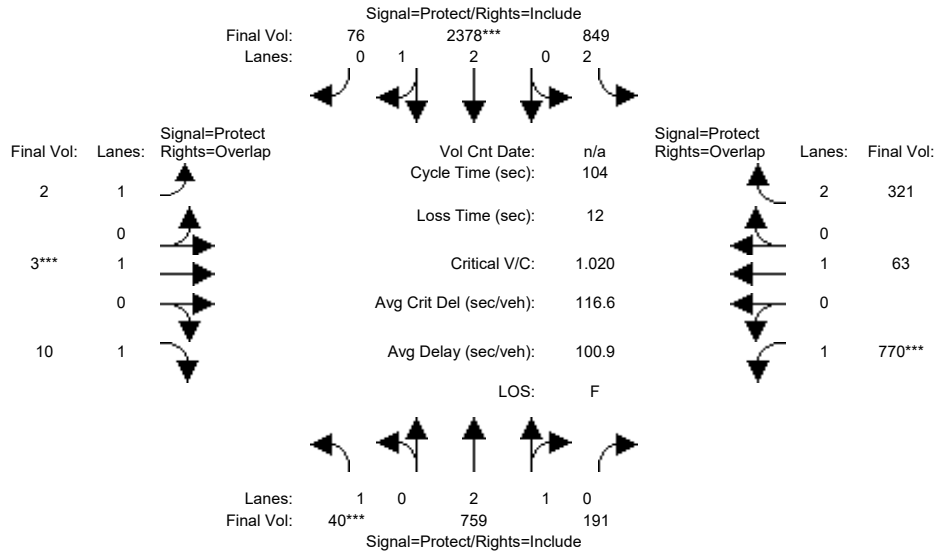
Capacity Analysis Module:												
Vol/Sat:	0.01	0.51	0.51	0.06	0.13	0.13	0.04	0.05	0.01	0.21	0.01	0.07
Crit Moves:	****			****			****			****		
Green Time:	11.9	36.8	36.8	6.0	30.9	30.9	11.2	10.0	21.9	15.2	14.0	20.0
Volume/Cap:	0.09	1.12	1.12	0.73	0.34	0.34	0.26	0.37	0.05	1.12	0.03	0.27
Delay/Veh:	29.5	81.0	81.0	47.5	17.4	17.4	31.3	33.1	21.5	117.8	27.4	24.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	81.0	81.0	47.5	17.4	17.4	31.3	33.1	21.5	117.8	27.4	24.3
LOS by Move:	C	F	F	D	B	B	C	C	C	F	C	C
HCM2k95thQ:	1	59	59	6	8	8	4	5	1	33	0	5

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #47: (12) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:												
Base Vol:	36	683	172	764	2140	68	2	3	9	693	57	289
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	683	172	764	2140	68	2	3	9	693	57	289
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	683	172	764	2140	68	2	3	9	693	57	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	40	759	191	849	2378	76	2	3	10	770	63	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	759	191	849	2378	76	2	3	10	770	63	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	759	191	849	2378	76	2	3	10	770	63	321

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.37	0.63	2.00	2.90	0.10	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4472	1126	3150	5427	172	1750	1900	1750	1750	1900	3150

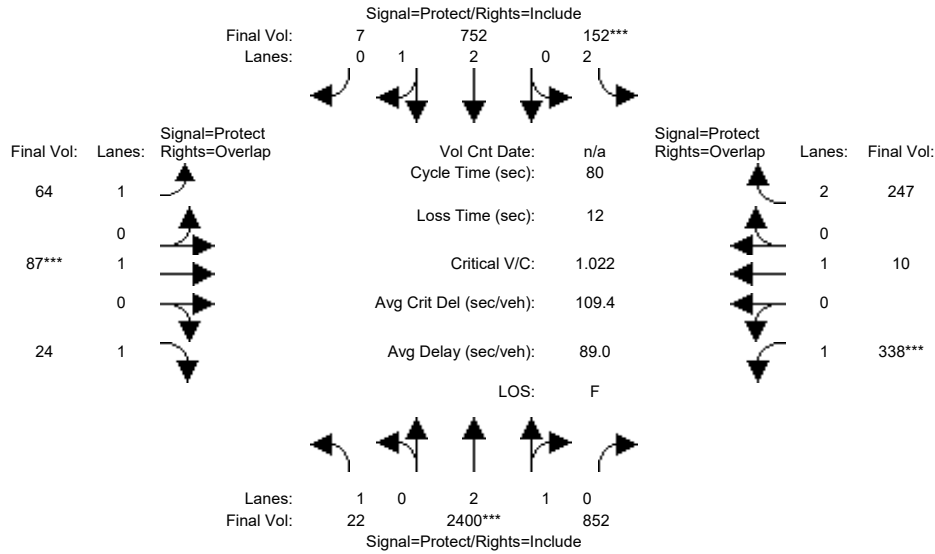
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.27	0.44	0.44	0.00	0.00	0.01	0.44	0.03	0.10
Crit Moves:	***			****			***			****		
Green Time:	4.0	16.6	16.6	26.3	38.9	38.9	21.8	10.0	14.0	39.1	27.3	53.6
Volume/Cap:	0.59	1.06	1.06	1.06	1.17	1.17	0.01	0.02	0.04	1.17	0.13	0.20
Delay/Veh:	62.7	92.5	92.5	89.2	115	114.9	32.5	42.6	39.2	124.9	29.4	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.7	92.5	92.5	89.2	115	114.9	32.5	42.6	39.2	124.9	29.4	13.7
LOS by Move:	E	F	F	F	F	F	C	D	D	F	C	B
HCM2k95thQ:	3	26	26	38	66	66	0	0	1	69	3	7

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #47: (12) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:												
Base Vol:	21	2256	801	143	707	7	60	82	23	318	9	232
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	2256	801	143	707	7	60	82	23	318	9	232
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	2256	801	143	707	7	60	82	23	318	9	232
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	22	2400	852	152	752	7	64	87	24	338	10	247
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	2400	852	152	752	7	64	87	24	338	10	247
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	2400	852	152	752	7	64	87	24	338	10	247

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.19	0.81	2.00	2.97	0.03	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4131	1467	3150	5545	55	1750	1900	1750	1750	1900	3150

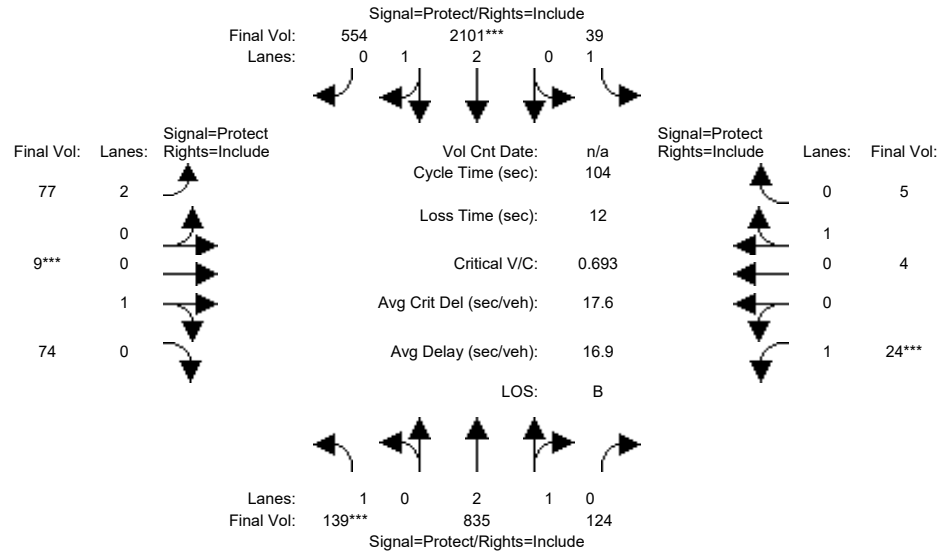
Capacity Analysis Module:												
Vol/Sat:	0.01	0.58	0.58	0.05	0.14	0.14	0.04	0.05	0.01	0.19	0.01	0.08
Crit Moves:	****			****			****			****		
Green Time:	12.1	39.0	39.0	6.0	32.9	32.9	10.2	10.0	22.1	13.0	12.8	18.8
Volume/Cap:	0.08	1.19	1.19	0.64	0.33	0.33	0.29	0.37	0.05	1.19	0.03	0.33
Delay/Veh:	29.3	110	110.5	41.9	16.1	16.1	32.3	33.1	21.3	149.0	28.4	25.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	110	110.5	41.9	16.1	16.1	32.3	33.1	21.3	149.0	28.4	25.7
LOS by Move:	C	F	F	D	B	B	C	C	C	F	C	C
HCM2k95thQ:	1	75	75	5	8	8	4	5	1	33	0	6

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #48: (13) GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:

Base Vol:	129	777	115	36	1954	515	72	8	69	22	4	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	777	115	36	1954	515	72	8	69	22	4	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	777	115	36	1954	515	72	8	69	22	4	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	139	835	124	39	2101	554	77	9	74	24	4	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	835	124	39	2101	554	77	9	74	24	4	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	139	835	124	39	2101	554	77	9	74	24	4	5

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.60	0.40	1.00	2.35	0.65	2.00	0.10	0.90	1.00	0.44	0.56
Final Sat.:	1750	4877	722	1750	4430	1168	3150	187	1613	1750	800	1000

Capacity Analysis Module:

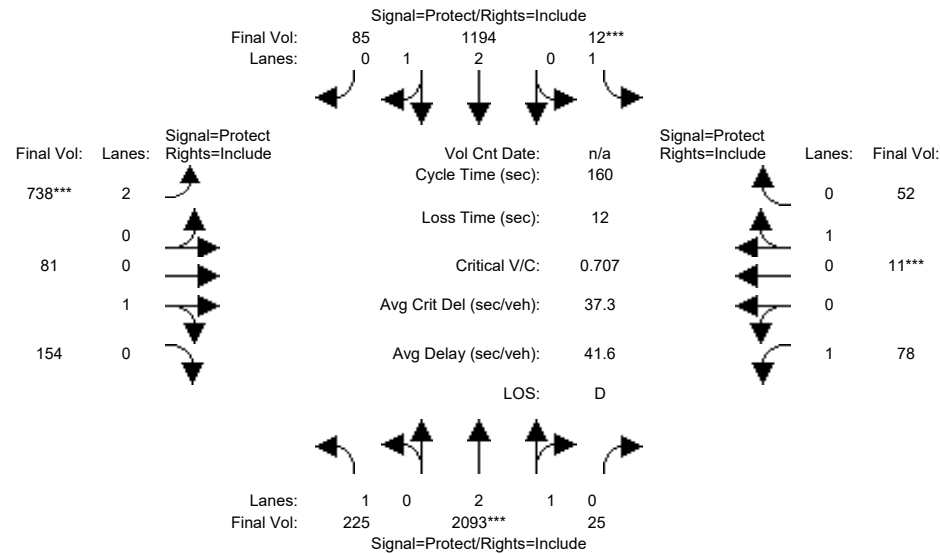
Vol/Sat:	0.08	0.17	0.17	0.02	0.47	0.47	0.02	0.05	0.05	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	11.0	60.1	60.1	16.9	66.0	66.0	5.4	10.0	10.0	5.0	9.6	9.6
Volume/Cap:	0.75	0.30	0.30	0.14	0.75	0.75	0.48	0.48	0.48	0.28	0.06	0.06
Delay/Veh:	60.5	11.2	11.2	37.5	14.1	14.1	50.2	46.6	46.6	49.6	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.5	11.2	11.2	37.5	14.1	14.1	50.2	46.6	46.6	49.6	43.2	43.2
LOS by Move:	E	B	B	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	10	10	10	2	32	32	4	6	6	2	1	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #48: (13) GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:

Base Vol:	214	1988	24	11	1134	81	701	77	146	74	10	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	214	1988	24	11	1134	81	701	77	146	74	10	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	214	1988	24	11	1134	81	701	77	146	74	10	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	225	2093	25	12	1194	85	738	81	154	78	11	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	2093	25	12	1194	85	738	81	154	78	11	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	225	2093	25	12	1194	85	738	81	154	78	11	52

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.79	0.21	2.00	0.35	0.65	1.00	0.17	0.83
Final Sat.:	1750	5533	67	1750	5226	373	3150	622	1178	1750	305	1495

Capacity Analysis Module:

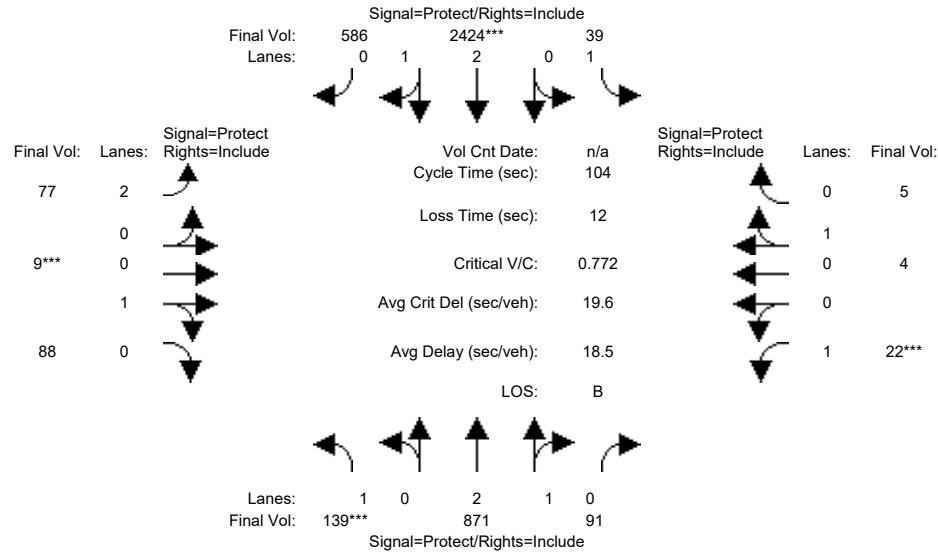
Vol/Sat:	0.13	0.38	0.38	0.01	0.23	0.23	0.23	0.13	0.13	0.04	0.03	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	31.6	82.7	82.7	5.0	56.1	56.1	51.3	44.9	44.9	15.3	9.0	9.0
Volume/Cap:	0.65	0.73	0.73	0.21	0.65	0.65	0.73	0.46	0.46	0.46	0.61	0.61
Delay/Veh:	63.5	31.0	31.0	77.5	44.5	44.5	51.0	48.3	48.3	70.5	84.5	84.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	63.5	31.0	31.0	77.5	44.5	44.5	51.0	48.3	48.3	70.5	84.5	84.5
LOS by Move:	E	C	C	E	D	D	D	D	D	E	F	F
HCM2k95thQ:	20	44	44	1	30	30	34	18	18	9	8	8

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #48: (13) GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:												
Base Vol:	129	810	85	36	2254	545	72	8	82	20	4	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	810	85	36	2254	545	72	8	82	20	4	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	810	85	36	2254	545	72	8	82	20	4	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	139	871	91	39	2424	586	77	9	88	22	4	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	871	91	39	2424	586	77	9	88	22	4	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	139	871	91	39	2424	586	77	9	88	22	4	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.70	0.30	1.00	2.39	0.61	2.00	0.09	0.91	1.00	0.44	0.56
Final Sat.:	1750	5067	532	1750	4508	1090	3150	160	1640	1750	800	1000

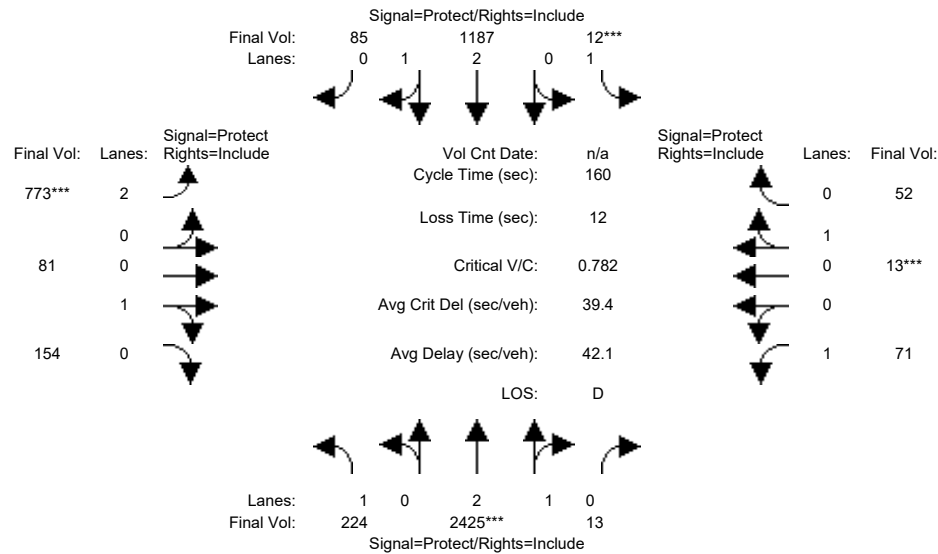
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.17	0.02	0.54	0.54	0.02	0.05	0.05	0.01	0.01	0.01
Crit Moves:	****				****			****		****		
Green Time:	9.9	60.2	60.2	16.8	67.1	67.1	5.4	10.0	10.0	5.0	9.6	9.6
Volume/Cap:	0.83	0.30	0.30	0.14	0.83	0.83	0.48	0.56	0.56	0.26	0.06	0.06
Delay/Veh:	74.9	11.2	11.2	37.6	15.9	15.9	50.2	49.0	49.0	49.3	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.9	11.2	11.2	37.6	15.9	15.9	50.2	49.0	49.0	49.3	43.2	43.2
LOS by Move:	E	B	B	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	10	10	10	2	38	38	4	8	8	2	1	1

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

Patrick Henry Specific Plan
City of Santa Clara

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2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #48: (13) GREAT AMERICA / ALVISO



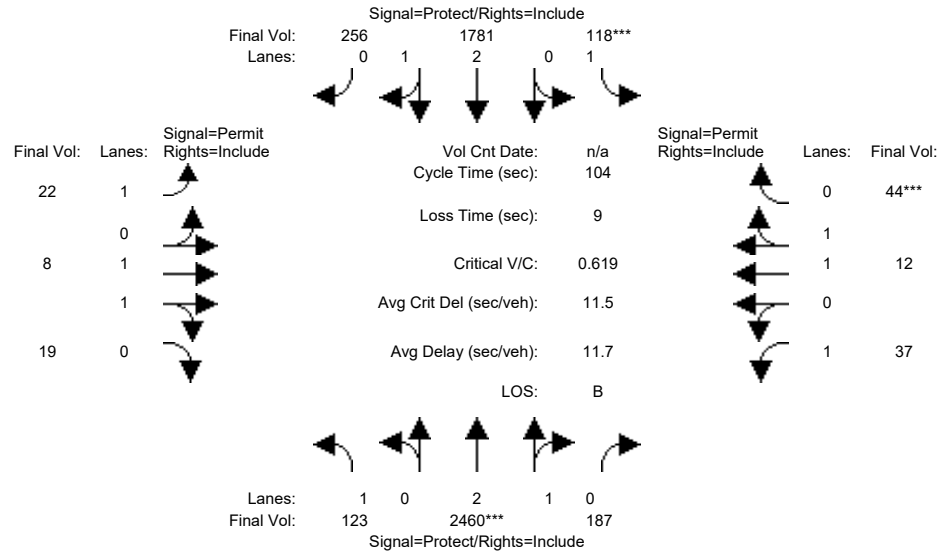
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	213	2304	12	11	1128	81	734	77	146	67	12	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	2304	12	11	1128	81	734	77	146	67	12	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	2304	12	11	1128	81	734	77	146	67	12	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	224	2425	13	12	1187	85	773	81	154	71	13	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	224	2425	13	12	1187	85	773	81	154	71	13	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	224	2425	13	12	1187	85	773	81	154	71	13	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.79	0.21	2.00	0.35	0.65	1.00	0.20	0.80
Final Sat.:	1750	5571	29	1750	5224	375	3150	622	1178	1750	354	1446
Capacity Analysis Module:												
Vol/Sat:	0.13	0.44	0.44	0.01	0.23	0.23	0.25	0.13	0.13	0.04	0.04	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	32.7	85.7	85.7	5.0	58.0	58.0	48.3	43.8	43.8	13.5	9.0	9.0
Volume/Cap:	0.63	0.81	0.81	0.21	0.63	0.63	0.81	0.48	0.48	0.48	0.63	0.63
Delay/Veh:	61.6	32.3	32.3	77.5	42.7	42.7	57.1	49.3	49.3	72.3	86.3	86.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.6	32.3	32.3	77.5	42.7	42.7	57.1	49.3	49.3	72.3	86.3	86.3
LOS by Move:	E	C	C	E	D	D	E	D	D	E	F	F
HCM2k95thQ:	20	54	54	1	30	30	38	19	19	8	8	8

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

Patrick Henry Specific Plan
City of Santa Clara

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2040 FC NoProj - AM

Intersection #51: (14) GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1

Volume Module:

Base Vol:	112	2239	170	107	1621	233	20	7	17	34	11	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	2239	170	107	1621	233	20	7	17	34	11	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	2239	170	107	1621	233	20	7	17	34	11	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	123	2460	187	118	1781	256	22	8	19	37	12	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	2460	187	118	1781	256	22	8	19	37	12	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	2460	187	118	1781	256	22	8	19	37	12	44

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.78	0.22	1.00	2.61	0.39	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5204	395	1750	4895	704	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

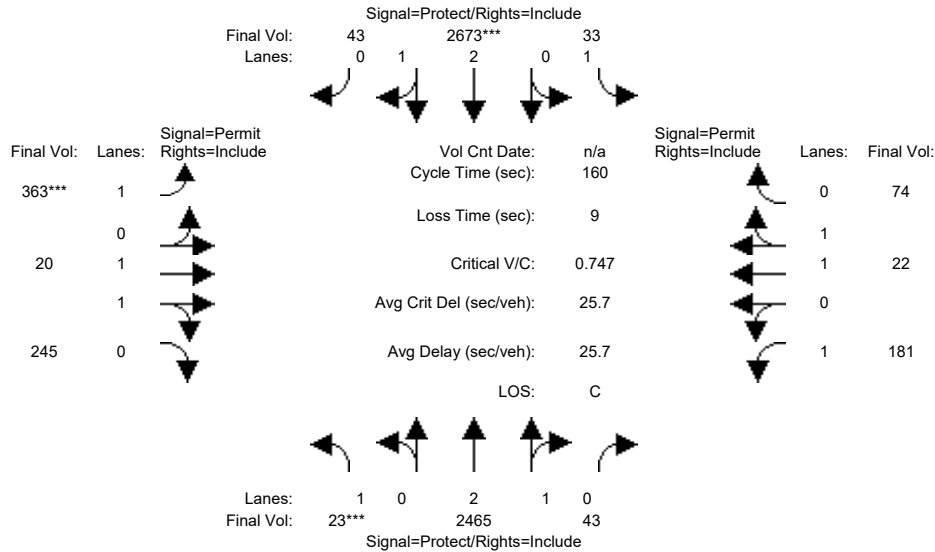
Vol/Sat:	0.07	0.47	0.47	0.07	0.36	0.36	0.01	0.00	0.01	0.02	0.01	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.6	73.5	73.5	10.5	70.4	70.4	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.54	0.67	0.67	0.67	0.54	0.54	0.12	0.04	0.10	0.20	0.06	0.24
Delay/Veh:	44.8	8.9	8.9	54.6	8.7	8.7	42.4	41.8	42.2	43.0	41.9	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.8	8.9	8.9	54.6	8.7	8.7	42.4	41.8	42.2	43.0	41.9	43.2
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2k95thQ:	8	27	27	8	20	20	2	1	1	3	1	3

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #51: (14) GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1

Volume Module:												
Base Vol:	22	2366	41	32	2566	41	348	19	235	174	21	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	2366	41	32	2566	41	348	19	235	174	21	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	2366	41	32	2566	41	348	19	235	174	21	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	23	2465	43	33	2673	43	363	20	245	181	22	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	2465	43	33	2673	43	363	20	245	181	22	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	2465	43	33	2673	43	363	20	245	181	22	74

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.95	0.05	1.00	2.95	0.05	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5504	95	1750	5512	88	1750	1900	1750	1750	1900	1750

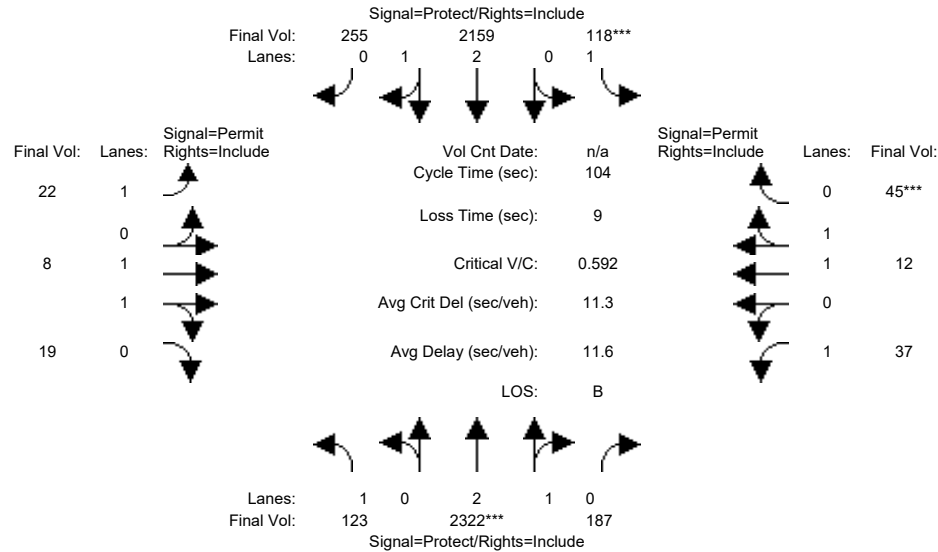
Capacity Analysis Module:												
Vol/Sat:	0.01	0.45	0.45	0.02	0.48	0.48	0.21	0.01	0.14	0.10	0.01	0.04
Crit Moves:	****			****			****					
Green Time:	4.0	101	101.3	5.7	103	103.0	44.0	44.0	44.0	44.0	44.0	44.0
Volume/Cap:	0.52	0.71	0.71	0.54	0.75	0.75	0.75	0.04	0.51	0.38	0.04	0.15
Delay/Veh:	88.2	20.1	20.1	85.0	20.6	20.6	59.7	42.5	49.7	47.4	42.5	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.2	20.1	20.1	85.0	20.6	20.6	59.7	42.5	49.7	47.4	42.5	44.0
LOS by Move:	F	C	C	F	C	C	E	D	D	D	D	D
HCM2k95thQ:	2	44	44	4	50	50	32	1	20	15	2	6

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #51: (14) GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1

Volume Module:

Base Vol:	112	2113	170	107	1965	232	20	7	17	34	11	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	2113	170	107	1965	232	20	7	17	34	11	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	2113	170	107	1965	232	20	7	17	34	11	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	123	2322	187	118	2159	255	22	8	19	37	12	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	2322	187	118	2159	255	22	8	19	37	12	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	2322	187	118	2159	255	22	8	19	37	12	45

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.77	0.23	1.00	2.67	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5182	417	1750	5008	591	1750	1900	1750	1750	1900	1750

Capacity Analysis Module:

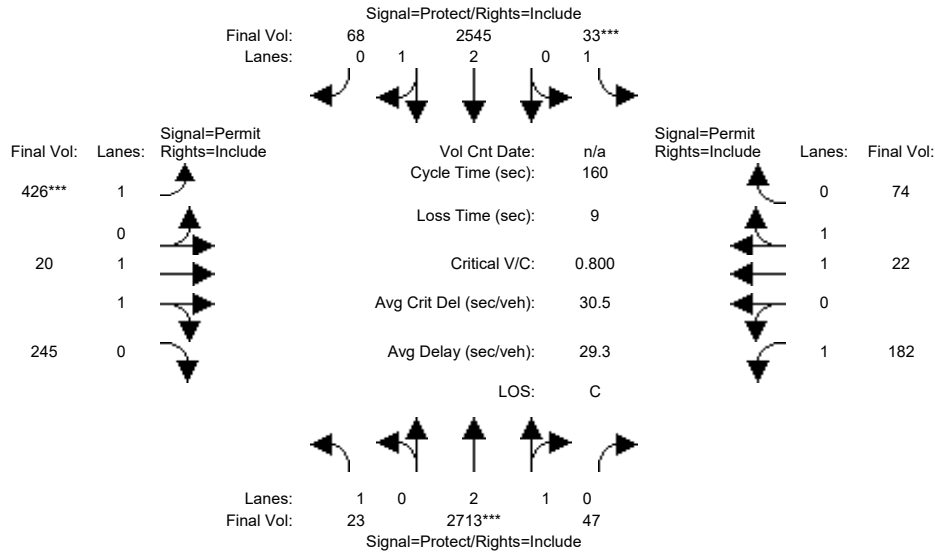
Vol/Sat:	0.07	0.45	0.45	0.07	0.43	0.43	0.01	0.00	0.01	0.02	0.01	0.03
Crit Moves:	****			****								****
Green Time:	11.8	73.0	73.0	11.0	72.2	72.2	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.62	0.64	0.64	0.64	0.62	0.62	0.12	0.04	0.10	0.20	0.06	0.24
Delay/Veh:	49.9	8.7	8.7	51.9	8.8	8.8	42.4	41.8	42.2	43.0	41.9	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.9	8.7	8.7	51.9	8.8	8.8	42.4	41.8	42.2	43.0	41.9	43.2
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2k95thQ:	8	25	25	8	25	25	2	1	1	3	1	3

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

Patrick Henry Specific Plan
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2040 FC+Ph2 wo GS - PM

Intersection #51: (14) GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1

Volume Module:												
Base Vol:	22	2604	45	32	2443	65	409	19	235	175	21	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	2604	45	32	2443	65	409	19	235	175	21	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	2604	45	32	2443	65	409	19	235	175	21	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	23	2713	47	33	2545	68	426	20	245	182	22	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	2713	47	33	2545	68	426	20	245	182	22	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	2713	47	33	2545	68	426	20	245	182	22	74

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.95	0.05	1.00	2.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5505	95	1750	5455	145	1750	1900	1750	1750	1900	1750

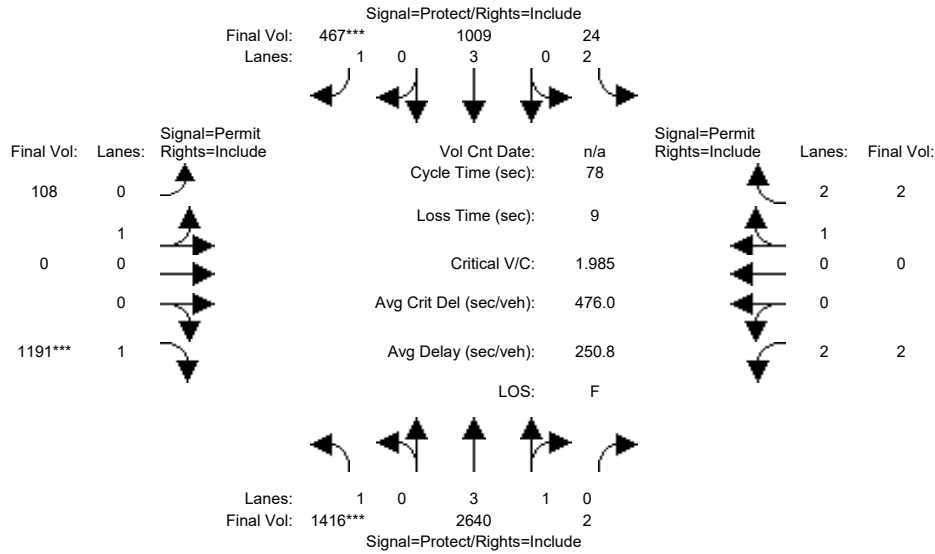
Capacity Analysis Module:												
Vol/Sat:	0.01	0.49	0.49	0.02	0.47	0.47	0.24	0.01	0.14	0.10	0.01	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	5.2	98.4	98.4	4.0	97.2	97.2	48.6	48.6	48.6	48.6	48.6	48.6
Volume/Cap:	0.40	0.80	0.80	0.76	0.77	0.77	0.80	0.03	0.46	0.34	0.04	0.14
Delay/Veh:	80.5	24.8	24.8	132.2	24.2	24.2	59.8	39.2	45.7	43.7	39.2	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.5	24.8	24.8	132.2	24.2	24.2	59.8	39.2	45.7	43.7	39.2	40.6
LOS by Move:	F	C	C	F	C	C	E	D	D	D	D	D
HCM2k95thQ:	2	54	54	4	52	52	37	1	19	14	2	6

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #53: (16) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6

Volume Module:

Base Vol:	1274	2376	2	22	908	420	97	0	1072	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1274	2376	2	22	908	420	97	0	1072	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1274	2376	2	22	908	420	97	0	1072	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1416	2640	2	24	1009	467	108	0	1191	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1416	2640	2	24	1009	467	108	0	1191	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1416	2640	2	24	1009	467	108	0	1191	2	0	2

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	3.99	0.01	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7494	6	3150	5700	1750	1800	0	1750	3150	0	5400

Capacity Analysis Module:

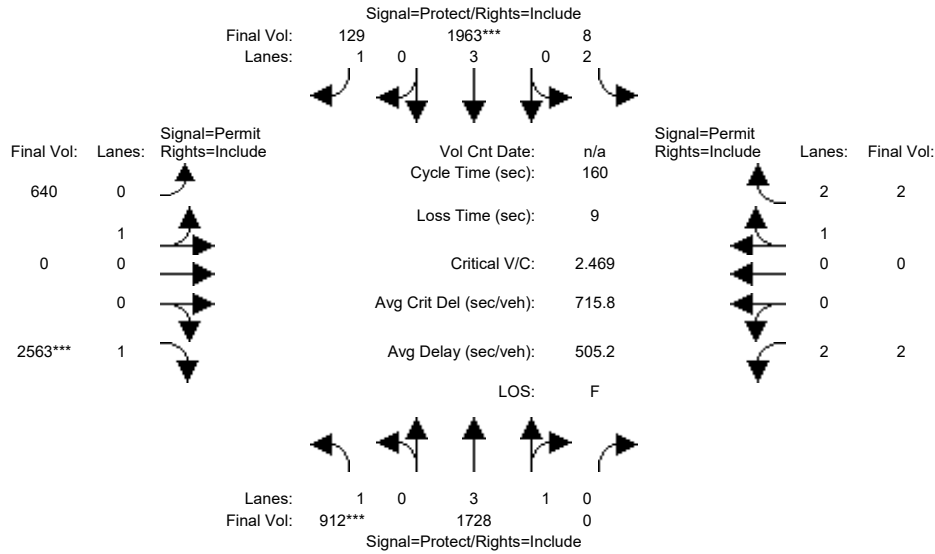
Vol/Sat:	0.81	0.35	0.35	0.01	0.18	0.27	0.06	0.00	0.68	0.00	0.00	0.00
Crit Moves:	****					****			****			
Green Time:	31.8	31.0	31.0	11.3	10.5	10.5	26.7	0.0	26.7	0.0	26.7	
Volume/Cap:	1.99	0.89	0.89	0.05	1.32	1.99	0.17	0.00	1.99	0.00	0.00	0.00
Delay/Veh:	471.5	25.5	25.5	28.8	186	492.1	18.1	0.0	475.0	16.9	0.0	16.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	471.5	25.5	25.5	28.8	186	492.1	18.1	0.0	475.0	16.9	0.0	16.8
LOS by Move:	F	C	C	C	F	F	B	A	F	B	A	B
HCM2k95thQ:	195	29	29	1	32	67	4	0	165	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #53: (16) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6

Volume Module:

Base Vol:	866	1642	0	8	1865	123	608	0	2435	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	866	1642	0	8	1865	123	608	0	2435	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	866	1642	0	8	1865	123	608	0	2435	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	912	1728	0	8	1963	129	640	0	2563	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	912	1728	0	8	1963	129	640	0	2563	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	912	1728	0	8	1963	129	640	0	2563	2	0	2

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.92	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	4.00	0.00	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7500	0	3150	5700	1750	1800	0	1750	3150	0	5400

Capacity Analysis Module:

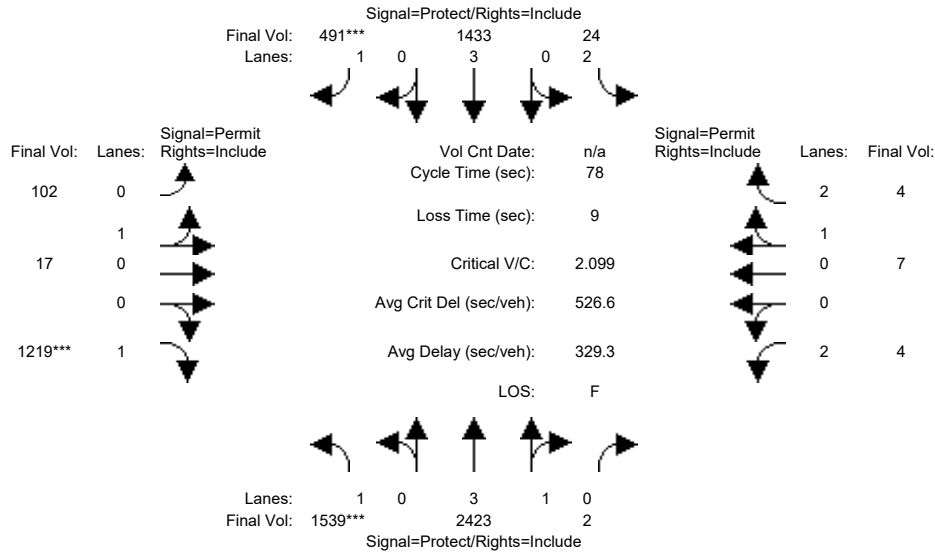
Vol/Sat:	0.52	0.23	0.00	0.00	0.34	0.07	0.36	0.00	1.46	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	33.8	44.1	0.0	12.0	22.3	22.3	94.9	0.0	94.9	94.9	0.0	94.9
Volume/Cap:	2.47	0.84	0.00	0.04	2.47	0.53	0.60	0.00	2.47	0.00	0.00	0.00
Delay/Veh:	732.2	57.7	0.0	68.7	734	66.2	21.5	0.0	696.4	13.2	0.0	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	732.2	57.7	0.0	68.7	734	66.2	21.5	0.0	696.4	13.2	0.0	13.2
LOS by Move:	F	E	A	E	F	E	C	A	F	B	A	B
HCM2k95thQ:	178	35	0	0	118	12	35	0	498	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #53: (16) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6

Volume Module:

Base Vol:	1385	2181	2	22	1290	442	92	15	1097	4	6	4
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1385	2181	2	22	1290	442	92	15	1097	4	6	4
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1385	2181	2	22	1290	442	92	15	1097	4	6	4
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1539	2423	2	24	1433	491	102	17	1219	4	7	4
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1539	2423	2	24	1433	491	102	17	1219	4	7	4
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1539	2423	2	24	1433	491	102	17	1219	4	7	4

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	3.99	0.01	2.00	3.00	1.00	0.86	0.14	1.00	2.00	1.00	2.00
Final Sat.:	1750	7493	7	3150	5700	1750	1548	252	1750	3150	1800	3600

Capacity Analysis Module:

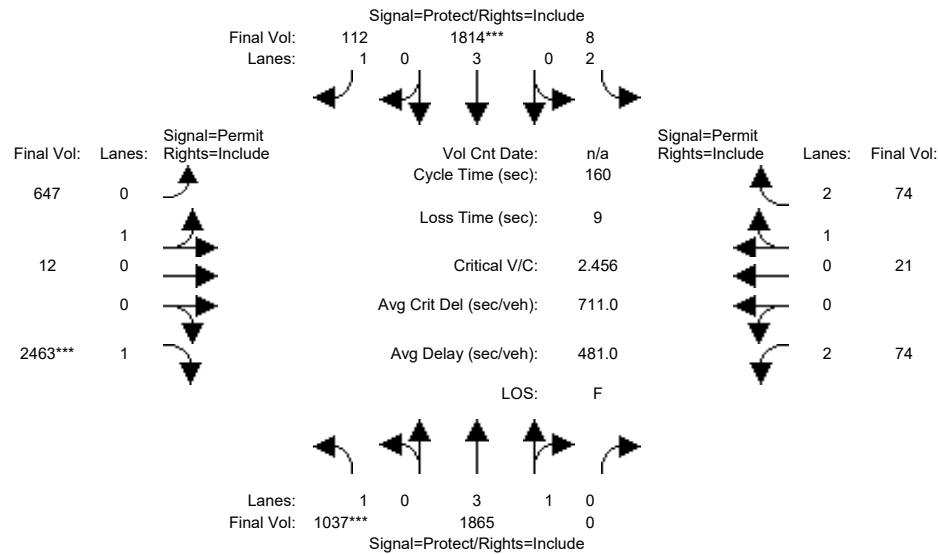
Vol/Sat:	0.88	0.32	0.32	0.01	0.25	0.28	0.07	0.07	0.70	0.00	0.00	0.00
Crit Moves:	****					****			****			
Green Time:	32.7	30.9	30.9	12.2	10.4	10.4	25.9	25.9	25.9	25.9	25.9	25.9
Volume/Cap:	2.10	0.82	0.82	0.05	1.88	2.10	0.20	0.20	2.10	0.00	0.01	0.00
Delay/Veh:	521.7	22.9	22.9	28.0	435	542.5	18.8	18.8	526.3	17.4	17.5	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	521.7	22.9	22.9	28.0	435	542.5	18.8	18.8	526.3	17.4	17.5	17.4
LOS by Move:	F	C	C	C	F	F	B	B	F	B	B	B
HCM2k95thQ:	220	25	25	1	61	73	4	4	176	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #53: (16) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6

Volume Module:

Base Vol:	985	1772	0	8	1723	106	615	11	2340	70	20	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	985	1772	0	8	1723	106	615	11	2340	70	20	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	985	1772	0	8	1723	106	615	11	2340	70	20	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1037	1865	0	8	1814	112	647	12	2463	74	21	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1037	1865	0	8	1814	112	647	12	2463	74	21	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1037	1865	0	8	1814	112	647	12	2463	74	21	74

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.92	0.83	1.00	0.92	0.95	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	4.00	0.00	2.00	3.00	1.00	0.98	0.02	1.00	2.00	0.67	2.33
Final Sat.:	1750	7500	0	3150	5700	1750	1768	32	1750	3150	1200	4200

Capacity Analysis Module:

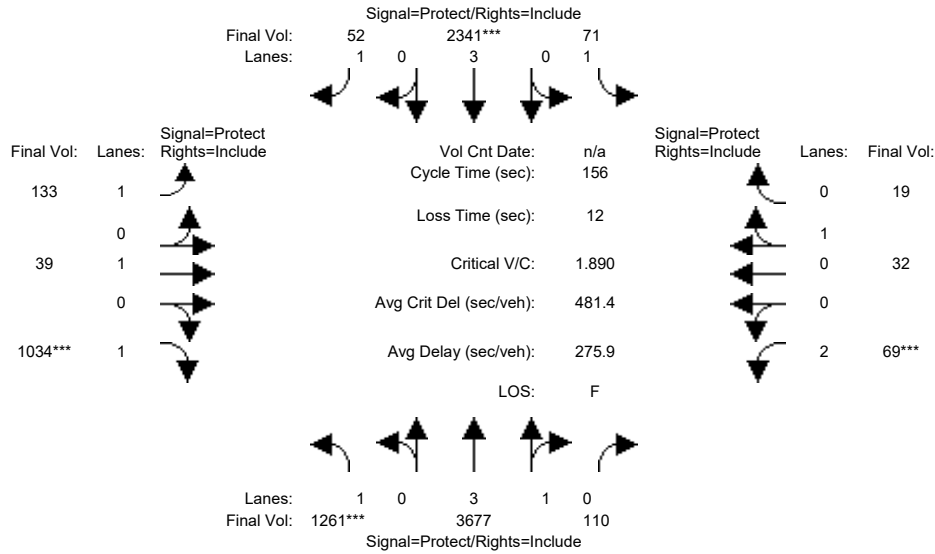
Vol/Sat:	0.59	0.25	0.00	0.00	0.32	0.06	0.37	0.37	1.41	0.02	0.02	0.02
Crit Moves:	****				****				****			
Green Time:	38.6	47.4	0.0	11.9	20.7	20.7	91.7	91.7	91.7	91.7	91.7	91.7
Volume/Cap:	2.46	0.84	0.00	0.04	2.46	0.49	0.64	0.64	2.46	0.04	0.03	0.03
Delay/Veh:	723.2	55.8	0.0	68.8	729	66.4	24.4	24.4	692.5	14.9	14.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	723.2	55.8	0.0	68.8	729	66.4	24.4	24.4	692.5	14.9	14.9	14.9
LOS by Move:	F	E	A	E	F	E	C	C	F	B	B	B
HCM2k95thQ:	202	38	0	0	109	11	38	38	478	2	1	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #54: (17) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1

Volume Module:

Base Vol:	1135	3309	99	64	2107	47	120	35	931	62	29	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1135	3309	99	64	2107	47	120	35	931	62	29	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1135	3309	99	64	2107	47	120	35	931	62	29	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1261	3677	110	71	2341	52	133	39	1034	69	32	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1261	3677	110	71	2341	52	133	39	1034	69	32	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1261	3677	110	71	2341	52	133	39	1034	69	32	19

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	3.88	0.12	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.63	0.37
Final Sat.:	1750	7282	218	1750	5700	1750	1750	1900	1750	3150	1135	665

Capacity Analysis Module:

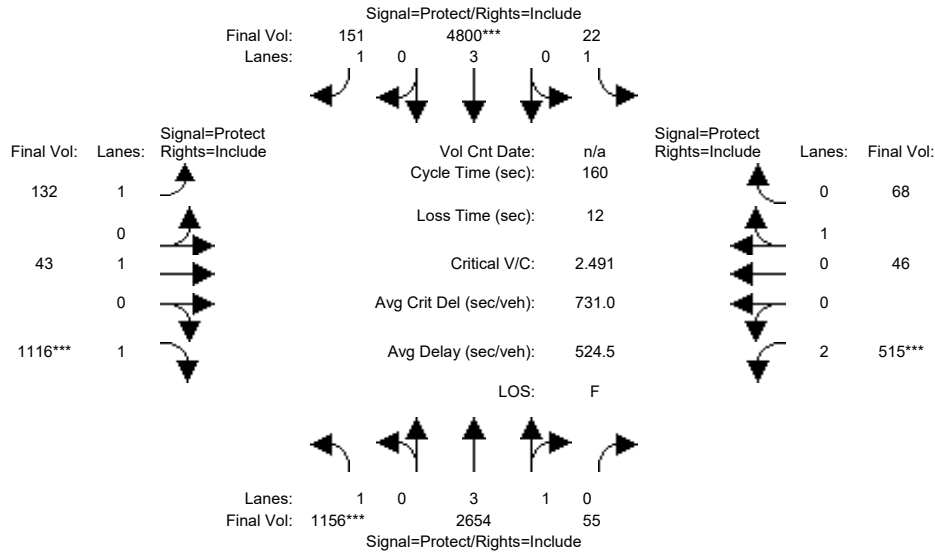
Vol/Sat:	0.72	0.50	0.50	0.04	0.41	0.03	0.08	0.02	0.59	0.02	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	57.7	83.9	83.9	6.8	32.9	32.9	26.6	47.4	47.4	6.0	26.8	26.8
Volume/Cap:	1.95	0.94	0.94	0.94	1.95	0.14	0.45	0.07	1.95	0.57	0.17	0.17
Delay/Veh:	481.0	38.9	38.9	156.9	491	50.2	59.2	38.7	487.4	80.0	55.3	55.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	481.0	38.9	38.9	156.9	491	50.2	59.2	38.7	487.4	80.0	55.3	55.3
LOS by Move:	F	D	D	F	F	D	E	D	F	E	E	E
HCM2k95thQ:	214	63	63	9	124	4	12	3	179	6	4	4

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #54: (17) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1

Volume Module:

Base Vol:	1075	2468	51	20	4464	140	123	40	1038	479	43	63
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1075	2468	51	20	4464	140	123	40	1038	479	43	63
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1075	2468	51	20	4464	140	123	40	1038	479	43	63
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	1156	2654	55	22	4800	151	132	43	1116	515	46	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1156	2654	55	22	4800	151	132	43	1116	515	46	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1156	2654	55	22	4800	151	132	43	1116	515	46	68

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	3.92	0.08	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.41	0.59
Final Sat.:	1750	7348	152	1750	5700	1750	1750	1900	1750	3150	730	1070

Capacity Analysis Module:

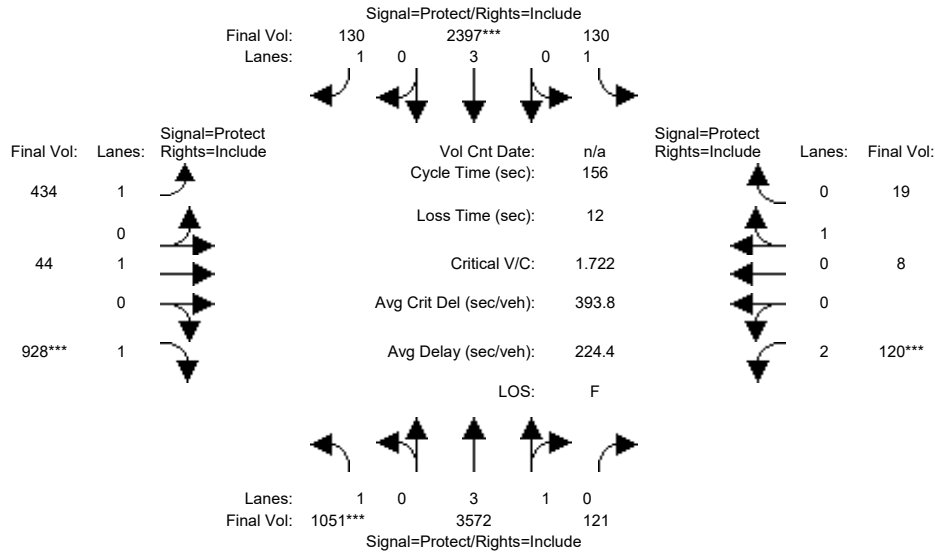
Vol/Sat:	0.66	0.36	0.36	0.01	0.84	0.09	0.08	0.02	0.64	0.16	0.06	0.06
Crit Moves:	****				****				****	****		
Green Time:	42.4	87.4	87.4	9.1	54.1	54.1	25.8	41.0	41.0	10.5	25.6	25.6
Volume/Cap:	2.49	0.66	0.66	0.22	2.49	0.25	0.47	0.09	2.49	2.49	0.40	0.40
Delay/Veh:	736.0	26.2	26.2	73.2	725	38.6	62.1	45.4	737.0	759.8	61.1	61.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	736.0	26.2	26.2	73.2	725	38.6	62.1	45.4	737.0	759.8	61.1	61.1
LOS by Move:	F	C	C	E	F	D	E	D	F	F	E	E
HCM2k95thQ:	225	37	37	2	288	11	13	3	219	61	11	11

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #54: (17) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1

Volume Module:

Base Vol:	946	3215	109	117	2157	117	391	40	835	108	7	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	946	3215	109	117	2157	117	391	40	835	108	7	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	946	3215	109	117	2157	117	391	40	835	108	7	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1051	3572	121	130	2397	130	434	44	928	120	8	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1051	3572	121	130	2397	130	434	44	928	120	8	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1051	3572	121	130	2397	130	434	44	928	120	8	19

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	3.86	0.14	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.29	0.71
Final Sat.:	1750	7254	246	1750	5700	1750	1750	1900	1750	3150	525	1275

Capacity Analysis Module:

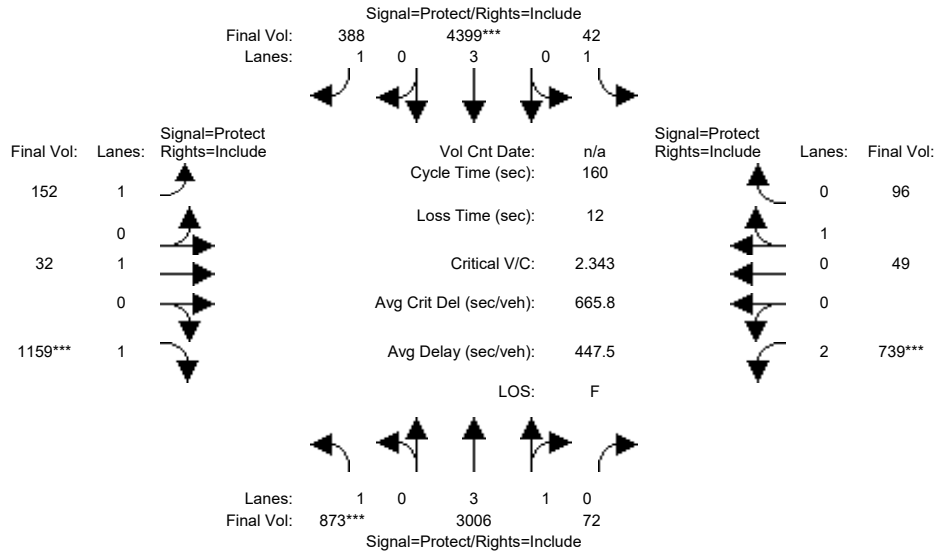
Vol/Sat:	0.60	0.49	0.49	0.07	0.42	0.07	0.25	0.02	0.53	0.04	0.01	0.01
Crit Moves:	****				****				****	****		
Green Time:	53.4	78.9	78.9	11.9	37.4	37.4	40.6	47.2	47.2	6.0	12.6	12.6
Volume/Cap:	1.75	0.97	0.97	0.97	1.75	0.31	0.95	0.08	1.75	0.99	0.18	0.18
Delay/Veh:	397.3	46.8	46.8	141.3	401	49.1	87.5	38.9	401.3	153.6	67.5	67.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	397.3	46.8	46.8	141.3	401	49.1	87.5	38.9	401.3	153.6	67.5	67.5
LOS by Move:	F	D	D	F	F	D	F	D	F	F	E	E
HCM2k95thQ:	167	65	65	15	119	10	43	3	150	12	3	3

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #54: (17) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1

Volume Module:

Base Vol:	812	2796	67	39	4091	361	141	30	1078	687	46	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	812	2796	67	39	4091	361	141	30	1078	687	46	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	812	2796	67	39	4091	361	141	30	1078	687	46	89
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	873	3006	72	42	4399	388	152	32	1159	739	49	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	873	3006	72	42	4399	388	152	32	1159	739	49	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	873	3006	72	42	4399	388	152	32	1159	739	49	96

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	3.90	0.10	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.34	0.66
Final Sat.:	1750	7324	176	1750	5700	1750	1750	1900	1750	3150	613	1187

Capacity Analysis Module:

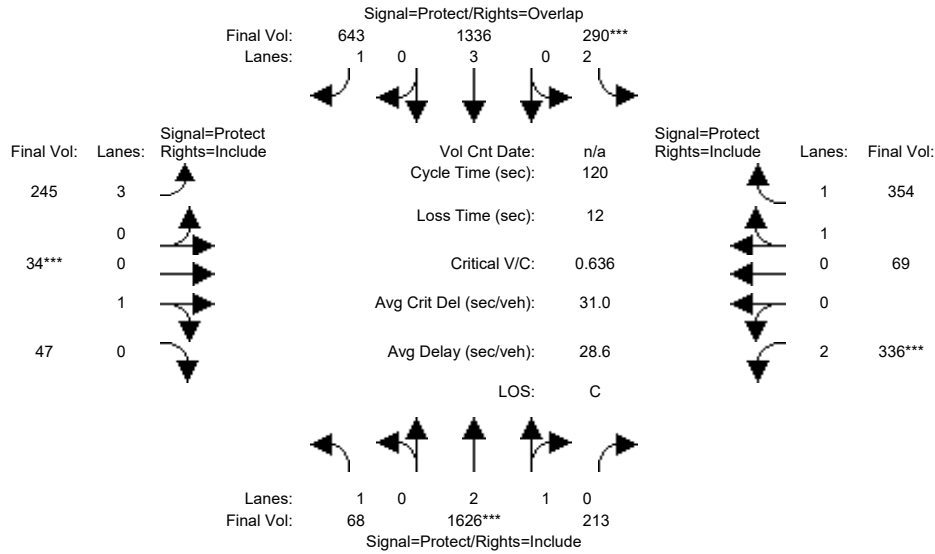
Vol/Sat:	0.50	0.41	0.41	0.02	0.77	0.22	0.09	0.02	0.66	0.23	0.08	0.08
Crit Moves:	****				****				****	****		
Green Time:	34.1	79.5	79.5	7.3	52.7	52.7	31.7	45.2	45.2	16.0	29.5	29.5
Volume/Cap:	2.34	0.83	0.83	0.53	2.34	0.67	0.44	0.06	2.34	2.34	0.44	0.44
Delay/Veh:	675.8	36.0	36.0	81.2	660	49.4	57.2	41.9	668.1	686.3	58.8	58.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	675.8	36.0	36.0	81.2	660	49.4	57.2	41.9	668.1	686.3	58.8	58.8
LOS by Move:	F	D	D	F	F	D	E	D	F	F	E	E
HCM2k95thQ:	165	48	48	5	257	30	14	2	222	82	13	13

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #58: (21) BOWERS AV / AUGUSTINE DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	62	1480	194	264	1216	585	223	31	43	306	63	322
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1480	194	264	1216	585	223	31	43	306	63	322
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1480	194	264	1216	585	223	31	43	306	63	322
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	68	1626	213	290	1336	643	245	34	47	336	69	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1626	213	290	1336	643	245	34	47	336	69	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	1626	213	290	1336	643	245	34	47	336	69	354

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.80	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.64	0.36	2.00	3.00	1.00	3.00	0.42	0.58	2.00	0.33	1.67
Final Sat.:	1750	4950	649	3150	5700	1750	4551	754	1046	3150	589	3011

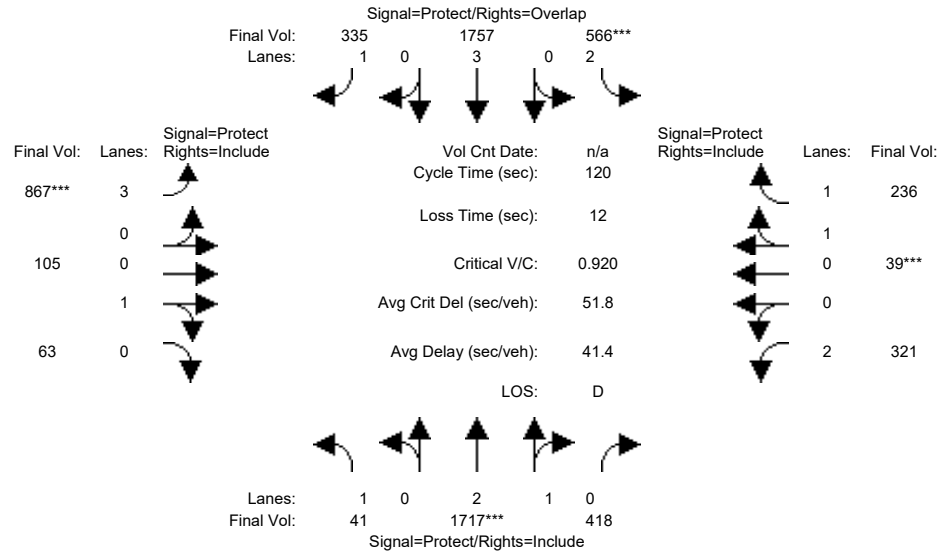
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.09	0.23	0.37	0.05	0.05	0.05	0.11	0.12	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.4	59.8	59.8	16.8	63.1	76.2	13.0	12.0	12.0	19.4	18.4	18.4
Volume/Cap:	0.35	0.66	0.66	0.66	0.45	0.58	0.50	0.45	0.45	0.66	0.77	0.77
Delay/Veh:	50.3	23.1	23.1	52.6	17.7	13.4	51.2	52.7	52.7	50.4	55.2	55.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	23.1	23.1	52.6	17.7	13.4	51.2	52.7	52.7	50.4	55.2	55.2
LOS by Move:	D	C	C	D	B	B	D	D	D	D	E	E
HCM2k95thQ:	5	28	28	12	18	26	8	7	7	15	18	18

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #58: (21) BOWERS AV / AUGUSTINE DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:

Base Vol:	39	1631	397	538	1669	318	824	100	60	305	37	224
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	1631	397	538	1669	318	824	100	60	305	37	224
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	1631	397	538	1669	318	824	100	60	305	37	224
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	41	1717	418	566	1757	335	867	105	63	321	39	236
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	41	1717	418	566	1757	335	867	105	63	321	39	236
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	41	1717	418	566	1757	335	867	105	63	321	39	236

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.80	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.39	0.61	2.00	3.00	1.00	3.00	0.63	0.37	2.00	0.28	1.72
Final Sat.:	1750	4502	1096	3150	5700	1750	4551	1125	675	3150	510	3090

Capacity Analysis Module:

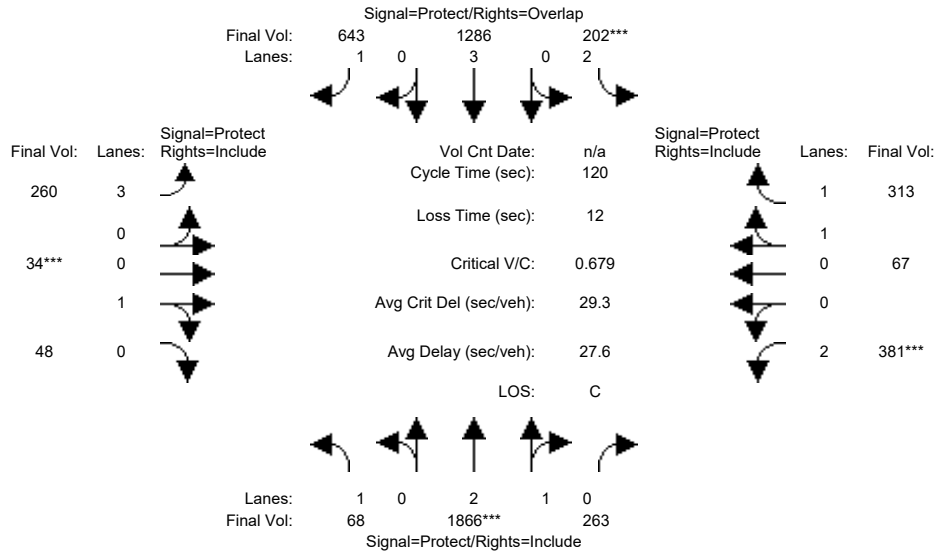
Vol/Sat:	0.02	0.38	0.38	0.18	0.31	0.19	0.19	0.09	0.09	0.10	0.08	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.0	49.7	49.7	23.4	60.2	85.0	24.9	17.2	17.2	17.6	10.0	10.0
Volume/Cap:	0.22	0.92	0.92	0.92	0.61	0.27	0.92	0.65	0.65	0.70	0.92	0.92
Delay/Veh:	49.4	39.8	39.8	66.5	22.0	6.4	60.4	54.3	54.3	53.3	86.6	86.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.4	39.8	39.8	66.5	22.0	6.4	60.4	54.3	54.3	53.3	86.6	86.6
LOS by Move:	D	D	D	E	C	A	E	D	D	D	F	F
HCM2k95thQ:	3	40	40	24	27	9	29	14	14	15	16	16

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #58: (21) BOWERS AV / AUGUSTINE DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	62	1698	239	184	1170	585	237	31	44	347	61	285
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1698	239	184	1170	585	237	31	44	347	61	285
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1698	239	184	1170	585	237	31	44	347	61	285
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	68	1866	263	202	1286	643	260	34	48	381	67	313
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1866	263	202	1286	643	260	34	48	381	67	313
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	1866	263	202	1286	643	260	34	48	381	67	313

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.80	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.62	0.38	2.00	3.00	1.00	3.00	0.41	0.59	2.00	0.35	1.65
Final Sat.:	1750	4908	691	3150	5700	1750	4551	744	1056	3150	635	2965

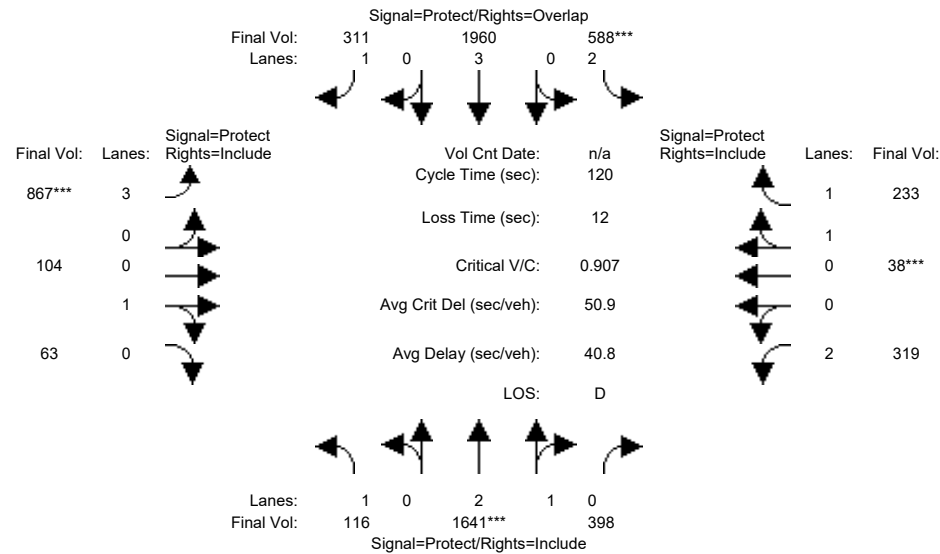
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.06	0.23	0.37	0.06	0.05	0.05	0.12	0.11	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.3	64.5	64.5	10.9	62.1	76.5	14.4	12.0	12.0	20.6	18.2	18.2
Volume/Cap:	0.35	0.71	0.71	0.71	0.44	0.58	0.48	0.46	0.46	0.71	0.70	0.70
Delay/Veh:	50.4	21.5	21.5	60.9	18.1	13.2	50.0	52.8	52.8	51.2	52.2	52.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	21.5	21.5	60.9	18.1	13.2	50.0	52.8	52.8	51.2	52.2	52.2
LOS by Move:	D	C	C	E	B	B	D	D	D	D	D	D
HCM2k95thQ:	5	31	31	9	17	25	8	7	7	17	16	16

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #58: (21) BOWERS AV / AUGUSTINE DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	110	1559	378	559	1862	295	824	99	60	303	36	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	110	1559	378	559	1862	295	824	99	60	303	36	221
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	110	1559	378	559	1862	295	824	99	60	303	36	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	116	1641	398	588	1960	311	867	104	63	319	38	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	1641	398	588	1960	311	867	104	63	319	38	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	116	1641	398	588	1960	311	867	104	63	319	38	233

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.80	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.39	0.61	2.00	3.00	1.00	3.00	0.62	0.38	2.00	0.28	1.72
Final Sat.:	1750	4506	1092	3150	5700	1750	4551	1121	679	3150	504	3096

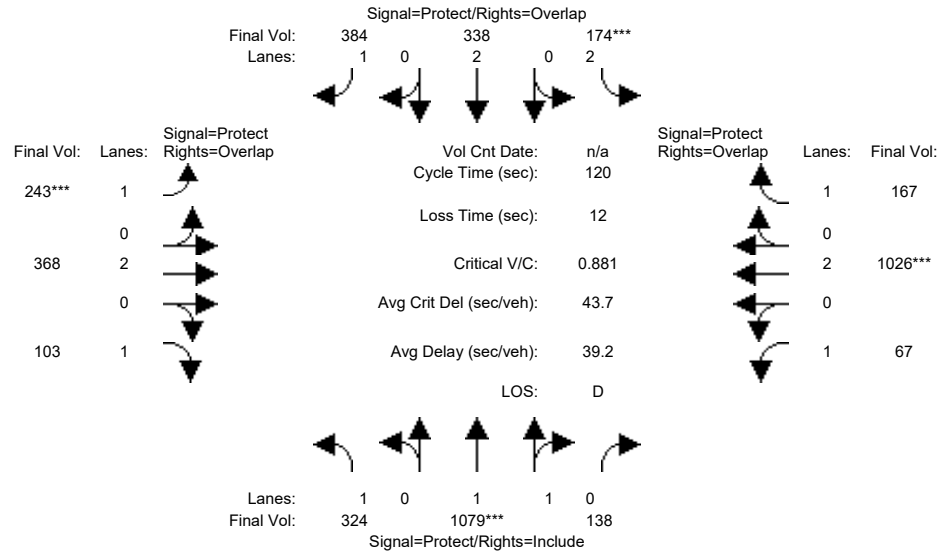
Capacity Analysis Module:												
Vol/Sat:	0.07	0.36	0.36	0.19	0.34	0.18	0.19	0.09	0.09	0.10	0.08	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.8	48.2	48.2	24.7	61.0	86.2	25.2	17.5	17.5	17.7	9.9	9.9
Volume/Cap:	0.67	0.91	0.91	0.91	0.68	0.25	0.91	0.64	0.64	0.69	0.91	0.91
Delay/Veh:	62.1	39.7	39.7	63.1	22.7	5.9	58.4	53.5	53.5	52.8	84.1	84.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	39.7	39.7	63.1	22.7	5.9	58.4	53.5	53.5	52.8	84.1	84.1
LOS by Move:	E	D	D	E	C	A	E	D	D	D	F	F
HCM2k95thQ:	8	38	38	25	30	8	29	14	14	15	15	15

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #61: (24) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0

Volume Module:												
Base Vol:	292	971	124	157	304	346	219	331	93	60	923	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	971	124	157	304	346	219	331	93	60	923	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	971	124	157	304	346	219	331	93	60	923	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	324	1079	138	174	338	384	243	368	103	67	1026	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1079	138	174	338	384	243	368	103	67	1026	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	324	1079	138	174	338	384	243	368	103	67	1026	167

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.77	0.23	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3281	419	3150	3800	1750	1750	3800	1750	1750	3800	1750

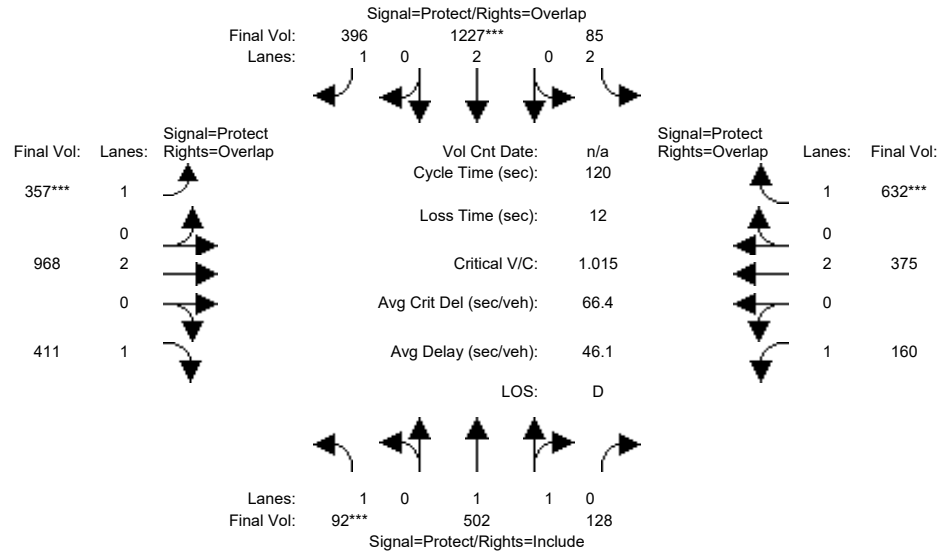
Capacity Analysis Module:												
Vol/Sat:	0.19	0.33	0.33	0.06	0.09	0.22	0.14	0.10	0.06	0.04	0.27	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	35.5	44.6	44.6	8.0	17.0	35.9	18.8	38.7	74.3	16.7	36.6	44.6
Volume/Cap:	0.63	0.89	0.89	0.83	0.63	0.73	0.89	0.30	0.10	0.27	0.89	0.26
Delay/Veh:	28.7	28.6	28.6	76.1	45.5	32.4	76.6	30.6	9.3	46.9	48.1	26.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.7	28.6	28.6	76.1	45.5	32.4	76.6	30.6	9.3	46.9	48.1	26.4
LOS by Move:	C	C	C	E	D	C	E	C	A	D	D	C
HCM2k95thQ:	17	34	34	8	11	22	19	9	3	5	36	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #61: (24) BOWERS AV / KIFER RD-WALSH AV



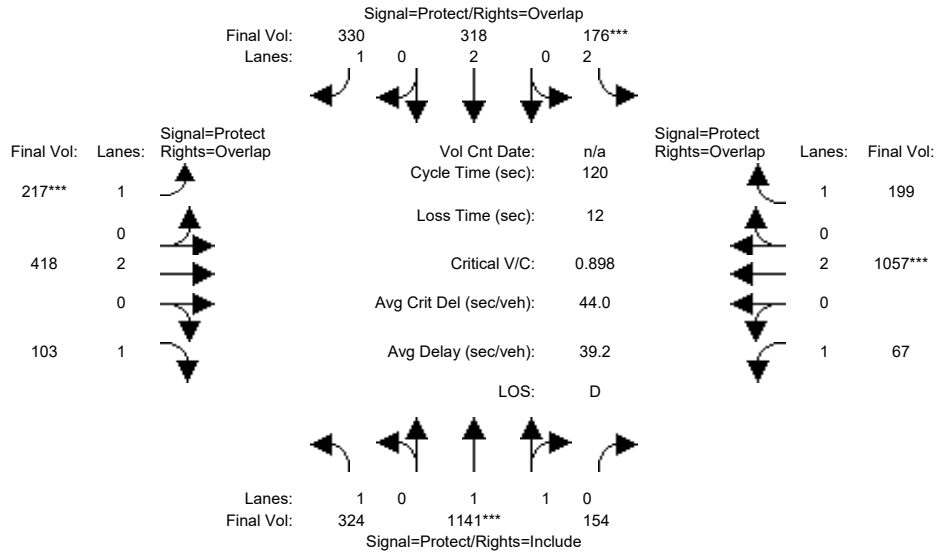
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	91	497	127	84	1215	392	353	958	407	158	371	626
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	497	127	84	1215	392	353	958	407	158	371	626
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	497	127	84	1215	392	353	958	407	158	371	626
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	92	502	128	85	1227	396	357	968	411	160	375	632
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	502	128	85	1227	396	357	968	411	160	375	632
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	502	128	85	1227	396	357	968	411	160	375	632
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.58	0.42	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2946	753	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.03	0.32	0.23	0.20	0.25	0.23	0.09	0.10	0.36
Crit Moves:	****			****			****					****
Green Time:	6.2	31.9	31.9	12.5	38.2	62.3	24.1	43.4	49.6	15.5	34.8	47.3
Volume/Cap:	1.02	0.64	0.64	0.26	1.02	0.44	1.02	0.70	0.57	0.70	0.34	0.92
Delay/Veh:	153.6	31.0	31.0	46.1	57.9	5.4	99.9	34.5	28.1	59.7	33.7	51.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	153.6	31.0	31.0	46.1	57.9	5.4	99.9	34.5	28.1	59.7	33.7	51.5
LOS by Move:	F	C	C	D	E	A	F	C	C	E	C	D
HCM2k95thQ:	9	17	17	3	42	7	26	25	21	14	11	45

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #61: (24) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0

Volume Module:												
Base Vol:	292	1027	139	158	286	297	195	376	93	60	951	179
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	1027	139	158	286	297	195	376	93	60	951	179
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	1027	139	158	286	297	195	376	93	60	951	179
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	324	1141	154	176	318	330	217	418	103	67	1057	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1141	154	176	318	330	217	418	103	67	1057	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	324	1141	154	176	318	330	217	418	103	67	1057	199

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.75	0.25	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3259	441	3150	3800	1750	1750	3800	1750	1750	3800	1750

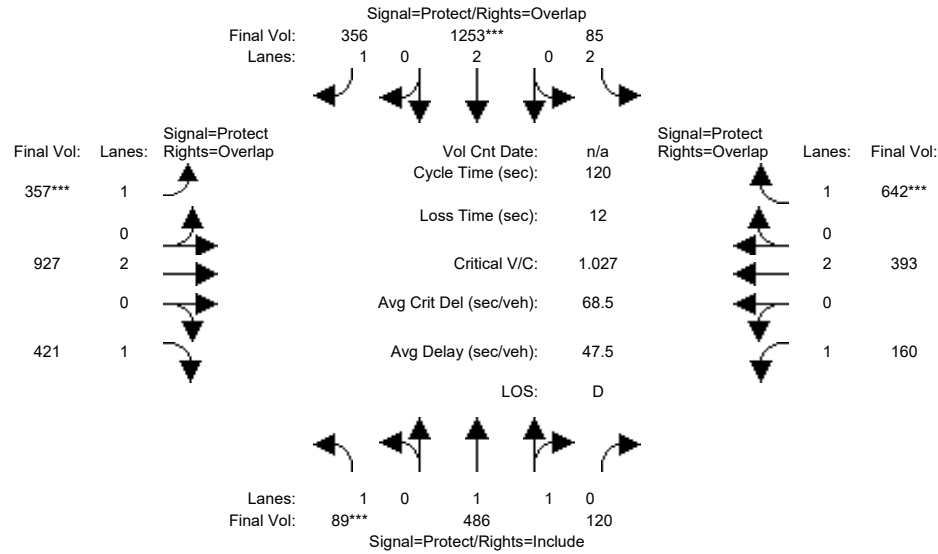
Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.35	0.06	0.08	0.19	0.12	0.11	0.06	0.04	0.28	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	37.6	46.6	46.6	8.0	17.0	33.4	16.5	38.8	76.4	14.7	37.0	45.0
Volume/Cap:	0.59	0.90	0.90	0.84	0.59	0.68	0.90	0.34	0.09	0.31	0.90	0.30
Delay/Veh:	25.9	28.2	28.2	77.0	44.7	32.4	84.3	31.1	8.5	48.9	49.6	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	28.2	28.2	77.0	44.7	32.4	84.3	31.1	8.5	48.9	49.6	26.7
LOS by Move:	C	C	C	E	D	C	F	C	A	D	D	C
HCM2k95thQ:	16	36	36	9	10	19	18	11	3	5	37	11

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #61: (24) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0

Volume Module:												
Base Vol:	88	481	119	84	1240	352	353	918	417	158	389	636
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	481	119	84	1240	352	353	918	417	158	389	636
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	481	119	84	1240	352	353	918	417	158	389	636
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	89	486	120	85	1253	356	357	927	421	160	393	642
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	89	486	120	85	1253	356	357	927	421	160	393	642
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	89	486	120	85	1253	356	357	927	421	160	393	642

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.59	0.41	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2966	734	3150	3800	1750	1750	3800	1750	1750	3800	1750

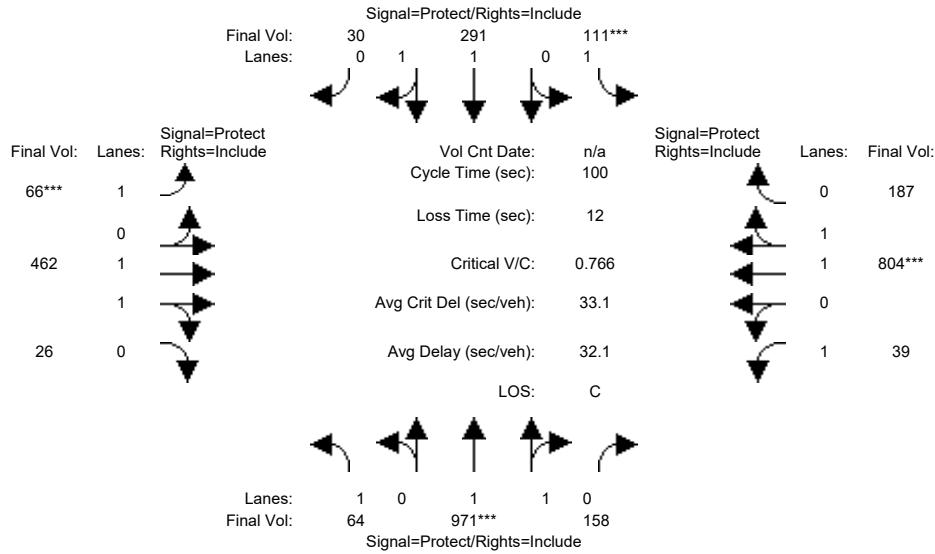
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.03	0.33	0.20	0.20	0.24	0.24	0.09	0.10	0.37
Crit Moves:	****			****			****					****
Green Time:	5.9	31.6	31.6	12.9	38.5	62.3	23.8	42.9	48.8	16.0	35.1	48.0
Volume/Cap:	1.03	0.62	0.62	0.25	1.03	0.39	1.03	0.68	0.59	0.68	0.35	0.92
Delay/Veh:	159.4	30.9	30.9	45.6	60.8	5.1	103.5	34.2	29.1	57.6	33.7	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	159.4	30.9	30.9	45.6	60.8	5.1	103.5	34.2	29.1	57.6	33.7	51.3
LOS by Move:	F	C	C	D	E	A	F	C	C	E	C	D
HCM2k95thQ:	9	16	16	3	42	6	28	24	22	14	11	46

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #62: (55) Bowers Ave & Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:	Bowers Ave NB			Bowers Ave SB			Monroe St EB			Monroe St WB		
Base Vol:	58	874	142	100	262	27	59	416	23	35	724	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	874	142	100	262	27	59	416	23	35	724	168
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	874	142	100	262	27	59	416	23	35	724	168
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	64	971	158	111	291	30	66	462	26	39	804	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	971	158	111	291	30	66	462	26	39	804	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	971	158	111	291	30	66	462	26	39	804	187

Saturation Flow Module:	Bowers Ave NB			Bowers Ave SB			Monroe St EB			Monroe St WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.71	0.29	1.00	1.81	0.19	1.00	1.89	0.11	1.00	1.61	0.39
Final Sat.:	1750	3182	517	1750	3354	346	1750	3506	194	1750	3003	697

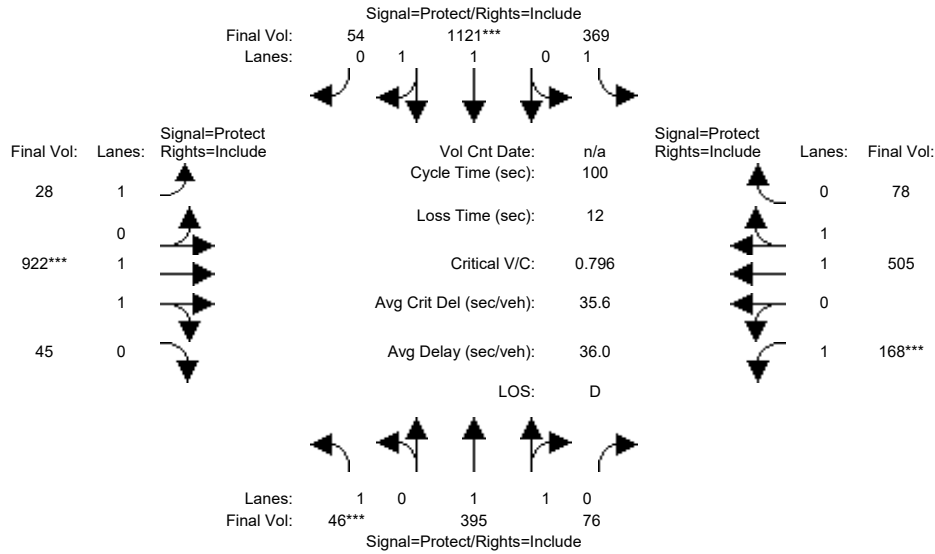
Capacity Analysis Module:	Bowers Ave NB			Bowers Ave SB			Monroe St EB			Monroe St WB		
Vol/Sat:	0.04	0.31	0.31	0.06	0.09	0.09	0.04	0.13	0.13	0.02	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	17.6	39.8	39.8	8.3	30.5	30.5	5.0	29.0	29.0	11.0	34.9	34.9
Volume/Cap:	0.21	0.77	0.77	0.77	0.28	0.28	0.75	0.46	0.46	0.20	0.77	0.77
Delay/Veh:	35.6	28.6	28.6	66.4	26.6	26.6	76.5	29.4	29.4	41.0	31.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	28.6	28.6	66.4	26.6	26.6	76.5	29.4	29.4	41.0	31.7	31.7
LOS by Move:	D	C	C	E	C	C	E	C	C	D	C	C
HCM2k95thQ:	4	27	27	8	7	7	8	12	12	3	27	27

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #62: (55) Bowers Ave & Monroe St



Street Name:	Bowers Ave						Monroe St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:												
Base Vol:	44	379	73	354	1076	52	27	885	43	161	485	75
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	379	73	354	1076	52	27	885	43	161	485	75
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	379	73	354	1076	52	27	885	43	161	485	75
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	46	395	76	369	1121	54	28	922	45	168	505	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	395	76	369	1121	54	28	922	45	168	505	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	395	76	369	1121	54	28	922	45	168	505	78

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.67	0.33	1.00	1.91	0.09	1.00	1.90	0.10	1.00	1.72	0.28
Final Sat.:	1750	3102	597	1750	3529	171	1750	3528	171	1750	3204	495

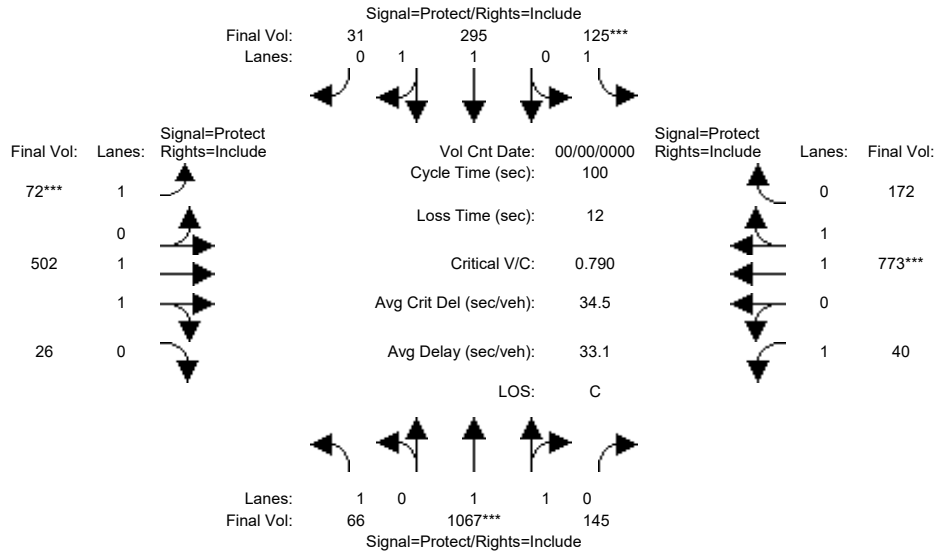
Capacity Analysis Module:												
Vol/Sat:	0.03	0.13	0.13	0.21	0.32	0.32	0.02	0.26	0.26	0.10	0.16	0.16
Crit Moves:	***			****			****			****		
Green Time:	5.0	16.6	16.6	27.5	39.1	39.1	10.6	32.1	32.1	11.8	33.4	33.4
Volume/Cap:	0.52	0.77	0.77	0.77	0.81	0.81	0.15	0.81	0.81	0.81	0.47	0.47
Delay/Veh:	52.0	45.6	45.6	40.6	30.8	30.8	41.0	35.5	35.5	64.2	26.7	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	45.6	45.6	40.6	30.8	30.8	41.0	35.5	35.5	64.2	26.7	26.7
LOS by Move:	D	D	D	D	C	C	D	D	D	E	C	C
HCM2k95thQ:	3	14	14	19	27	27	2	28	28	15	14	14

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #62: (55) Bowers Ave & Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:	>>	Count	Date:	0	0	<<						
Base Vol:	58	939	128	110	260	27	63	442	23	35	680	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	939	128	110	260	27	63	442	23	35	680	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	939	128	110	260	27	63	442	23	35	680	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
PHF Volume:	66	1067	145	125	295	31	72	502	26	40	773	172
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1067	145	125	295	31	72	502	26	40	773	172
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	66	1067	145	125	295	31	72	502	26	40	773	172

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.75	0.25	1.00	1.81	0.19	1.00	1.90	0.10	1.00	1.63	0.37
Final Sat.:	1750	3256	444	1750	3352	348	1750	3517	183	1750	3027	672

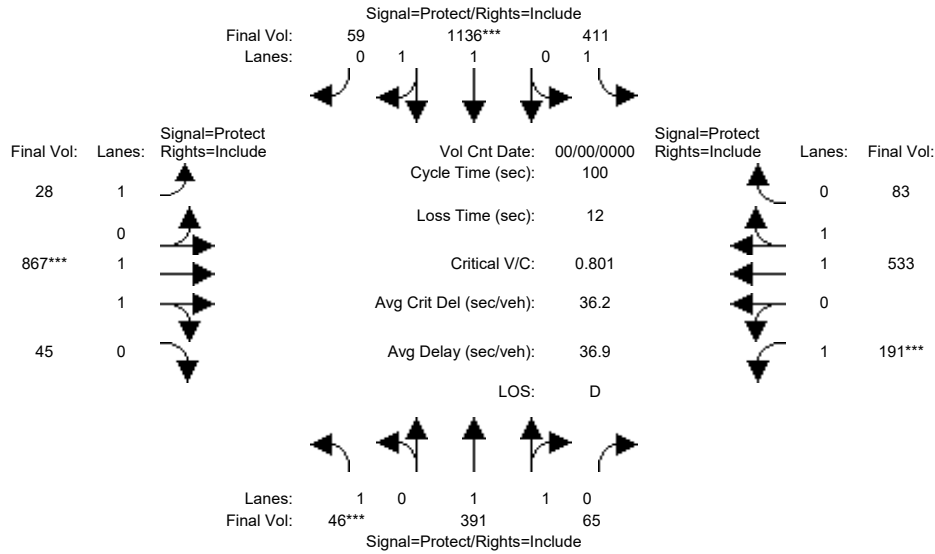
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.07	0.09	0.09	0.04	0.14	0.14	0.02	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	18.3	41.5	41.5	9.0	32.2	32.2	5.2	27.8	27.8	9.7	32.3	32.3
Volume/Cap:	0.21	0.79	0.79	0.79	0.27	0.27	0.79	0.51	0.51	0.23	0.79	0.79
Delay/Veh:	35.0	28.3	28.3	67.5	25.3	25.3	82.9	30.9	30.9	42.4	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.0	28.3	28.3	67.5	25.3	25.3	82.9	30.9	30.9	42.4	34.4	34.4
LOS by Move:	D	C	C	E	C	C	F	C	C	D	C	C
HCM2k95thQ:	4	29	29	9	7	7	8	14	14	3	27	27

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #62: (55) Bowers Ave & Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:	>>	Count	Date:	0	0	<<											
Base Vol:	44	375	62	395	1091	57	27	832	43	183	512	80					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	44	375	62	395	1091	57	27	832	43	183	512	80					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
ATI:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	44	375	62	395	1091	57	27	832	43	183	512	80					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96					
PHF Volume:	46	391	65	411	1136	59	28	867	45	191	533	83					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	46	391	65	411	1136	59	28	867	45	191	533	83					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	46	391	65	411	1136	59	28	867	45	191	533	83					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.71	0.29	1.00	1.90	0.10	1.00	1.90	0.10	1.00	1.72	0.28
Final Sat.:	1750	3175	525	1750	3516	184	1750	3518	182	1750	3200	500

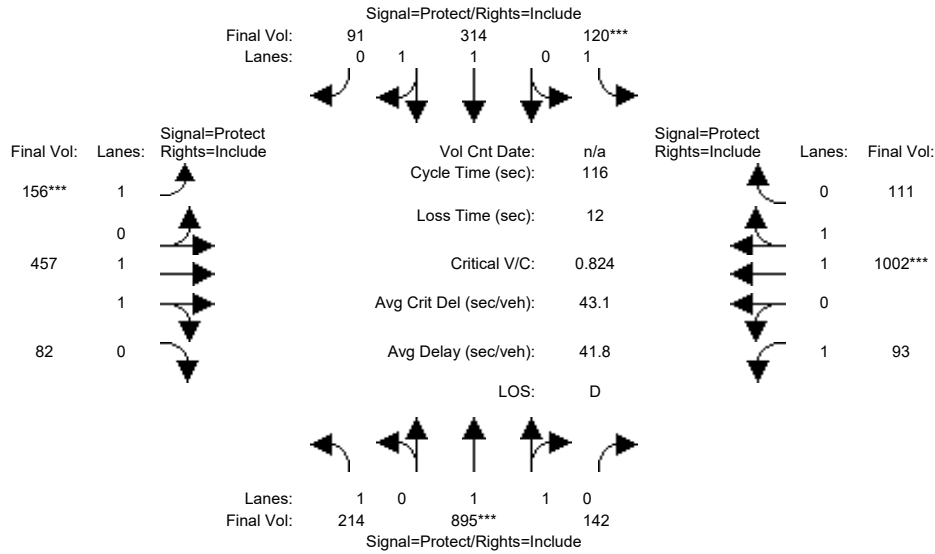
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.24	0.32	0.32	0.02	0.25	0.25	0.11	0.17	0.17
Crit Moves:	***			****			****			****		
Green Time:	5.0	15.3	15.3	29.2	39.5	39.5	10.0	30.1	30.1	13.3	33.4	33.4
Volume/Cap:	0.52	0.80	0.80	0.80	0.82	0.82	0.16	0.82	0.82	0.82	0.50	0.50
Delay/Veh:	52.0	49.1	49.1	41.7	30.7	30.7	41.6	37.2	37.2	61.9	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	49.1	49.1	41.7	30.7	30.7	41.6	37.2	37.2	61.9	26.9	26.9
LOS by Move:	D	D	D	D	C	C	D	D	D	E	C	C
HCM2k95thQ:	3	14	14	21	27	27	2	27	27	16	15	15

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #64: (57) Kiely Blvd & Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	203	850	135	114	298	86	148	434	78	88	952	105
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	203	850	135	114	298	86	148	434	78	88	952	105
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	203	850	135	114	298	86	148	434	78	88	952	105
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	214	895	142	120	314	91	156	457	82	93	1002	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	895	142	120	314	91	156	457	82	93	1002	111
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	214	895	142	120	314	91	156	457	82	93	1002	111

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.72	0.28	1.00	1.54	0.46	1.00	1.69	0.31	1.00	1.80	0.20
Final Sat.:	1750	3193	507	1750	2871	828	1750	3136	564	1750	3332	368

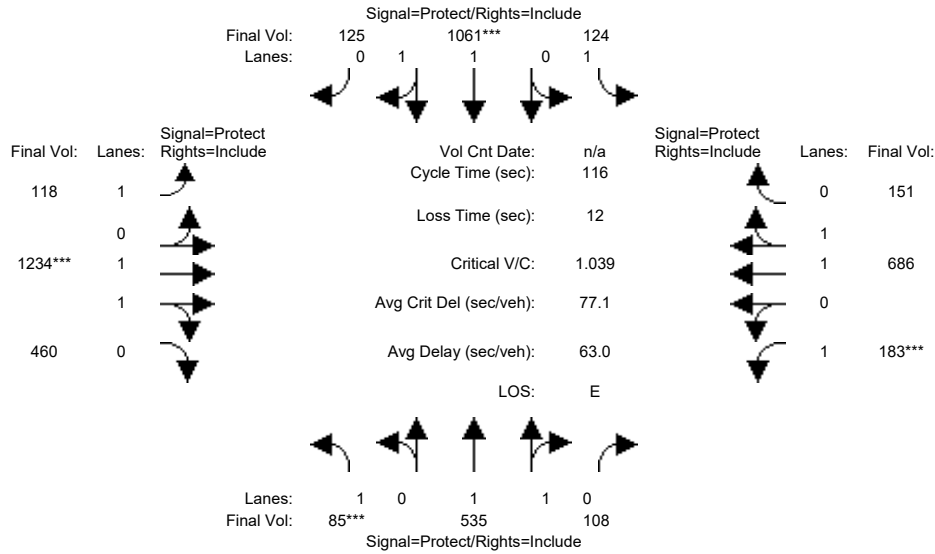
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.12	0.28	0.28	0.07	0.11	0.11	0.09	0.15	0.15	0.05	0.30	0.30
Crit Moves:	****			****			****			****		
Green Time:	25.9	39.5	39.5	9.7	23.2	23.2	12.5	32.1	32.1	22.8	42.3	42.3
Volume/Cap:	0.55	0.82	0.82	0.82	0.55	0.55	0.82	0.53	0.53	0.27	0.82	0.82
Delay/Veh:	41.5	39.6	39.6	82.4	42.5	42.5	75.1	36.0	36.0	40.0	37.7	37.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.5	39.6	39.6	82.4	42.5	42.5	75.1	36.0	36.0	40.0	37.7	37.7
LOS by Move:	D	D	D	F	D	D	E	D	D	D	D	D
HCM2k95thQ:	13	29	29	10	12	12	15	16	16	6	35	35

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #64: (57) Kiely Blvd & Benton St



Street Name:	Kiely Blvd						Benton St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	78	492	99	114	976	115	109	1135	423	168	631	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	492	99	114	976	115	109	1135	423	168	631	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	492	99	114	976	115	109	1135	423	168	631	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	85	535	108	124	1061	125	118	1234	460	183	686	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	535	108	124	1061	125	118	1234	460	183	686	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	85	535	108	124	1061	125	118	1234	460	183	686	151

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.66	0.34	1.00	1.78	0.22	1.00	1.44	0.56	1.00	1.63	0.37
Final Sat.:	1750	3080	620	1750	3310	390	1750	2695	1004	1750	3032	668

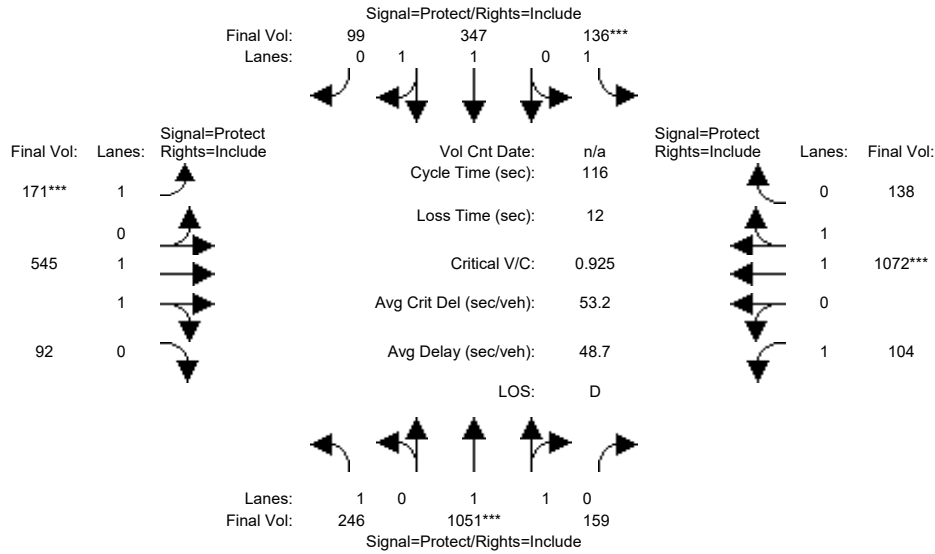
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.07	0.32	0.32	0.07	0.46	0.46	0.10	0.23	0.23
Crit Moves:	***			****			****			****		
Green Time:	5.4	29.2	29.2	11.9	35.7	35.7	18.6	50.9	50.9	12.0	44.4	44.4
Volume/Cap:	1.04	0.69	0.69	0.69	1.04	1.04	0.42	1.04	1.04	1.01	0.59	0.59
Delay/Veh:	167.2	41.6	41.6	61.2	78.6	78.6	44.9	66.8	66.8	121.2	29.3	29.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	167.2	41.6	41.6	61.2	78.6	78.6	44.9	66.8	66.8	121.2	29.3	29.3
LOS by Move:	F	D	D	E	E	E	D	E	E	F	C	C
HCM2k95thQ:	9	19	19	9	42	42	9	64	64	21	22	22

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #64: (57) Kiely Blvd & Benton St



Street Name:	Kiely Blvd						Benton St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	209	893	135	116	295	84	145	463	78	88	911	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	209	893	135	116	295	84	145	463	78	88	911	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	209	893	135	116	295	84	145	463	78	88	911	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
PHF Volume:	246	1051	159	136	347	99	171	545	92	104	1072	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	1051	159	136	347	99	171	545	92	104	1072	138
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	246	1051	159	136	347	99	171	545	92	104	1072	138

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.73	0.27	1.00	1.54	0.46	1.00	1.70	0.30	1.00	1.77	0.23
Final Sat.:	1750	3214	486	1750	2879	820	1750	3166	533	1750	3279	421

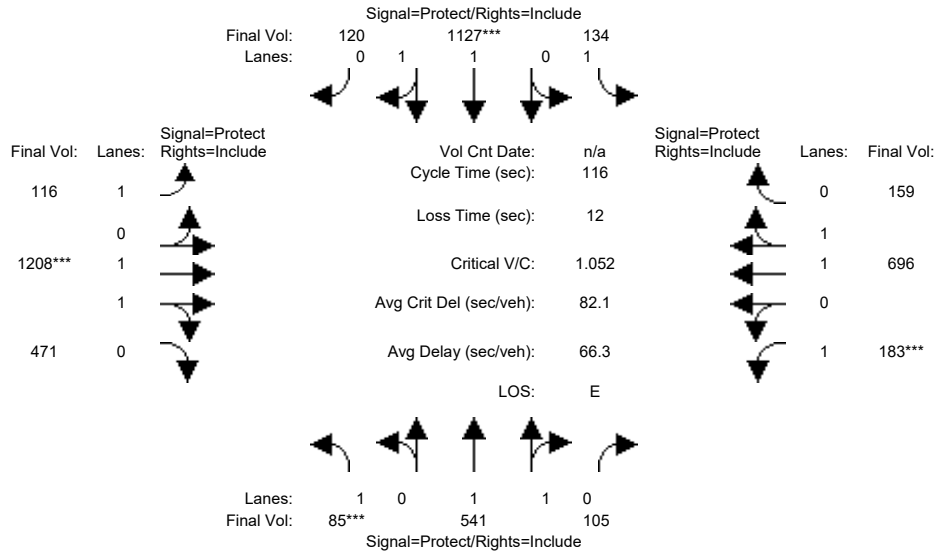
Capacity Analysis Module:												
Vol/Sat:	0.14	0.33	0.33	0.08	0.12	0.12	0.10	0.17	0.17	0.06	0.33	0.33
Crit Moves:	****			****			****			****		
Green Time:	27.3	41.0	41.0	9.8	23.4	23.4	12.2	33.2	33.2	20.0	41.0	41.0
Volume/Cap:	0.60	0.92	0.92	0.92	0.60	0.60	0.92	0.60	0.60	0.34	0.92	0.92
Delay/Veh:	41.8	47.2	47.2	104.8	43.3	43.3	96.7	36.6	36.6	42.9	47.2	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	47.2	47.2	104.8	43.3	43.3	96.7	36.6	36.6	42.9	47.2	47.2
LOS by Move:	D	D	D	F	D	D	F	D	D	D	D	D
HCM2k95thQ:	15	34	34	12	14	14	18	19	19	7	42	42

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #64: (57) Kiely Blvd & Benton St



Street Name:	Kiely Blvd						Benton St					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	78	498	97	123	1037	110	107	1111	433	168	640	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	498	97	123	1037	110	107	1111	433	168	640	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	498	97	123	1037	110	107	1111	433	168	640	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	85	541	105	134	1127	120	116	1208	471	183	696	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	541	105	134	1127	120	116	1208	471	183	696	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	85	541	105	134	1127	120	116	1208	471	183	696	159

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.66	0.34	1.00	1.80	0.20	1.00	1.42	0.58	1.00	1.62	0.38
Final Sat.:	1750	3096	603	1750	3345	355	1750	2662	1037	1750	3012	687

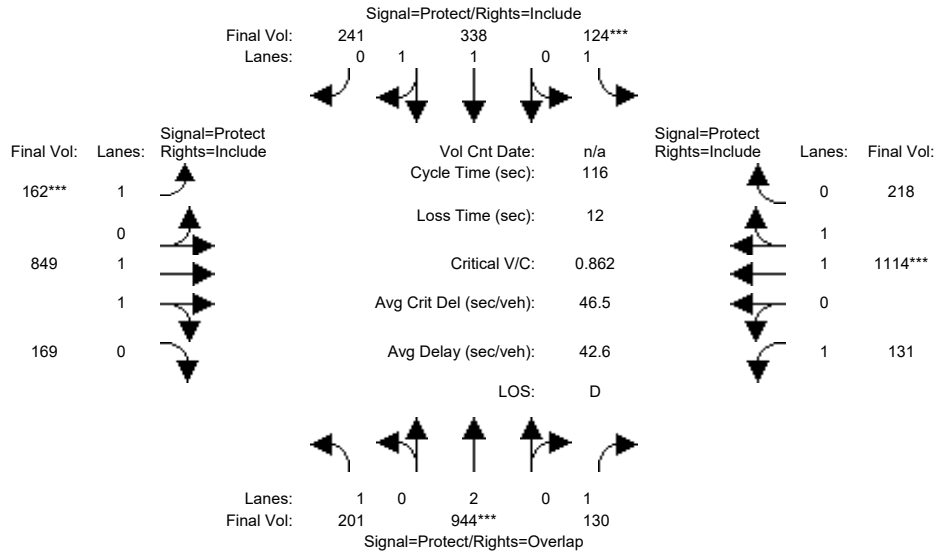
Capacity Analysis Module:												
Vol/Sat:	0.05	0.17	0.17	0.08	0.34	0.34	0.07	0.45	0.45	0.10	0.23	0.23
Crit Moves:	***			****			****			****		
Green Time:	5.3	29.4	29.4	12.9	36.9	36.9	18.0	49.7	49.7	12.0	43.8	43.8
Volume/Cap:	1.06	0.69	0.69	0.69	1.06	1.06	0.43	1.06	1.06	1.01	0.61	0.61
Delay/Veh:	172.6	41.4	41.4	59.7	82.6	82.6	45.5	72.9	72.9	121.2	30.0	30.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	172.6	41.4	41.4	59.7	82.6	82.6	45.5	72.9	72.9	121.2	30.0	30.0
LOS by Move:	F	D	D	E	F	F	D	E	E	F	C	C
HCM2k95thQ:	9	19	19	9	45	45	9	65	65	21	23	23

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #65: (58) Kiely Blvd & Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	181	850	117	112	304	217	146	764	152	118	1003	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	850	117	112	304	217	146	764	152	118	1003	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	850	117	112	304	217	146	764	152	118	1003	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	201	944	130	124	338	241	162	849	169	131	1114	218
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	944	130	124	338	241	162	849	169	131	1114	218
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	201	944	130	124	338	241	162	849	169	131	1114	218

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.14	0.86	1.00	1.66	0.34	1.00	1.66	0.34
Final Sat.:	1750	3800	1750	1750	2158	1540	1750	3086	614	1750	3095	605

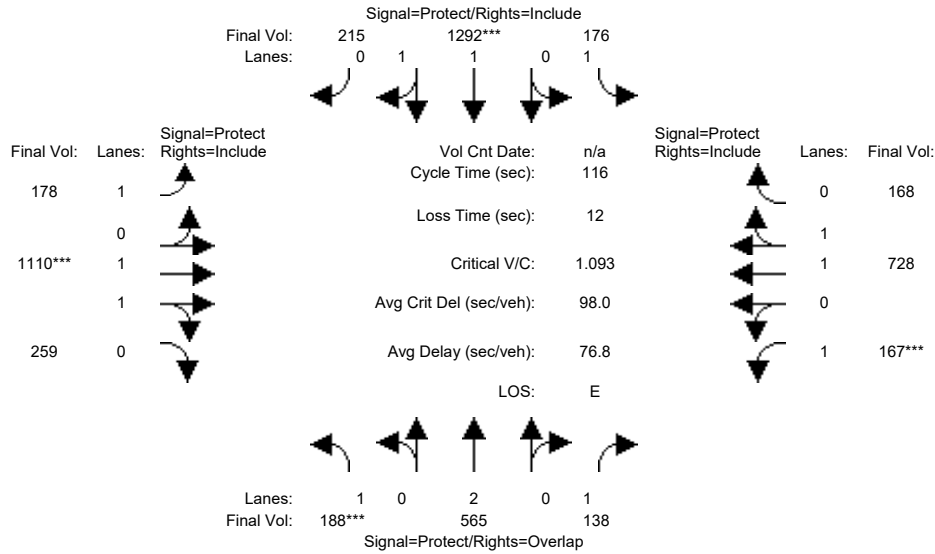
Capacity Analysis Module:												
Vol/Sat:	0.11	0.25	0.07	0.07	0.16	0.16	0.09	0.28	0.28	0.07	0.36	0.36
Crit Moves:	****			****			****			****		
Green Time:	18.9	32.6	45.3	12.0	25.7	25.7	12.2	46.7	46.7	12.7	47.2	47.2
Volume/Cap:	0.71	0.88	0.19	0.69	0.71	0.71	0.88	0.68	0.68	0.68	0.88	0.88
Delay/Veh:	53.8	48.9	23.4	60.8	44.5	44.5	87.3	29.9	29.9	59.5	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.8	48.9	23.4	60.8	44.5	44.5	87.3	29.9	29.9	59.5	38.5	38.5
LOS by Move:	D	D	C	E	D	D	F	C	C	E	D	D
HCM2k95thQ:	14	30	6	9	18	18	17	28	28	12	42	42

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #65: (58) Kiely Blvd & Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	180	542	132	169	1240	206	171	1066	249	160	699	161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	542	132	169	1240	206	171	1066	249	160	699	161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	542	132	169	1240	206	171	1066	249	160	699	161
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	188	565	138	176	1292	215	178	1110	259	167	728	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	565	138	176	1292	215	178	1110	259	167	728	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	188	565	138	176	1292	215	178	1110	259	167	728	168

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.71	0.29	1.00	1.61	0.39	1.00	1.62	0.38
Final Sat.:	1750	3800	1750	1750	3172	527	1750	2999	700	1750	3007	693

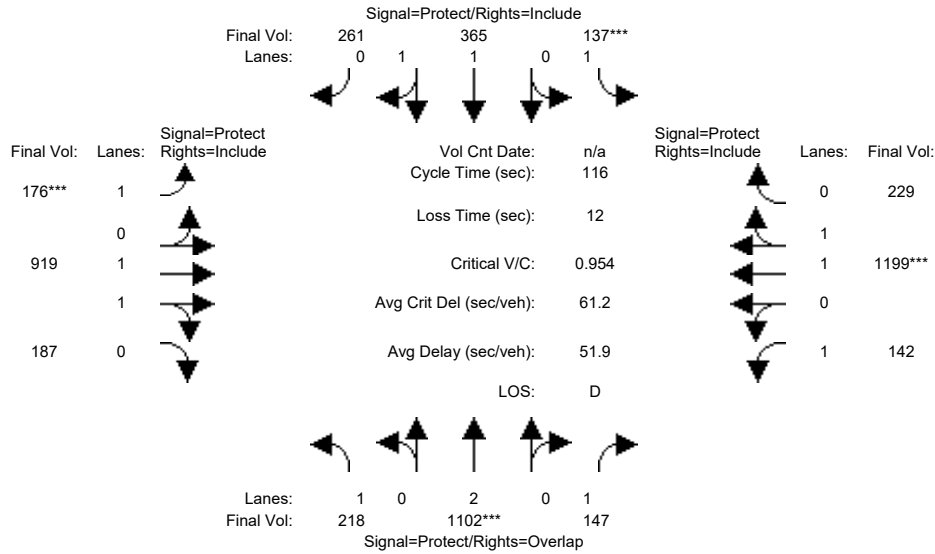
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.08	0.10	0.41	0.41	0.10	0.37	0.37	0.10	0.24	0.24
Crit Moves:	***			****			****			****		
Green Time:	11.4	32.2	42.3	22.4	43.2	43.2	14.6	39.3	39.3	10.1	34.8	34.8
Volume/Cap:	1.09	0.54	0.22	0.52	1.09	1.09	0.81	1.09	1.09	1.09	0.81	0.81
Delay/Veh:	148.0	36.1	25.6	43.4	90.1	90.1	68.7	93.0	93.0	152.8	42.0	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	148.0	36.1	25.6	43.4	90.1	90.1	68.7	93.0	93.0	152.8	42.0	42.0
LOS by Move:	F	D	C	D	F	F	E	F	F	F	D	D
HCM2k95thQ:	19	16	7	11	54	54	17	58	58	21	30	30

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #65: (58) Kiely Blvd & Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	181	915	122	114	303	217	146	763	155	118	995	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	915	122	114	303	217	146	763	155	118	995	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	915	122	114	303	217	146	763	155	118	995	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
PHF Volume:	218	1102	147	137	365	261	176	919	187	142	1199	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	1102	147	137	365	261	176	919	187	142	1199	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	218	1102	147	137	365	261	176	919	187	142	1199	229

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.14	0.86	1.00	1.65	0.35	1.00	1.67	0.33
Final Sat.:	1750	3800	1750	1750	2155	1543	1750	3075	625	1750	3106	593

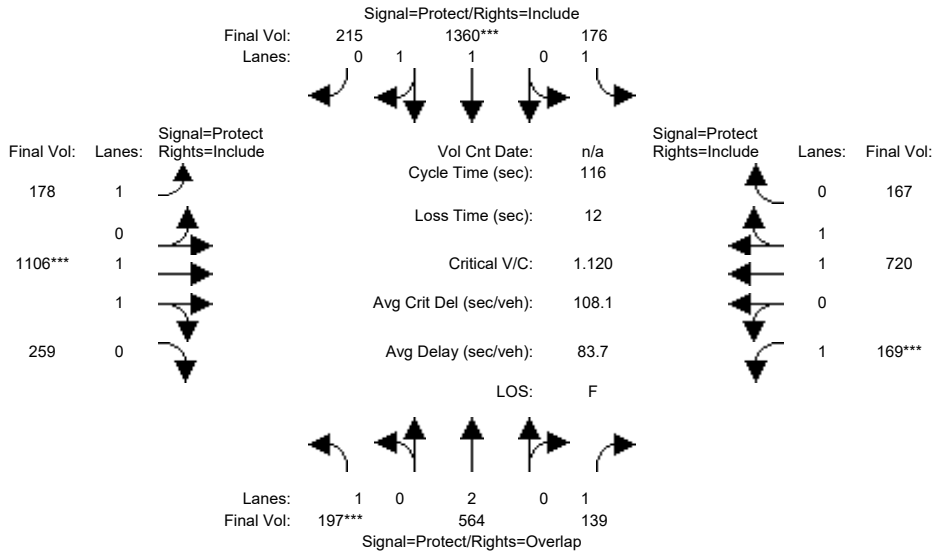
Capacity Analysis Module:												
Vol/Sat:	0.12	0.29	0.08	0.08	0.17	0.17	0.10	0.30	0.30	0.08	0.39	0.39
Crit Moves:	****			****			****			****		
Green Time:	19.7	34.4	46.7	12.0	26.7	26.7	11.9	45.3	45.3	12.3	45.7	45.7
Volume/Cap:	0.74	0.98	0.21	0.76	0.74	0.74	0.98	0.77	0.77	0.77	0.98	0.98
Delay/Veh:	54.9	62.3	22.8	67.4	44.7	44.7	112.7	33.2	33.2	67.6	53.4	53.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.9	62.3	22.8	67.4	44.7	44.7	112.7	33.2	33.2	67.6	53.4	53.4
LOS by Move:	D	E	C	E	D	D	F	C	C	E	D	D
HCM2k95thQ:	16	39	7	10	19	19	20	32	32	14	51	51

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

Patrick Henry Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #65: (58) Kiely Blvd & Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	189	541	133	169	1306	206	171	1062	249	162	691	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	541	133	169	1306	206	171	1062	249	162	691	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	189	541	133	169	1306	206	171	1062	249	162	691	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	197	564	139	176	1360	215	178	1106	259	169	720	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	564	139	176	1360	215	178	1106	259	169	720	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	197	564	139	176	1360	215	178	1106	259	169	720	167

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.61	0.39	1.00	1.61	0.39
Final Sat.:	1750	3800	1750	1750	3196	504	1750	2997	703	1750	3004	696

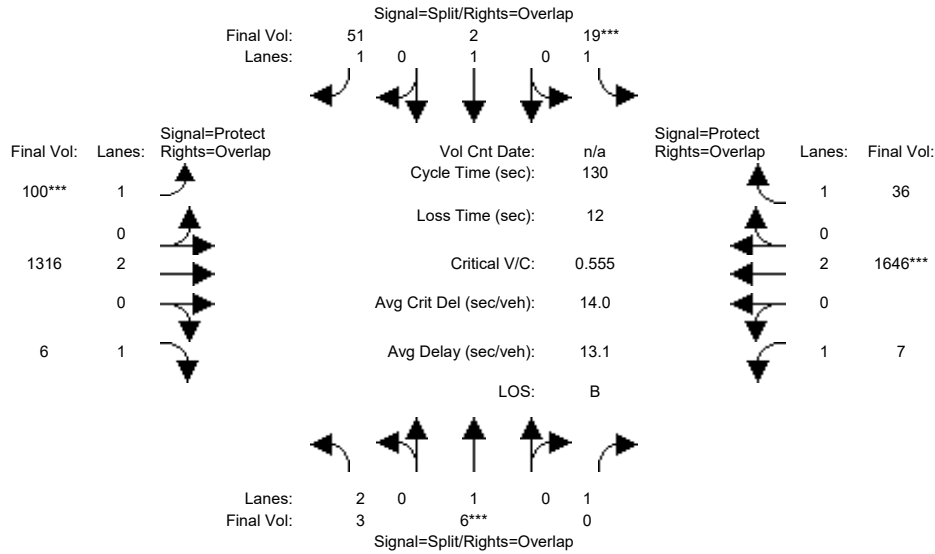
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.08	0.10	0.43	0.43	0.10	0.37	0.37	0.10	0.24	0.24
Crit Moves:	***			****			****			****		
Green Time:	11.7	32.8	42.8	22.9	44.1	44.1	14.4	38.2	38.2	10.0	33.9	33.9
Volume/Cap:	1.12	0.52	0.21	0.51	1.12	1.12	0.82	1.12	1.12	1.12	0.82	0.82
Delay/Veh:	155.8	35.5	25.2	42.8	99.9	99.9	71.0	104	104.1	162.0	43.4	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	155.8	35.5	25.2	42.8	99.9	99.9	71.0	104	104.1	162.0	43.4	43.4
LOS by Move:	F	D	C	D	F	F	E	F	F	F	D	D
HCM2k95thQ:	21	15	7	11	59	59	17	59	59	22	30	30

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #69: (36) CONVENTION CENTER / Tasman Dr



Street Name:	CONVENTION CENTER						Tasman Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0

Volume Module:												
Base Vol:	3	5	0	17	2	46	90	1184	5	6	1481	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	5	0	17	2	46	90	1184	5	6	1481	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	5	0	17	2	46	90	1184	5	6	1481	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	3	6	0	19	2	51	100	1316	6	7	1646	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	6	0	19	2	51	100	1316	6	7	1646	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	6	0	19	2	51	100	1316	6	7	1646	36

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

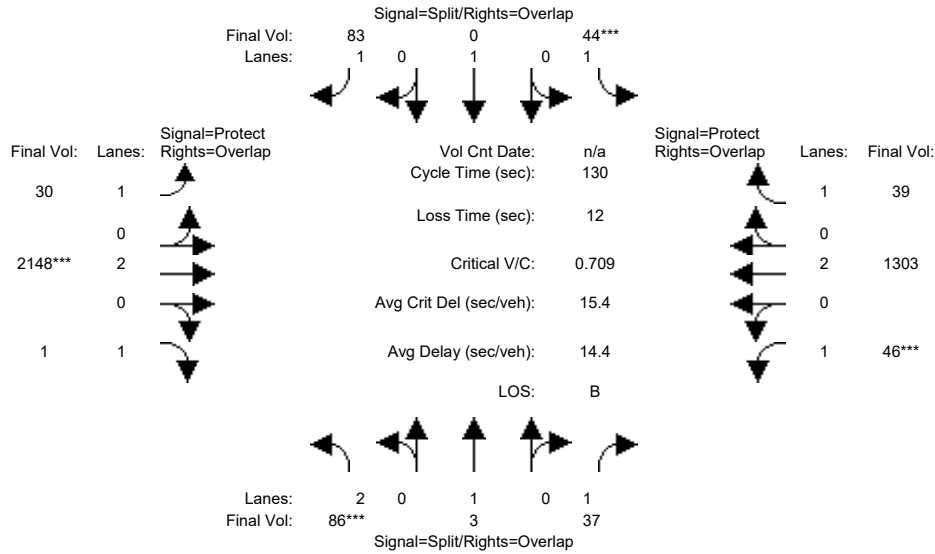
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.06	0.35	0.00	0.00	0.43	0.02
Crit Moves:	****			****			****			****		
Green Time:	7.0	7.0	0.0	7.0	7.0	19.1	12.1	88.3	95.3	15.7	91.9	98.9
Volume/Cap:	0.02	0.05	0.00	0.20	0.02	0.20	0.61	0.51	0.00	0.03	0.61	0.03
Delay/Veh:	58.3	58.6	0.0	59.9	58.3	49.1	63.4	10.4	4.6	50.5	10.3	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	58.6	0.0	59.9	58.3	49.1	63.4	10.4	4.6	50.5	10.3	3.8
LOS by Move:	E	E	A	E	E	D	E	B	A	D	B	A
HCM2k95thQ:	0	1	0	2	0	4	8	23	0	1	29	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #69: (36) CONVENTION CENTER / Tasman Dr



Street Name:	CONVENTION CENTER						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0

Volume Module:												
Base Vol:	81	3	35	41	0	78	28	2019	1	43	1225	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	3	35	41	0	78	28	2019	1	43	1225	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	3	35	41	0	78	28	2019	1	43	1225	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	86	3	37	44	0	83	30	2148	1	46	1303	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	3	37	44	0	83	30	2148	1	46	1303	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	86	3	37	44	0	83	30	2148	1	46	1303	39

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

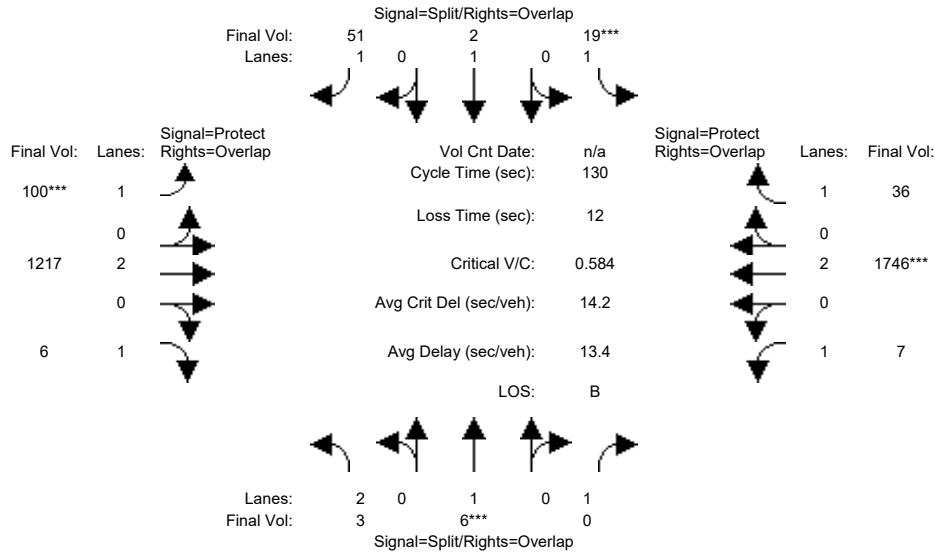
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.02	0.00	0.05	0.02	0.57	0.00	0.03	0.34	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	7.0	15.0	7.0	0.0	19.3	12.3	96.0	103.0	8.0	91.7	98.7
Volume/Cap:	0.51	0.03	0.18	0.46	0.00	0.32	0.18	0.77	0.00	0.42	0.49	0.03
Delay/Veh:	62.3	58.4	52.4	63.2	0.0	50.2	54.7	11.5	2.8	61.5	8.7	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	58.4	52.4	63.2	0.0	50.2	54.7	11.5	2.8	61.5	8.7	3.9
LOS by Move:	E	E	D	E	A	D	D	B	A	E	A	A
HCM2k95thQ:	6	0	3	5	0	7	2	42	0	4	21	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #69: (36) CONVENTION CENTER / Tasman Dr



Street Name:	CONVENTION CENTER						Tasman Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0

Volume Module:												
Base Vol:	3	5	0	17	2	46	90	1095	5	6	1571	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	5	0	17	2	46	90	1095	5	6	1571	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	5	0	17	2	46	90	1095	5	6	1571	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	3	6	0	19	2	51	100	1217	6	7	1746	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	6	0	19	2	51	100	1217	6	7	1746	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	6	0	19	2	51	100	1217	6	7	1746	36

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

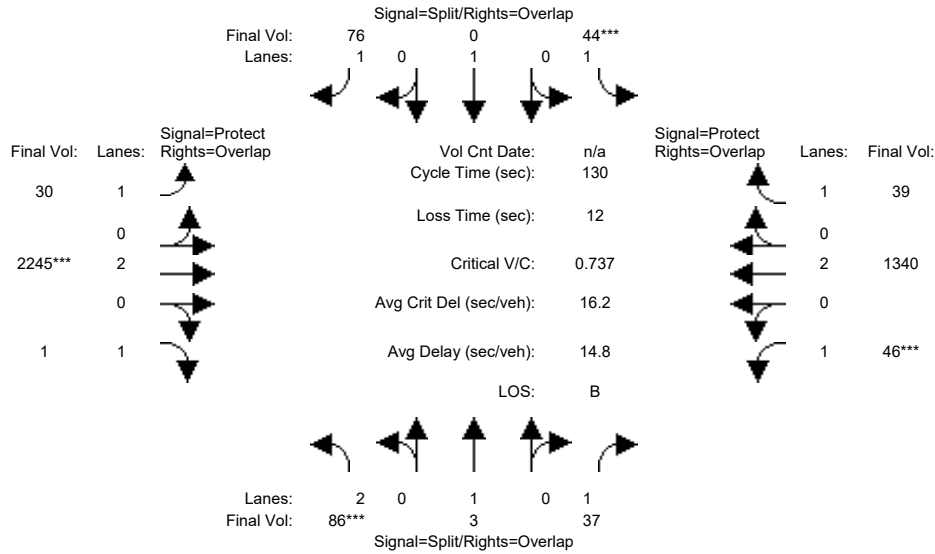
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.06	0.32	0.00	0.00	0.46	0.02
Crit Moves:	****			****			****			****		
Green Time:	7.0	7.0	0.0	7.0	7.0	18.5	11.5	87.2	94.2	16.8	92.5	99.5
Volume/Cap:	0.02	0.05	0.00	0.20	0.02	0.21	0.65	0.48	0.00	0.03	0.65	0.03
Delay/Veh:	58.3	58.6	0.0	59.9	58.3	49.7	66.4	10.5	4.9	49.6	10.6	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	58.6	0.0	59.9	58.3	49.7	66.4	10.5	4.9	49.6	10.6	3.7
LOS by Move:	E	E	A	E	E	D	E	B	A	D	B	A
HCM2k95thQ:	0	1	0	2	0	4	8	21	0	1	32	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #69: (36) CONVENTION CENTER / Tasman Dr



Street Name:	CONVENTION CENTER						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0

Volume Module:												
Base Vol:	81	3	35	41	0	71	28	2110	1	43	1260	37
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	3	35	41	0	71	28	2110	1	43	1260	37
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	3	35	41	0	71	28	2110	1	43	1260	37
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	86	3	37	44	0	76	30	2245	1	46	1340	39
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	3	37	44	0	76	30	2245	1	46	1340	39
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	86	3	37	44	0	76	30	2245	1	46	1340	39

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

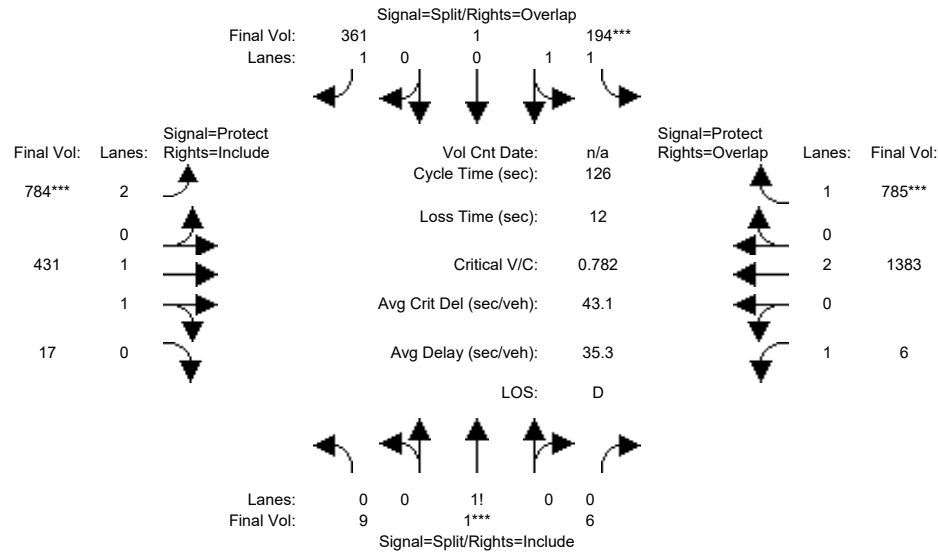
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.02	0.00	0.04	0.02	0.59	0.00	0.03	0.35	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	7.0	15.0	7.0	0.0	19.0	12.0	96.0	103.0	8.0	92.0	99.0
Volume/Cap:	0.51	0.03	0.18	0.46	0.00	0.29	0.18	0.80	0.00	0.42	0.50	0.03
Delay/Veh:	62.3	58.4	52.4	63.2	0.0	50.1	55.0	12.6	2.8	61.5	8.7	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	58.4	52.4	63.2	0.0	50.1	55.0	12.6	2.8	61.5	8.7	3.8
LOS by Move:	E	E	D	E	A	D	E	B	A	E	A	A
HCM2k95thQ:	6	0	3	5	0	6	2	45	0	4	22	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #71: (37) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0

Volume Module:												
Base Vol:	9	1	6	186	1	347	753	414	16	6	1328	754
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	9	1	6	186	1	347	753	414	16	6	1328	754
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1	6	186	1	347	753	414	16	6	1328	754
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	9	1	6	194	1	361	784	431	17	6	1383	785
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1	6	194	1	361	784	431	17	6	1383	785
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	9	1	6	194	1	361	784	431	17	6	1383	785

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.57	0.06	0.37	1.99	0.01	1.00	2.00	1.92	0.08	1.00	2.00	1.00
Final Sat.:	984	109	656	3531	19	1750	3150	3562	138	1750	3800	1750

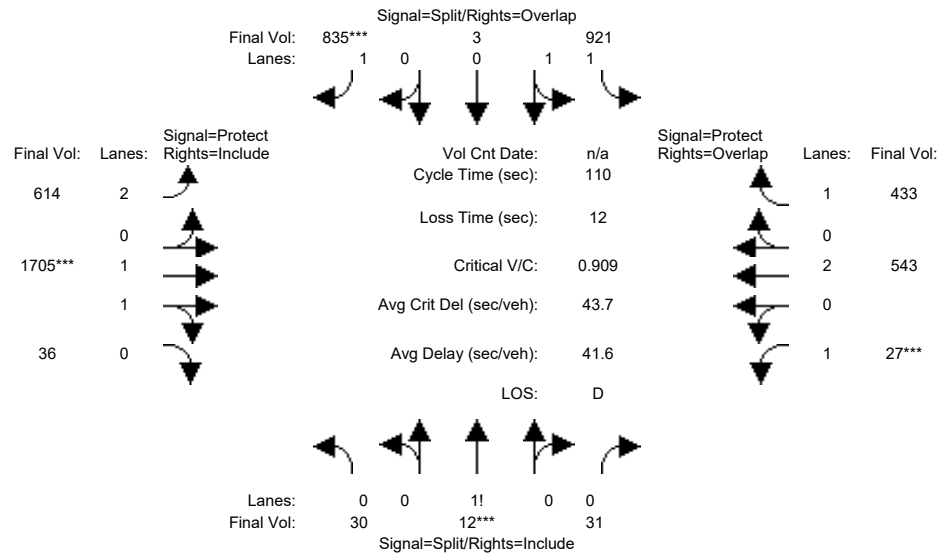
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.21	0.25	0.12	0.12	0.00	0.36	0.45
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	10.0	10.0	10.0	10.0	10.0	47.8	37.8	75.2	75.2	18.8	56.2	66.2
Volume/Cap:	0.12	0.12	0.12	0.69	0.69	0.54	0.83	0.20	0.20	0.02	0.82	0.85
Delay/Veh:	54.3	54.3	54.3	63.7	63.7	31.5	47.3	11.7	11.7	45.8	33.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	54.3	54.3	63.7	63.7	31.5	47.3	11.7	11.7	45.8	33.7	33.7
LOS by Move:	D	D	D	E	E	C	D	B	B	D	C	C
HCM2k95thQ:	2	2	2	10	10	22	31	8	8	0	40	48

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #71: (37) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0

Volume Module:

Base Vol:	27	11	28	838	3	760	559	1552	33	25	494	394
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	11	28	838	3	760	559	1552	33	25	494	394
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	11	28	838	3	760	559	1552	33	25	494	394
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	30	12	31	921	3	835	614	1705	36	27	543	433
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	12	31	921	3	835	614	1705	36	27	543	433
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	30	12	31	921	3	835	614	1705	36	27	543	433

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.41	0.17	0.42	1.99	0.01	1.00	2.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	716	292	742	3537	13	1750	3150	3623	77	1750	3800	1750

Capacity Analysis Module:

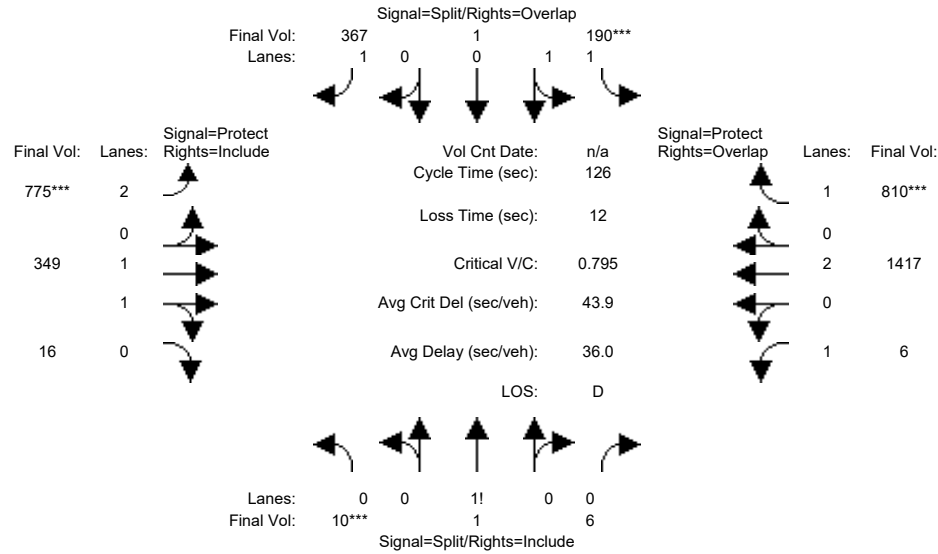
Vol/Sat:	0.04	0.04	0.04	0.26	0.26	0.48	0.20	0.47	0.47	0.02	0.14	0.25
Crit Moves:	****			****			****			****		
Green Time:	10.0	10.0	10.0	31.1	31.1	60.6	29.4	51.9	51.9	5.0	27.4	58.6
Volume/Cap:	0.46	0.46	0.46	0.92	0.92	0.87	0.73	1.00	1.00	0.35	0.57	0.46
Delay/Veh:	49.5	49.5	49.5	51.5	51.5	29.7	39.9	50.0	50.0	53.5	37.0	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	49.5	49.5	51.5	51.5	29.7	39.9	50.0	50.0	53.5	37.0	16.4
LOS by Move:	D	D	D	D	D	C	D	D	D	D	D	B
HCM2k95thQ:	6	6	6	34	34	47	21	57	57	2	15	18

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #71: (37) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0

Volume Module:

Base Vol:	10	1	6	182	1	352	744	335	15	6	1360	778
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1	6	182	1	352	744	335	15	6	1360	778
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1	6	182	1	352	744	335	15	6	1360	778
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	10	1	6	190	1	367	775	349	16	6	1417	810
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1	6	190	1	367	775	349	16	6	1417	810
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	1	6	190	1	367	775	349	16	6	1417	810

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.59	0.06	0.35	1.99	0.01	1.00	2.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	1029	103	618	3531	19	1750	3150	3541	159	1750	3800	1750

Capacity Analysis Module:

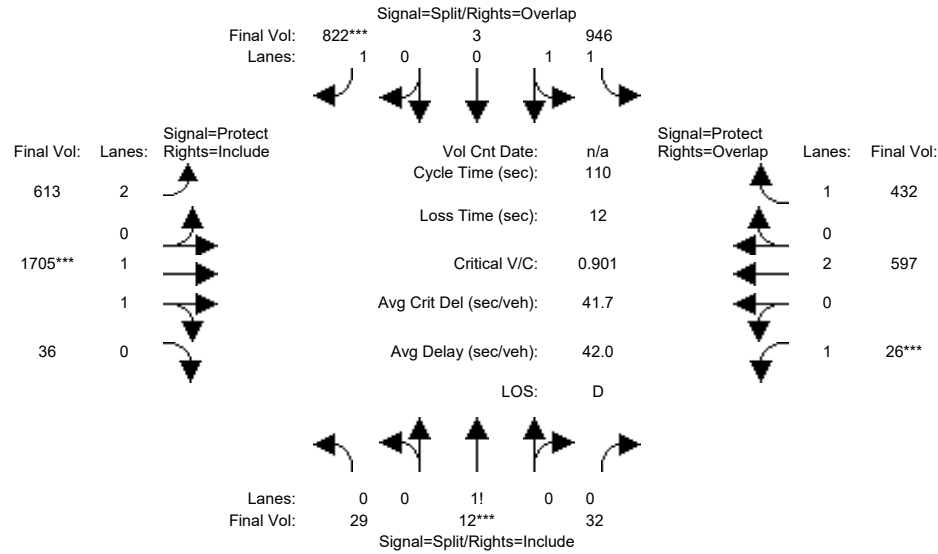
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.21	0.25	0.10	0.10	0.00	0.37	0.46
Crit Moves:	****			****			****					****
Green Time:	10.0	10.0	10.0	10.0	10.0	46.7	36.7	75.2	75.2	18.8	57.3	67.3
Volume/Cap:	0.13	0.13	0.13	0.68	0.68	0.57	0.84	0.17	0.17	0.02	0.82	0.87
Delay/Veh:	54.4	54.4	54.4	62.9	62.9	32.7	49.2	11.4	11.4	45.8	33.1	34.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	54.4	54.4	62.9	62.9	32.7	49.2	11.4	11.4	45.8	33.1	34.1
LOS by Move:	D	D	D	E	E	C	D	B	B	D	C	C
HCM2k95thQ:	2	2	2	10	10	22	31	6	6	0	41	50

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #71: (37) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0

Volume Module:												
Base Vol:	26	11	29	861	3	748	558	1552	33	24	543	393
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	11	29	861	3	748	558	1552	33	24	543	393
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	11	29	861	3	748	558	1552	33	24	543	393
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	29	12	32	946	3	822	613	1705	36	26	597	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	12	32	946	3	822	613	1705	36	26	597	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	12	32	946	3	822	613	1705	36	26	597	432

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.39	0.17	0.44	1.99	0.01	1.00	2.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	689	292	769	3538	12	1750	3150	3623	77	1750	3800	1750

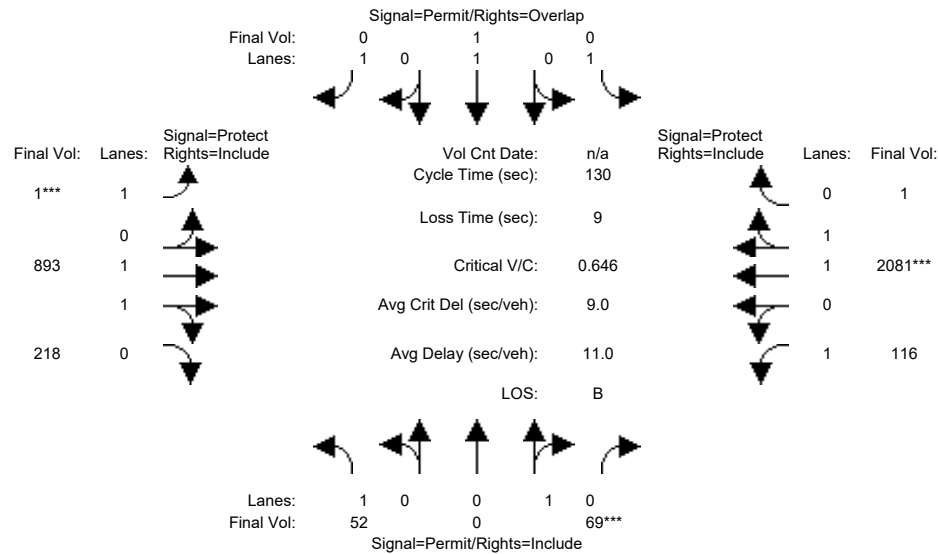
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.27	0.27	0.47	0.19	0.47	0.47	0.02	0.16	0.25
Crit Moves:	****					****		****		****		
Green Time:	10.0	10.0	10.0	30.6	30.6	60.3	29.7	52.4	52.4	5.0	27.7	58.3
Volume/Cap:	0.46	0.46	0.46	0.96	0.96	0.86	0.72	0.99	0.99	0.33	0.62	0.47
Delay/Veh:	49.5	49.5	49.5	58.9	58.9	28.9	39.5	47.2	47.2	53.3	37.8	16.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	49.5	49.5	58.9	58.9	28.9	39.5	47.2	47.2	53.3	37.8	16.5
LOS by Move:	D	D	D	E	E	C	D	D	D	D	D	B
HCM2k95thQ:	6	6	6	37	37	46	21	56	56	2	17	18

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #73: (27) FREEDOM CIRCLE W / MISSION COLLEGE



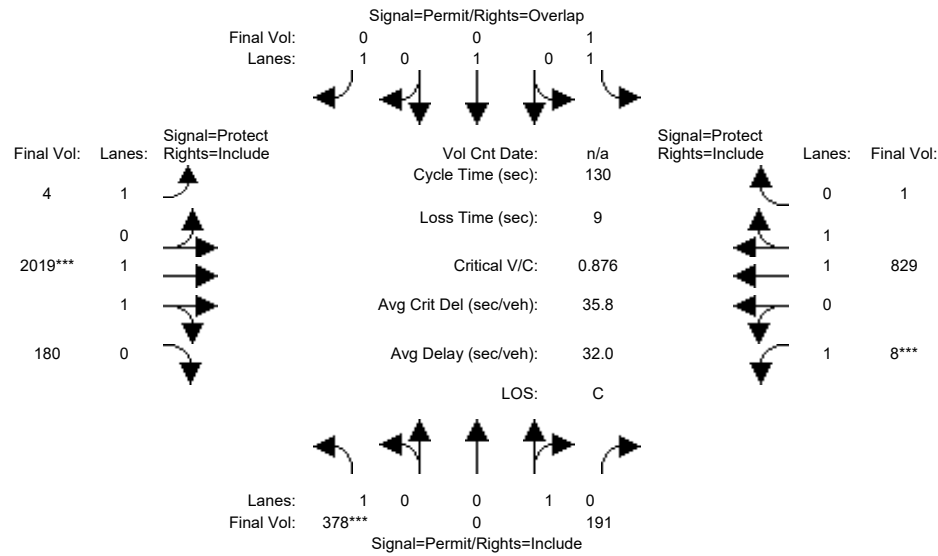
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module:												
Base Vol:	47	0	62	0	1	0	1	804	196	104	1873	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	47	0	62	0	1	0	1	804	196	104	1873	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	0	62	0	1	0	1	804	196	104	1873	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	52	0	69	0	1	0	1	893	218	116	2081	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	0	69	0	1	0	1	893	218	116	2081	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	52	0	69	0	1	0	1	893	218	116	2081	1
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.60	0.40	1.00	1.99	0.01
Final Sat.:	1750	0	1800	1750	1900	1750	1750	2974	725	1750	3698	2
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.04	0.00	0.00	0.00	0.00	0.30	0.30	0.07	0.56	0.56
Crit Moves:			****					****			****	
Green Time:	10.0	0.0	10.0	0.0	10.0	0.0	8.0	91.0	91.0	20.0	103	103.0
Volume/Cap:	0.39	0.00	0.50	0.00	0.01	0.00	0.01	0.43	0.43	0.43	0.71	0.71
Delay/Veh:	58.9	0.0	60.4	0.0	55.4	0.0	57.3	8.5	8.5	50.9	7.2	7.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.9	0.0	60.4	0.0	55.4	0.0	57.3	8.5	8.5	50.9	7.2	7.2
LOS by Move:	E	A	E	A	E	A	E	A	A	D	A	A
HCM2k95thQ:	5	0	7	0	0	0	0	18	18	9	35	35

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #73: (27) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:

Base Vol:	367	0	185	1	0	0	4	1958	175	8	804	1
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	367	0	185	1	0	0	4	1958	175	8	804	1
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	367	0	185	1	0	0	4	1958	175	8	804	1
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	378	0	191	1	0	0	4	2019	180	8	829	1
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	378	0	191	1	0	0	4	2019	180	8	829	1
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	378	0	191	1	0	0	4	2019	180	8	829	1

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.83	0.17	1.00	1.99	0.01
Final Sat.:	1750	0	1800	1750	1900	1750	1750	3396	304	1750	3695	5

Capacity Analysis Module:

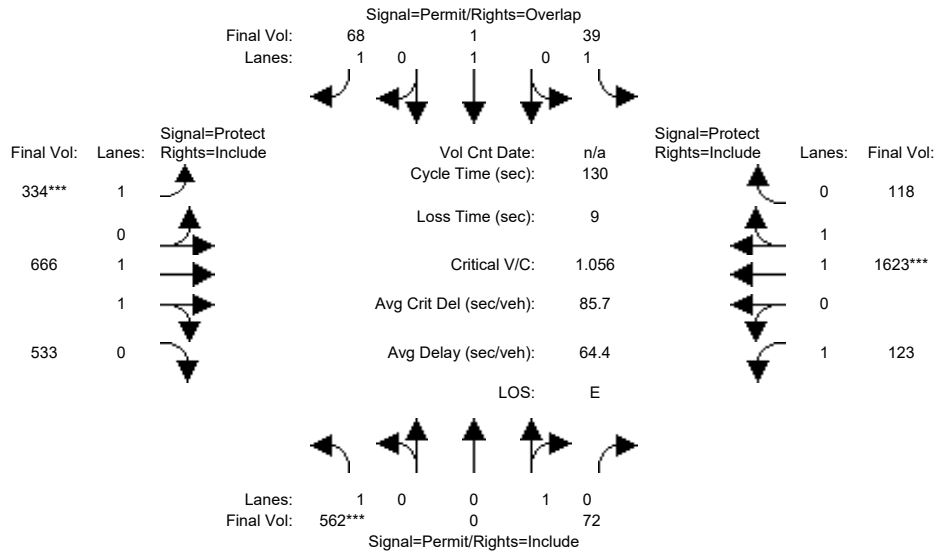
Vol/Sat:	0.22	0.00	0.11	0.00	0.00	0.00	0.00	0.59	0.59	0.00	0.22	0.22
Crit Moves:	****							****		****		
Green Time:	30.1	0.0	30.1	30.1	0.0	0.0	19.6	82.9	82.9	8.0	71.3	71.3
Volume/Cap:	0.93	0.00	0.46	0.00	0.00	0.00	0.02	0.93	0.93	0.08	0.41	0.41
Delay/Veh:	77.2	0.0	43.7	38.4	0.0	0.0	47.0	28.6	28.6	57.8	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.2	0.0	43.7	38.4	0.0	0.0	47.0	28.6	28.6	57.8	17.2	17.2
LOS by Move:	E	A	D	D	A	A	D	C	C	E	B	B
HCM2k95thQ:	34	0	13	0	0	0	0	64	64	1	18	18

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #73: (27) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	29	29	29	29	29	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:												
Base Vol:	506	0	65	35	1	61	301	599	480	111	1461	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	506	0	65	35	1	61	301	599	480	111	1461	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	506	0	65	35	1	61	301	599	480	111	1461	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	562	0	72	39	1	68	334	666	533	123	1623	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	562	0	72	39	1	68	334	666	533	123	1623	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	562	0	72	39	1	68	334	666	533	123	1623	118

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.09	0.91	1.00	1.86	0.14
Final Sat.:	1750	0	1800	1750	1900	1750	1750	2053	1645	1750	3450	250

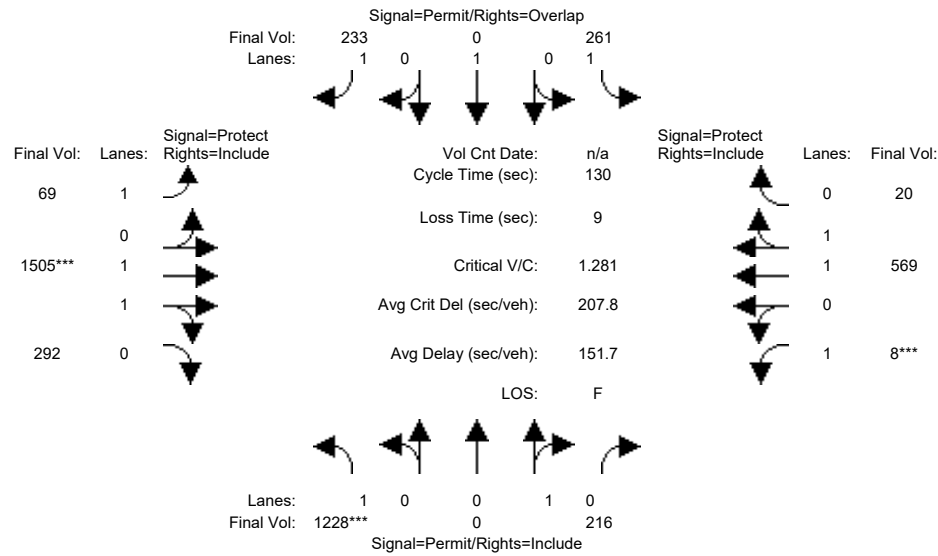
Capacity Analysis Module:												
Vol/Sat:	0.32	0.00	0.04	0.02	0.00	0.04	0.19	0.32	0.32	0.07	0.47	0.47
Crit Moves:	****						****			****		
Green Time:	39.5	0.0	39.5	39.5	39.5	63.1	23.5	66.9	66.9	14.5	57.9	57.9
Volume/Cap:	1.06	0.00	0.13	0.07	0.00	0.08	1.06	0.63	0.63	0.63	1.06	1.06
Delay/Veh:	99.9	0.0	32.9	32.2	31.5	18.0	119.3	23.3	23.3	61.6	74.7	74.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.9	0.0	32.9	32.2	31.5	18.0	119.3	23.3	23.3	61.6	74.7	74.7
LOS by Move:	F	A	C	C	C	B	F	C	C	E	E	E
HCM2k95thQ:	53	0	4	2	0	3	32	30	30	10	70	70

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

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City of Santa Clara

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2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #73: (27) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	29	29	29	29	29	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:

Base Vol:	1191	0	210	253	0	226	67	1460	283	8	552	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1191	0	210	253	0	226	67	1460	283	8	552	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1191	0	210	253	0	226	67	1460	283	8	552	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	1228	0	216	261	0	233	69	1505	292	8	569	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1228	0	216	261	0	233	69	1505	292	8	569	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1228	0	216	261	0	233	69	1505	292	8	569	20

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.67	0.33	1.00	1.93	0.07
Final Sat.:	1750	0	1800	1750	1900	1750	1750	3099	601	1750	3577	123

Capacity Analysis Module:

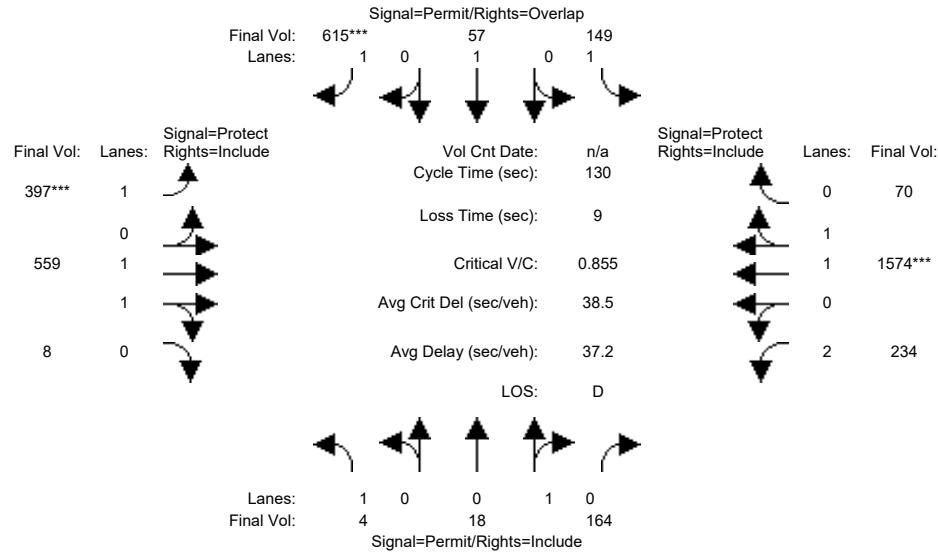
Vol/Sat:	0.70	0.00	0.12	0.15	0.00	0.13	0.04	0.49	0.49	0.00	0.16	0.16
Crit Moves:	****							****		****		
Green Time:	66.8	0.0	66.8	66.8	0.0	81.9	15.1	46.2	46.2	8.0	39.1	39.1
Volume/Cap:	1.37	0.00	0.23	0.29	0.00	0.21	0.34	1.37	1.37	0.08	0.53	0.53
Delay/Veh:	203.5	0.0	17.6	18.2	0.0	10.4	53.8	212	211.5	57.8	38.3	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	203.5	0.0	17.6	18.2	0.0	10.4	53.8	212	211.5	57.8	38.3	38.3
LOS by Move:	F	A	B	B	A	B	D	F	F	E	D	D
HCM2k95thQ:	145	0	10	12	0	8	5	99	99	1	18	18

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

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2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #74: (28) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	11	11	11	11	11	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:												
Base Vol:	4	16	149	136	52	560	361	509	7	213	1432	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	16	149	136	52	560	361	509	7	213	1432	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	16	149	136	52	560	361	509	7	213	1432	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	4	18	164	149	57	615	397	559	8	234	1574	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	18	164	149	57	615	397	559	8	234	1574	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	18	164	149	57	615	397	559	8	234	1574	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.83	0.97	0.95
Lanes:	1.00	0.10	0.90	1.00	1.00	1.00	1.00	1.97	0.03	2.00	1.91	0.09
Final Sat.:	1750	175	1625	1750	1900	1750	1750	3650	50	3150	3542	158

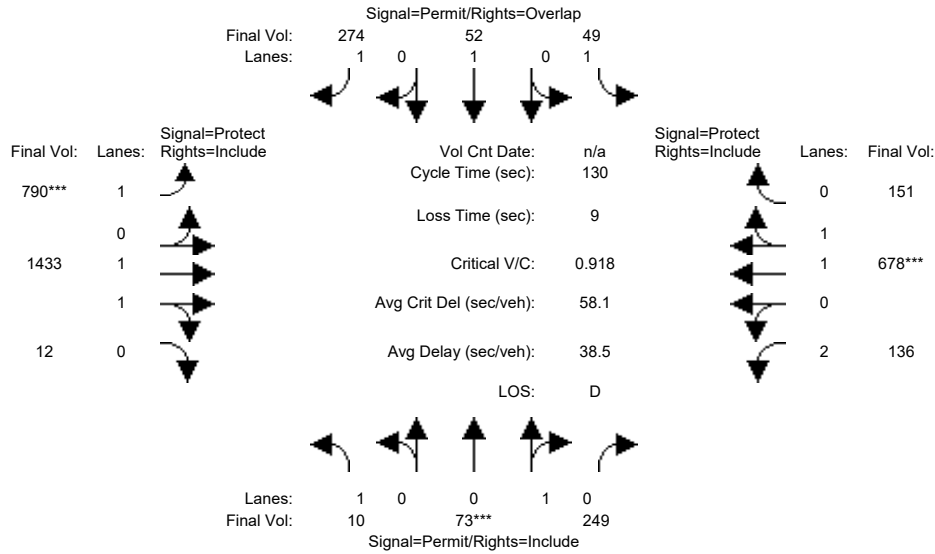
Capacity Analysis Module:												
Vol/Sat:	0.00	0.10	0.10	0.09	0.03	0.35	0.23	0.15	0.15	0.07	0.44	0.44
Crit Moves:						****	****			****		
Green Time:	19.0	19.0	19.0	19.0	19.0	53.5	34.5	67.9	67.9	34.1	67.5	67.5
Volume/Cap:	0.02	0.69	0.69	0.58	0.21	0.86	0.86	0.29	0.29	0.28	0.86	0.86
Delay/Veh:	47.5	60.2	60.2	55.3	49.2	44.6	59.8	17.6	17.6	38.4	31.0	31.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	60.2	60.2	55.3	49.2	44.6	59.8	17.6	17.6	38.4	31.0	31.0
LOS by Move:	D	E	E	E	D	D	E	B	B	D	C	C
HCM2k95thQ:	0	16	16	12	4	42	30	12	12	8	48	48

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

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Intersection #74: (28) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	11	11	11	11	11	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:

Base Vol:	10	71	242	48	50	266	766	1390	12	132	658	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	71	242	48	50	266	766	1390	12	132	658	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	71	242	48	50	266	766	1390	12	132	658	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	10	73	249	49	52	274	790	1433	12	136	678	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	73	249	49	52	274	790	1433	12	136	678	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	73	249	49	52	274	790	1433	12	136	678	151

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.83	0.98	0.95
Lanes:	1.00	0.23	0.77	1.00	1.00	1.00	1.00	1.98	0.02	2.00	1.63	0.37
Final Sat.:	1750	408	1392	1750	1900	1750	1750	3668	32	3150	3028	672

Capacity Analysis Module:

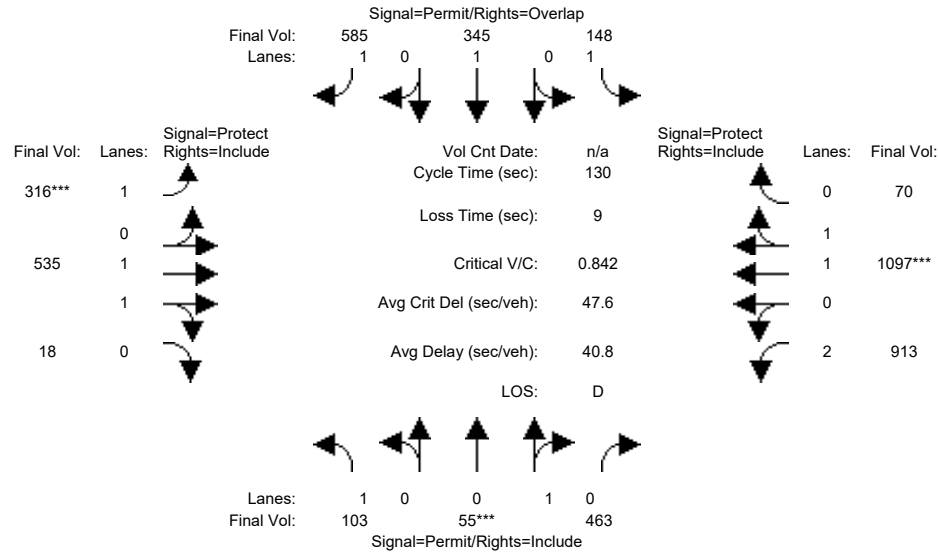
Vol/Sat:	0.01	0.18	0.18	0.03	0.03	0.16	0.45	0.39	0.39	0.04	0.22	0.22
Crit Moves:	****						****			****		
Green Time:	25.4	25.4	25.4	25.4	25.4	89.3	63.9	79.9	79.9	15.7	31.7	31.7
Volume/Cap:	0.03	0.92	0.92	0.14	0.14	0.23	0.92	0.64	0.64	0.36	0.92	0.92
Delay/Veh:	42.4	79.5	79.5	43.5	43.4	7.7	45.2	16.5	16.5	53.1	61.9	61.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.4	79.5	79.5	43.5	43.4	7.7	45.2	16.5	16.5	53.1	61.9	61.9
LOS by Move:	D	E	E	D	D	A	D	B	B	D	E	E
HCM2k95thQ:	1	29	29	3	3	8	55	32	32	6	32	32

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

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2040 FC+Ph2 wo GS - AM

Intersection #74: (28) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	34	34	36	36	36	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:												
Base Vol:	94	50	421	135	314	532	288	487	16	831	998	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	50	421	135	314	532	288	487	16	831	998	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	50	421	135	314	532	288	487	16	831	998	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	103	55	463	148	345	585	316	535	18	913	1097	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	55	463	148	345	585	316	535	18	913	1097	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	103	55	463	148	345	585	316	535	18	913	1097	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.83	0.98	0.95
Lanes:	1.00	0.11	0.89	1.00	1.00	1.00	1.00	1.93	0.07	2.00	1.88	0.12
Final Sat.:	1750	191	1609	1750	1900	1750	1750	3582	118	3150	3477	223

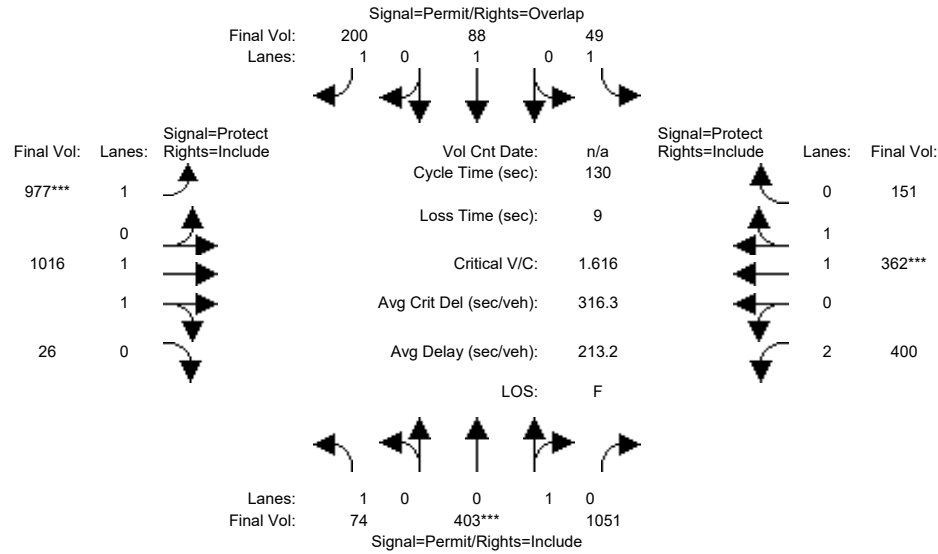
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.08	0.18	0.33	0.18	0.15	0.15	0.29	0.32	0.32
Crit Moves:	****						****			****		
Green Time:	44.4	44.4	44.4	44.4	44.4	72.3	27.9	26.1	26.1	50.6	48.7	48.7
Volume/Cap:	0.17	0.84	0.84	0.25	0.53	0.60	0.84	0.75	0.75	0.75	0.84	0.84
Delay/Veh:	30.1	49.8	49.8	31.0	35.3	20.3	64.6	53.0	53.0	36.7	42.0	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	49.8	49.8	31.0	35.3	20.3	64.6	53.0	53.0	36.7	42.0	42.0
LOS by Move:	C	D	D	C	D	C	E	D	D	D	D	D
HCM2k95thQ:	6	37	37	9	20	29	25	20	20	32	37	37

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

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2040 FC+Ph2 wo GS - PM

Intersection #74: (28) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	34	34	36	36	36	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:

Base Vol:	72	391	1019	48	85	194	948	986	25	388	351	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	72	391	1019	48	85	194	948	986	25	388	351	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	72	391	1019	48	85	194	948	986	25	388	351	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	74	403	1051	49	88	200	977	1016	26	400	362	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	403	1051	49	88	200	977	1016	26	400	362	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	403	1051	49	88	200	977	1016	26	400	362	151

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.83	0.98	0.95
Lanes:	1.00	0.28	0.72	1.00	1.00	1.00	1.00	1.95	0.05	2.00	1.40	0.60
Final Sat.:	1750	499	1301	1750	1900	1750	1750	3608	91	3150	2612	1087

Capacity Analysis Module:

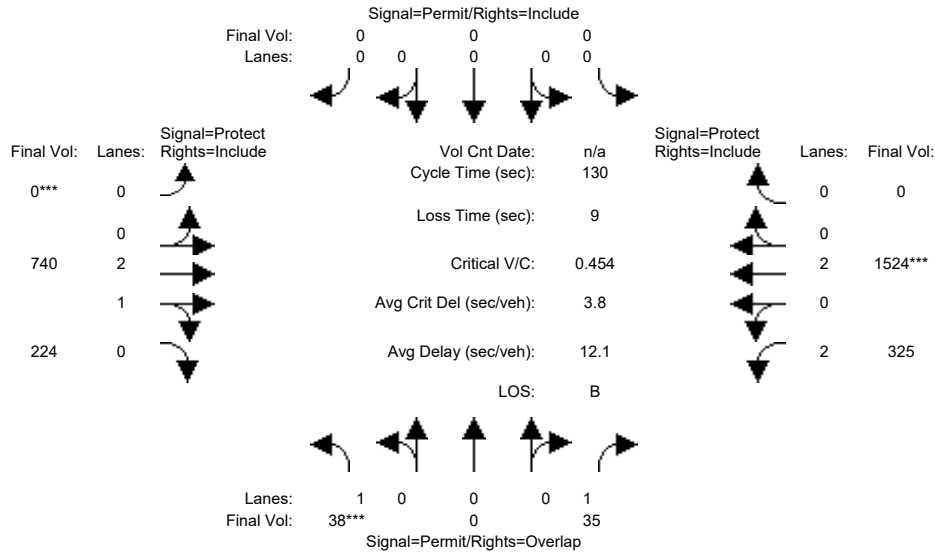
Vol/Sat:	0.04	0.81	0.81	0.03	0.05	0.11	0.56	0.28	0.28	0.13	0.14	0.14
Crit Moves:	****						****			****		
Green Time:	62.7	62.7	62.7	62.7	62.7	106.0	43.3	40.2	40.2	18.1	15.0	15.0
Volume/Cap:	0.09	1.68	1.68	0.06	0.10	0.14	1.68	0.91	0.91	0.91	1.20	1.20
Delay/Veh:	18.3	343	342.6	18.0	18.3	2.5	354.7	54.0	54.0	78.0	168	168.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.3	343	342.6	18.0	18.3	2.5	354.7	54.0	54.0	78.0	168	168.3
LOS by Move:	B	F	F	B	B	A	F	D	D	E	F	F
HCM2k95thQ:	3	203	203	2	4	4	140	38	38	20	29	29

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

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Intersection #75: (30) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	15	15	15	15	0
Y+R:	4.1	0.0	4.1	0.0	0.0	0.0	0.0	5.0	5.0	4.0	4.9	0.0

Volume Module:

Base Vol:	35	0	32	0	0	0	0	681	206	299	1402	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	35	0	32	0	0	0	0	681	206	299	1402	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	35	0	32	0	0	0	0	681	206	299	1402	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	38	0	35	0	0	0	0	740	224	325	1524	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	0	35	0	0	0	0	740	224	325	1524	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	38	0	35	0	0	0	0	740	224	325	1524	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.28	0.72	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	4298	1300	3150	3800	0

Capacity Analysis Module:

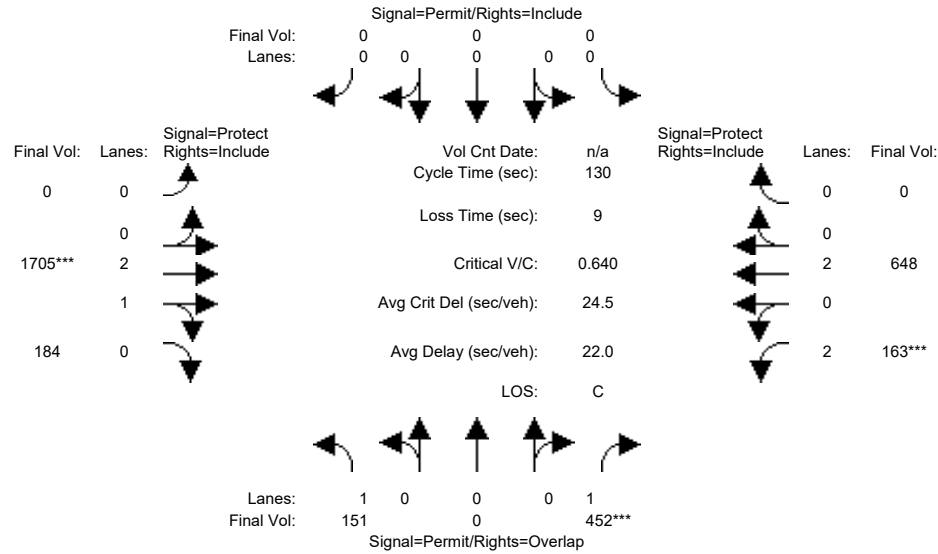
Vol/Sat:	0.02	0.00	0.02	0.00	0.00	0.00	0.00	0.17	0.17	0.10	0.40	0.00
Crit Moves:	****							****			****	
Green Time:	10.0	0.0	54.5	0.0	0.0	0.0	0.0	66.5	66.5	44.5	111	0.0
Volume/Cap:	0.28	0.00	0.05	0.00	0.00	0.00	0.00	0.34	0.34	0.30	0.47	0.00
Delay/Veh:	57.8	0.0	22.4	0.0	0.0	0.0	0.0	18.8	18.8	31.5	2.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.8	0.0	22.4	0.0	0.0	0.0	0.0	18.8	18.8	31.5	2.4	0.0
LOS by Move:	E	A	C	A	A	A	A	B	B	C	A	A
HCM2k95thQ:	4	0	2	0	0	0	0	14	14	10	14	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #75: (30) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	15	15	15	15	0
Y+R:	4.1	0.0	4.1	0.0	0.0	0.0	0.0	5.0	5.0	4.0	4.9	0.0

Volume Module:

Base Vol:	146	0	438	0	0	0	0	1654	178	158	629	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	0	438	0	0	0	0	1654	178	158	629	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	0	438	0	0	0	0	1654	178	158	629	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	151	0	452	0	0	0	0	1705	184	163	648	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	0	452	0	0	0	0	1705	184	163	648	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	151	0	452	0	0	0	0	1705	184	163	648	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.70	0.30	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	5055	544	3150	3800	0

Capacity Analysis Module:

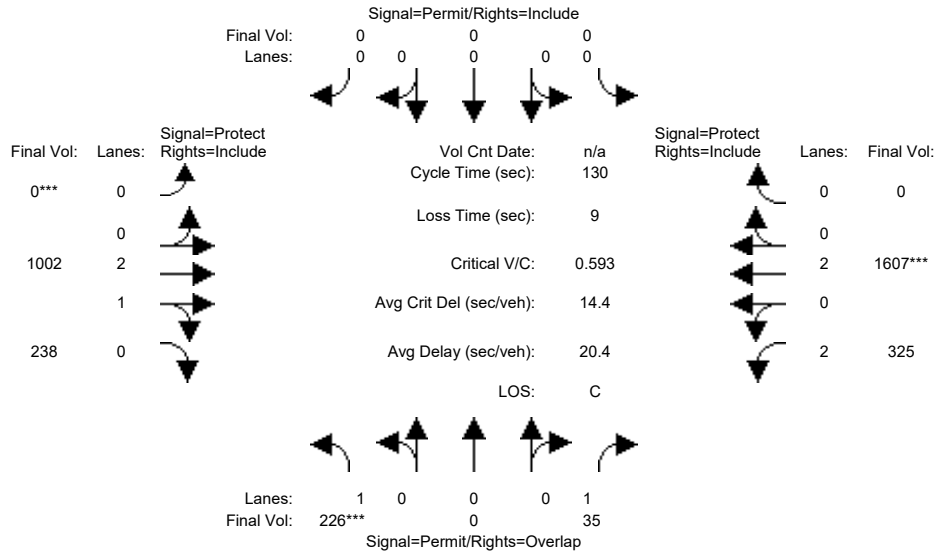
Vol/Sat:	0.09	0.00	0.26	0.00	0.00	0.00	0.00	0.34	0.34	0.05	0.17	0.00
Crit Moves:			****					****		****		
Green Time:	31.5	0.0	46.5	0.0	0.0	0.0	0.0	74.5	74.5	15.0	89.5	0.0
Volume/Cap:	0.35	0.00	0.72	0.00	0.00	0.00	0.00	0.59	0.59	0.45	0.25	0.00
Delay/Veh:	41.3	0.0	40.2	0.0	0.0	0.0	0.0	18.2	18.2	54.5	7.7	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	0.0	40.2	0.0	0.0	0.0	0.0	18.2	18.2	54.5	7.7	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	D	A	A
HCM2k95thQ:	11	0	30	0	0	0	0	28	28	7	9	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #75: (30) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	15	15	15	15	0
Y+R:	4.1	0.0	4.1	0.0	0.0	0.0	0.0	5.0	5.0	4.0	4.9	0.0

Volume Module:												
Base Vol:	208	0	32	0	0	0	0	922	219	299	1478	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	208	0	32	0	0	0	0	922	219	299	1478	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	208	0	32	0	0	0	0	922	219	299	1478	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	226	0	35	0	0	0	0	1002	238	325	1607	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	0	35	0	0	0	0	1002	238	325	1607	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	226	0	35	0	0	0	0	1002	238	325	1607	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.40	0.60	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	4524	1075	3150	3800	0

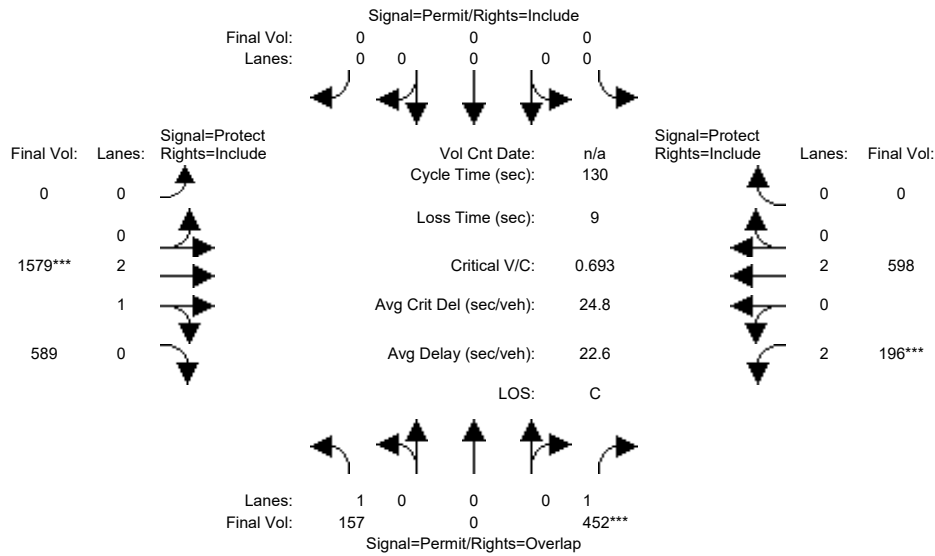
Capacity Analysis Module:												
Vol/Sat:	0.13	0.00	0.02	0.00	0.00	0.00	0.00	0.22	0.22	0.10	0.42	0.00
Crit Moves:	****							****			****	
Green Time:	28.3	0.0	60.1	0.0	0.0	0.0	0.0	60.9	60.9	31.7	92.7	0.0
Volume/Cap:	0.59	0.00	0.04	0.00	0.00	0.00	0.00	0.47	0.47	0.42	0.59	0.00
Delay/Veh:	48.2	0.0	19.2	0.0	0.0	0.0	0.0	23.7	23.7	41.8	9.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	0.0	19.2	0.0	0.0	0.0	0.0	23.7	23.7	41.8	9.6	0.0
LOS by Move:	D	A	B	A	A	A	A	C	C	D	A	A
HCM2k95thQ:	17	0	2	0	0	0	0	20	20	12	26	0

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

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City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #75: (30) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	15	15	15	15	0
Y+R:	4.1	0.0	4.1	0.0	0.0	0.0	0.0	5.0	5.0	4.0	4.9	0.0

Volume Module:												
Base Vol:	152	0	438	0	0	0	0	1532	571	190	580	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	0	438	0	0	0	0	1532	571	190	580	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	0	438	0	0	0	0	1532	571	190	580	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	157	0	452	0	0	0	0	1579	589	196	598	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	0	452	0	0	0	0	1579	589	196	598	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	157	0	452	0	0	0	0	1579	589	196	598	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.16	0.84	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	4078	1520	3150	3800	0

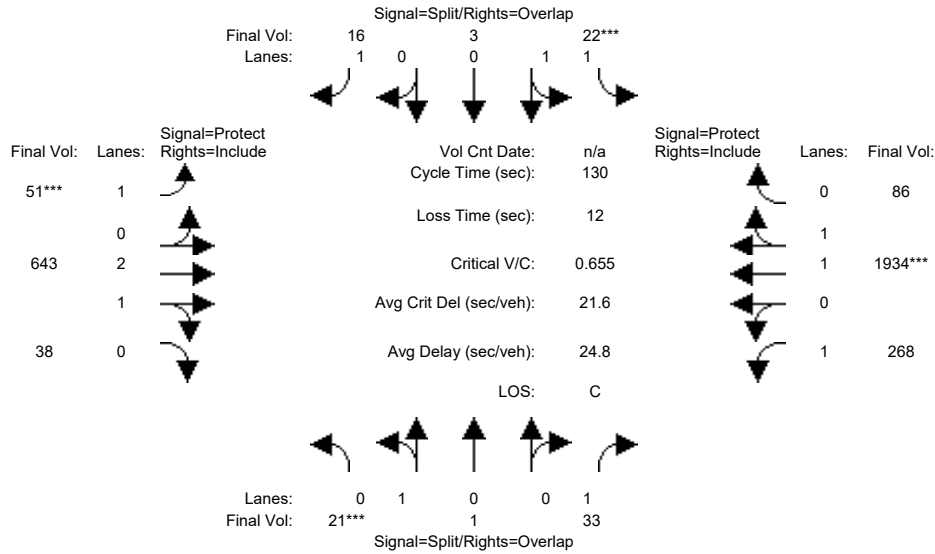
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.26	0.00	0.00	0.00	0.00	0.39	0.39	0.06	0.16	0.00
Crit Moves:			****					****		****		
Green Time:	28.5	0.0	43.5	0.0	0.0	0.0	0.0	77.5	77.5	15.0	92.5	0.0
Volume/Cap:	0.41	0.00	0.77	0.00	0.00	0.00	0.00	0.65	0.65	0.54	0.22	0.00
Delay/Veh:	44.2	0.0	45.0	0.0	0.0	0.0	0.0	17.8	17.8	55.9	6.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.2	0.0	45.0	0.0	0.0	0.0	0.0	17.8	17.8	55.9	6.5	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	E	A	A
HCM2k95thQ:	11	0	32	0	0	0	0	31	31	9	8	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #76: (31) BURTON / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4

Volume Module:

Base Vol:	19	1	30	20	3	14	46	579	34	241	1741	77
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1	30	20	3	14	46	579	34	241	1741	77
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1	30	20	3	14	46	579	34	241	1741	77
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	21	1	33	22	3	16	51	643	38	268	1934	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1	33	22	3	16	51	643	38	268	1934	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1	33	22	3	16	51	643	38	268	1934	86

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.95	0.05	1.00	1.74	0.26	1.00	1.00	2.83	0.17	1.00	1.91	0.09
Final Sat.:	1710	90	1750	3087	463	1750	1750	5289	311	1750	3543	157

Capacity Analysis Module:

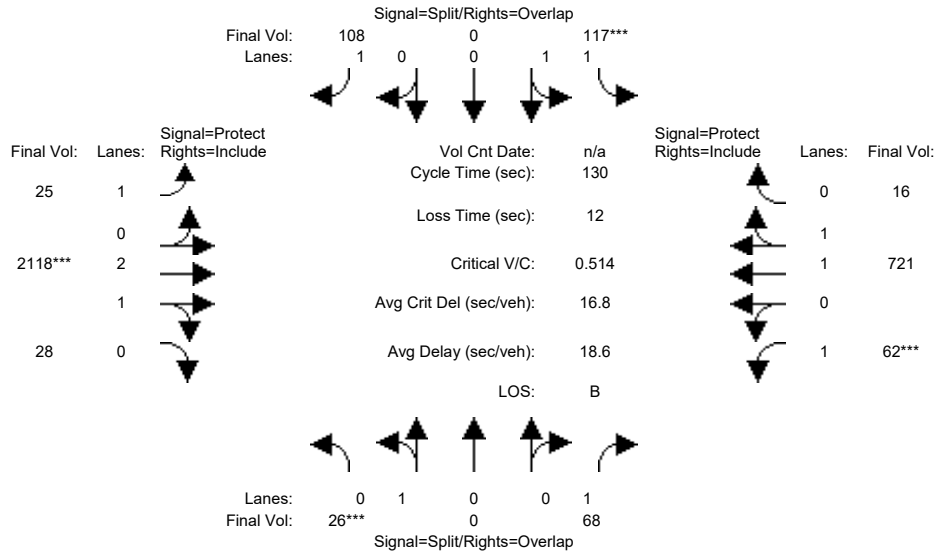
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.03	0.12	0.12	0.15	0.55	0.55
Crit Moves:	****			****			****				****	
Green Time:	12.0	12.0	64.9	11.0	11.0	21.0	10.0	42.1	42.1	52.9	85.0	85.0
Volume/Cap:	0.13	0.13	0.04	0.09	0.09	0.06	0.38	0.38	0.38	0.38	0.84	0.84
Delay/Veh:	54.6	54.6	16.6	55.0	55.0	46.2	58.8	34.0	34.0	27.3	19.8	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	54.6	16.6	55.0	55.0	46.2	58.8	34.0	34.0	27.3	19.8	19.8
LOS by Move:	D	D	B	D	D	D	E	C	C	C	B	B
HCM2k95thQ:	2	2	1	1	1	1	4	13	13	15	53	53

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #76: (31) BURTON / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4

Volume Module:

Base Vol:	25	0	65	111	0	103	24	2012	27	59	685	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	65	111	0	103	24	2012	27	59	685	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	65	111	0	103	24	2012	27	59	685	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	0	68	117	0	108	25	2118	28	62	721	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	68	117	0	108	25	2118	28	62	721	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	26	0	68	117	0	108	25	2118	28	62	721	16

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.96	0.04	1.00	1.96	0.04
Final Sat.:	1800	0	1750	3550	0	1750	1750	5526	74	1750	3621	79

Capacity Analysis Module:

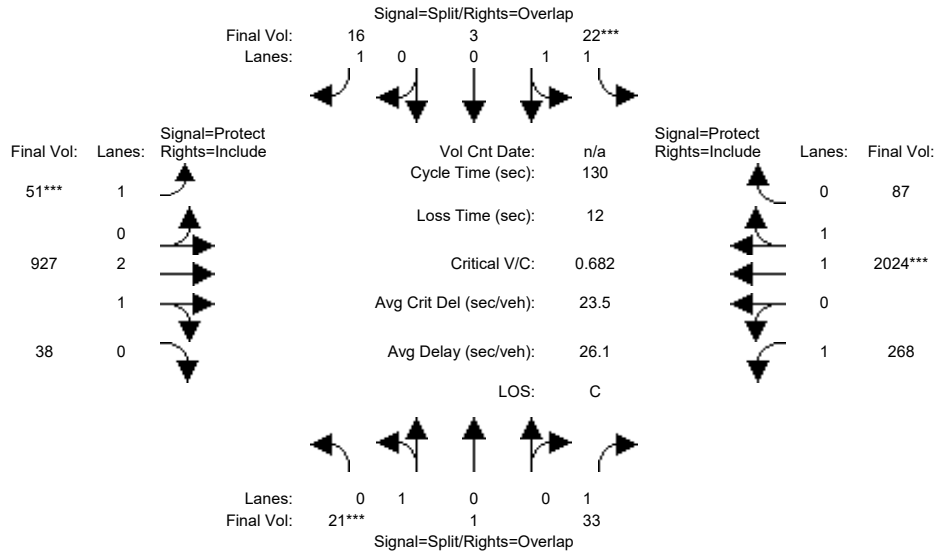
Vol/Sat:	0.01	0.00	0.04	0.03	0.00	0.06	0.01	0.38	0.38	0.04	0.20	0.20
Crit Moves:	****			****				****		****		
Green Time:	12.0	0.0	22.0	11.0	0.0	37.5	26.5	85.0	85.0	10.0	68.5	68.5
Volume/Cap:	0.16	0.00	0.23	0.39	0.00	0.21	0.07	0.59	0.59	0.46	0.38	0.38
Delay/Veh:	54.8	0.0	47.1	57.2	0.0	35.3	41.9	12.9	12.9	59.9	18.3	18.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	0.0	47.1	57.2	0.0	35.3	41.9	12.9	12.9	59.9	18.3	18.3
LOS by Move:	D	A	D	E	A	D	D	B	B	E	B	B
HCM2k95thQ:	2	0	5	6	0	7	2	28	28	6	16	16

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

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Level Of Service Computation Report
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2040 FC+Ph2 wo GS - AM

Intersection #76: (31) BURTON / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4

Volume Module:

Base Vol:	19	1	30	20	3	14	46	834	34	241	1822	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1	30	20	3	14	46	834	34	241	1822	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1	30	20	3	14	46	834	34	241	1822	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	21	1	33	22	3	16	51	927	38	268	2024	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1	33	22	3	16	51	927	38	268	2024	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1	33	22	3	16	51	927	38	268	2024	87

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.95	0.05	1.00	1.74	0.26	1.00	1.00	2.88	0.12	1.00	1.92	0.08
Final Sat.:	1710	90	1750	3087	463	1750	1750	5380	219	1750	3548	152

Capacity Analysis Module:

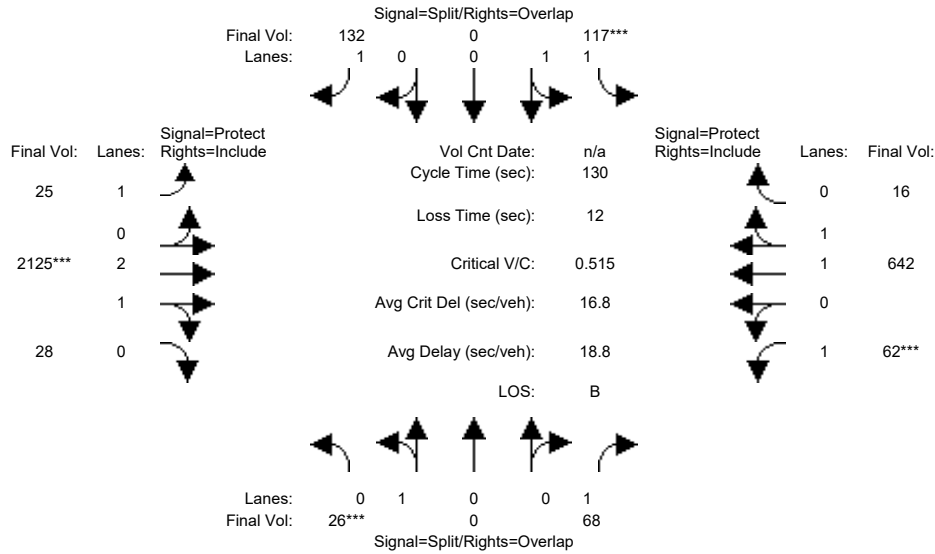
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.03	0.17	0.17	0.15	0.57	0.57
Crit Moves:	****			****			****			****		
Green Time:	12.0	12.0	56.7	11.0	11.0	21.0	10.0	50.3	50.3	44.7	85.0	85.0
Volume/Cap:	0.13	0.13	0.04	0.09	0.09	0.06	0.38	0.45	0.45	0.45	0.87	0.87
Delay/Veh:	54.6	54.6	21.1	55.0	55.0	46.2	58.8	29.7	29.7	33.6	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	54.6	21.1	55.0	55.0	46.2	58.8	29.7	29.7	33.6	21.9	21.9
LOS by Move:	D	D	C	D	D	D	E	C	C	C	C	C
HCM2k95thQ:	2	2	2	1	1	1	4	17	17	17	58	58

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #76: (31) BURTON / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4

Volume Module:

Base Vol:	25	0	65	111	0	125	24	2019	27	59	610	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	65	111	0	125	24	2019	27	59	610	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	65	111	0	125	24	2019	27	59	610	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	0	68	117	0	132	25	2125	28	62	642	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	68	117	0	132	25	2125	28	62	642	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	0	68	117	0	132	25	2125	28	62	642	16

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.96	0.04	1.00	1.95	0.05
Final Sat.:	1800	0	1750	3550	0	1750	1750	5526	74	1750	3611	89

Capacity Analysis Module:

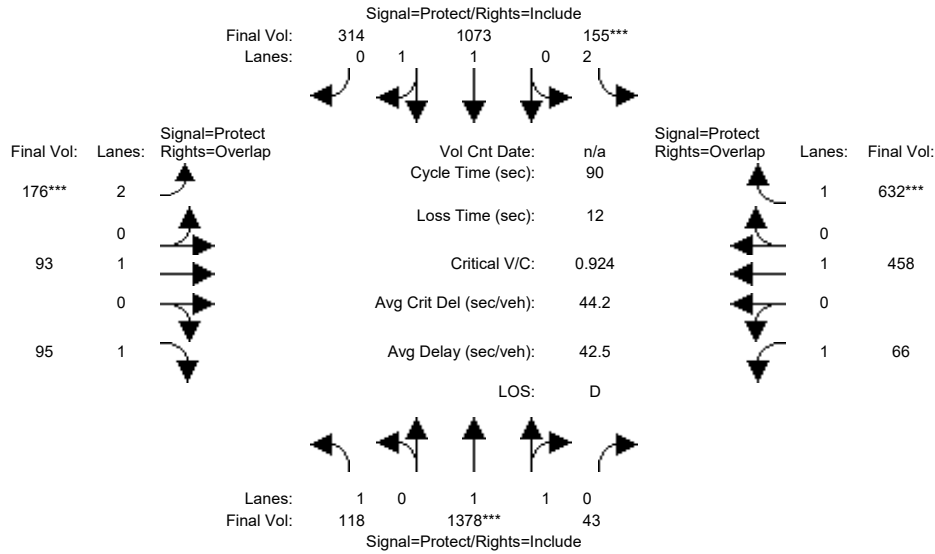
Vol/Sat:	0.01	0.00	0.04	0.03	0.00	0.08	0.01	0.38	0.38	0.04	0.18	0.18
Crit Moves:	****			****				****		****		
Green Time:	12.0	0.0	22.0	11.0	0.0	39.7	28.7	85.0	85.0	10.0	66.3	66.3
Volume/Cap:	0.16	0.00	0.23	0.39	0.00	0.25	0.07	0.59	0.59	0.46	0.35	0.35
Delay/Veh:	54.8	0.0	47.1	57.2	0.0	34.2	40.1	12.9	12.9	59.9	19.1	19.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	0.0	47.1	57.2	0.0	34.2	40.1	12.9	12.9	59.9	19.1	19.1
LOS by Move:	D	A	D	E	A	C	D	B	B	E	B	B
HCM2k95thQ:	2	0	5	6	0	8	2	28	28	6	15	15

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #106: (41) LAFAYETTE / AGNEW / LICK MILL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0

Volume Module:

Base Vol:	107	1254	39	141	976	286	160	85	86	60	417	575
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	1254	39	141	976	286	160	85	86	60	417	575
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	1254	39	141	976	286	160	85	86	60	417	575
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	118	1378	43	155	1073	314	176	93	95	66	458	632
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	1378	43	155	1073	314	176	93	95	66	458	632
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	1378	43	155	1073	314	176	93	95	66	458	632

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.94	0.06	2.00	1.53	0.47	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3588	112	3150	2861	838	3150	1900	1750	1750	1900	1750

Capacity Analysis Module:

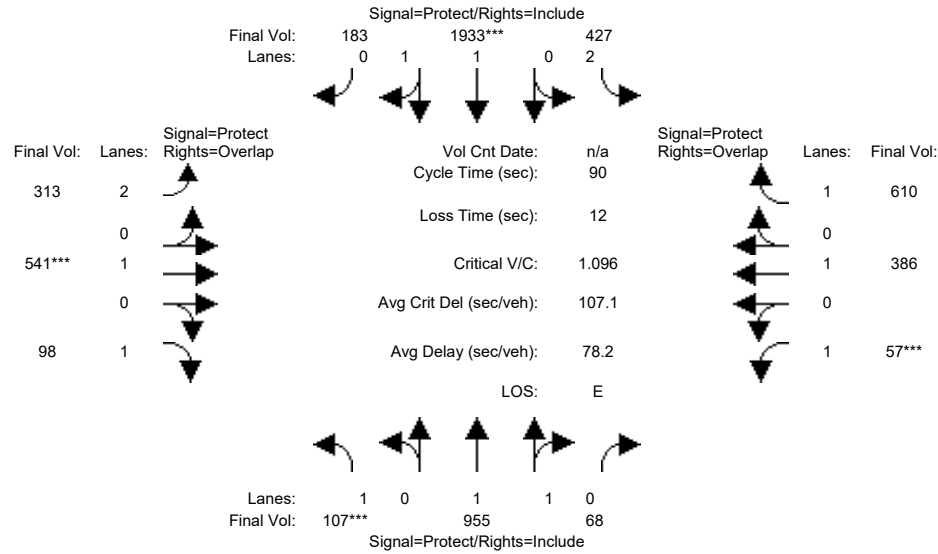
Vol/Sat:	0.07	0.38	0.38	0.05	0.37	0.37	0.06	0.05	0.05	0.04	0.24	0.36
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	8.3	36.3	36.3	7.0	35.0	35.0	8.0	23.2	31.5	11.6	26.7	33.7
Volume/Cap:	0.73	0.95	0.95	0.63	0.96	0.96	0.63	0.19	0.15	0.29	0.81	0.96
Delay/Veh:	55.3	39.8	39.8	45.5	43.0	43.0	44.1	26.3	20.2	36.2	38.0	53.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	39.8	39.8	45.5	43.0	43.0	44.1	26.3	20.2	36.2	38.0	53.7
LOS by Move:	E	D	D	D	D	D	D	C	C	D	D	D
HCM2k95thQ:	7	38	38	5	39	39	6	4	4	4	25	41

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #106: (41) LAFAYETTE / AGNEW / LICK MILL



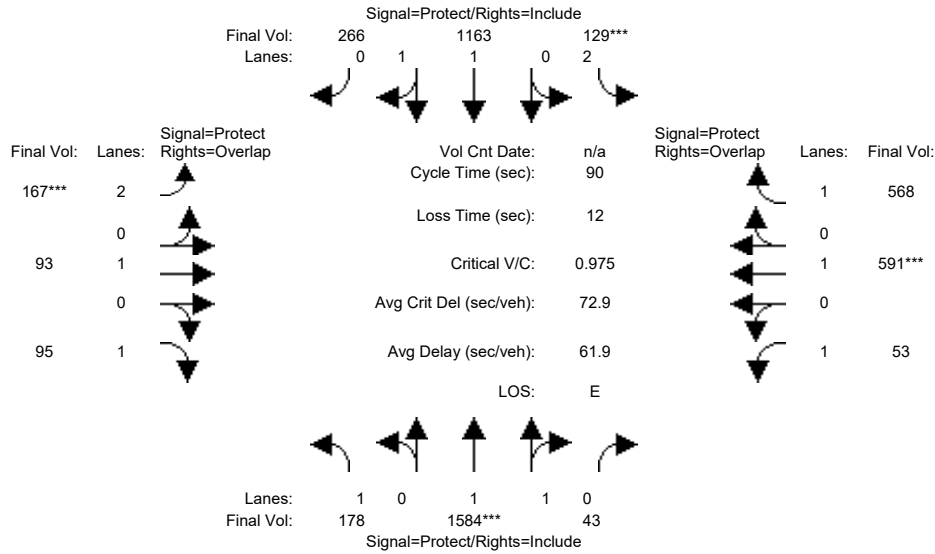
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module:												
Base Vol:	105	936	67	418	1894	179	307	530	96	56	378	598
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	936	67	418	1894	179	307	530	96	56	378	598
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	936	67	418	1894	179	307	530	96	56	378	598
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	107	955	68	427	1933	183	313	541	98	57	386	610
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	955	68	427	1933	183	313	541	98	57	386	610
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	955	68	427	1933	183	313	541	98	57	386	610
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.86	0.14	2.00	1.82	0.18	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3453	247	3150	3380	319	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.14	0.57	0.57	0.10	0.28	0.06	0.03	0.20	0.35
Crit Moves:	****			****			****			****		
Green Time:	8.0	35.0	35.0	17.1	44.1	44.1	8.2	21.9	29.9	4.0	17.7	34.8
Volume/Cap:	0.69	0.71	0.71	0.71	1.17	1.17	1.09	1.17	0.17	0.73	1.03	0.90
Delay/Veh:	52.1	25.0	25.0	38.2	105	104.9	118.5	131	21.4	72.6	91.5	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	25.0	25.0	38.2	105	104.9	118.5	131	21.4	72.6	91.5	41.3
LOS by Move:	D	C	C	D	F	F	F	F	C	E	F	D
HCM2k95thQ:	7	22	22	13	78	78	15	41	4	7	30	36

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #106: (41) LAFAYETTE / AGNEW / LICK MILL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0

Volume Module:

Base Vol:	162	1441	39	117	1058	242	152	85	86	48	538	517
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	1441	39	117	1058	242	152	85	86	48	538	517
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	1441	39	117	1058	242	152	85	86	48	538	517
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	178	1584	43	129	1163	266	167	93	95	53	591	568
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	1584	43	129	1163	266	167	93	95	53	591	568
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	178	1584	43	129	1163	266	167	93	95	53	591	568

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.95	0.05	2.00	1.62	0.38	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3602	97	3150	3011	689	3150	1900	1750	1750	1900	1750

Capacity Analysis Module:

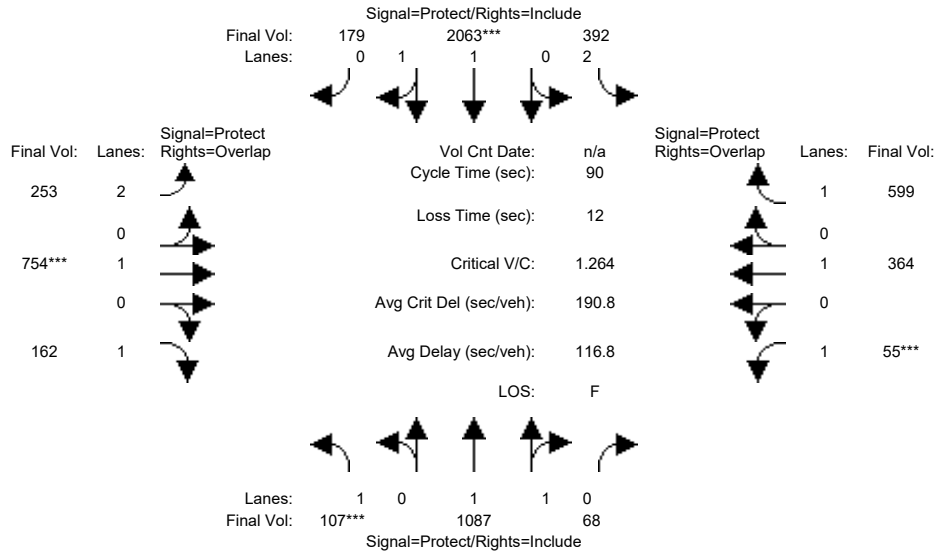
Vol/Sat:	0.10	0.44	0.44	0.04	0.39	0.39	0.05	0.05	0.05	0.03	0.31	0.32
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	9.2	36.9	36.9	7.0	34.7	34.7	8.0	22.7	31.9	11.4	26.1	33.1
Volume/Cap:	1.00	1.07	1.07	0.52	1.00	1.00	0.60	0.19	0.15	0.24	1.07	0.88
Delay/Veh:	108.0	71.8	71.8	42.0	51.6	51.6	42.9	26.6	19.9	36.0	91.2	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	108.0	71.8	71.8	42.0	51.6	51.6	42.9	26.6	19.9	36.0	91.2	40.2
LOS by Move:	F	E	E	D	D	D	D	C	B	D	F	D
HCM2k95thQ:	14	53	53	4	42	42	6	4	4	3	43	33

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #106: (41) LAFAYETTE / AGNEW / LICK MILL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0

Volume Module:												
Base Vol:	105	1065	67	384	2022	175	248	739	159	54	357	587
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1065	67	384	2022	175	248	739	159	54	357	587
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	1065	67	384	2022	175	248	739	159	54	357	587
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	107	1087	68	392	2063	179	253	754	162	55	364	599
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1087	68	392	2063	179	253	754	162	55	364	599
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	1087	68	392	2063	179	253	754	162	55	364	599

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	2.00	1.84	0.16	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3481	219	3150	3405	295	3150	1900	1750	1750	1900	1750

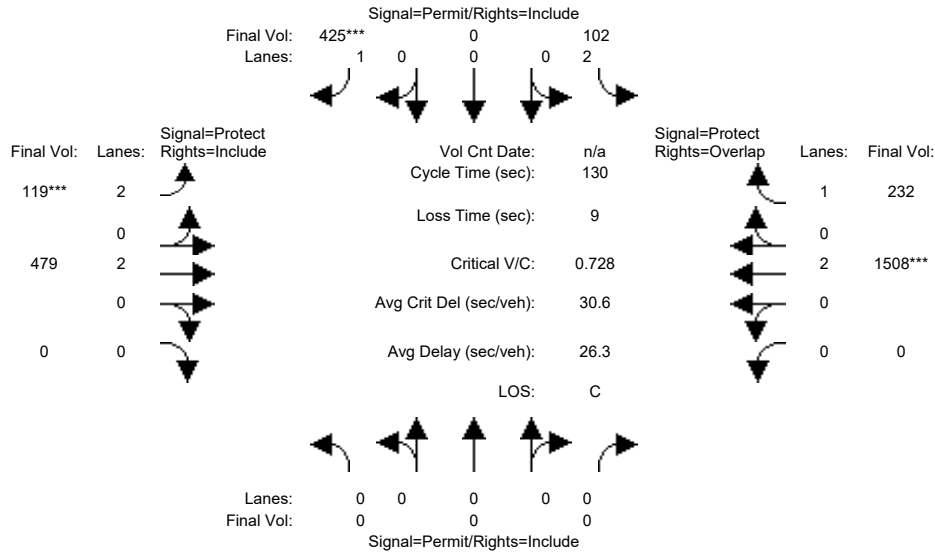
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.12	0.61	0.61	0.08	0.40	0.09	0.03	0.19	0.34
Crit Moves:	****			****			****			****		
Green Time:	8.0	34.2	34.2	13.6	39.9	39.9	8.7	26.1	34.1	4.0	21.4	35.0
Volume/Cap:	0.69	0.82	0.82	0.82	1.37	1.37	0.83	1.37	0.24	0.71	0.81	0.88
Delay/Veh:	52.1	29.1	29.1	47.8	194	194.4	56.8	209	19.3	68.3	42.6	38.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	29.1	29.1	47.8	194	194.4	56.8	209	19.3	68.3	42.6	38.1
LOS by Move:	D	C	C	D	F	F	E	F	B	E	D	D
HCM2k95thQ:	7	27	27	13	105	105	8	69	6	6	21	34

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #115: (38) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	99	0	412	115	465	0	0	1463	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	99	0	412	115	465	0	0	1463	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	99	0	412	115	465	0	0	1463	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	102	0	425	119	479	0	0	1508	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	102	0	425	119	479	0	0	1508	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	102	0	425	119	479	0	0	1508	232

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	3800	0	0	3800	1750

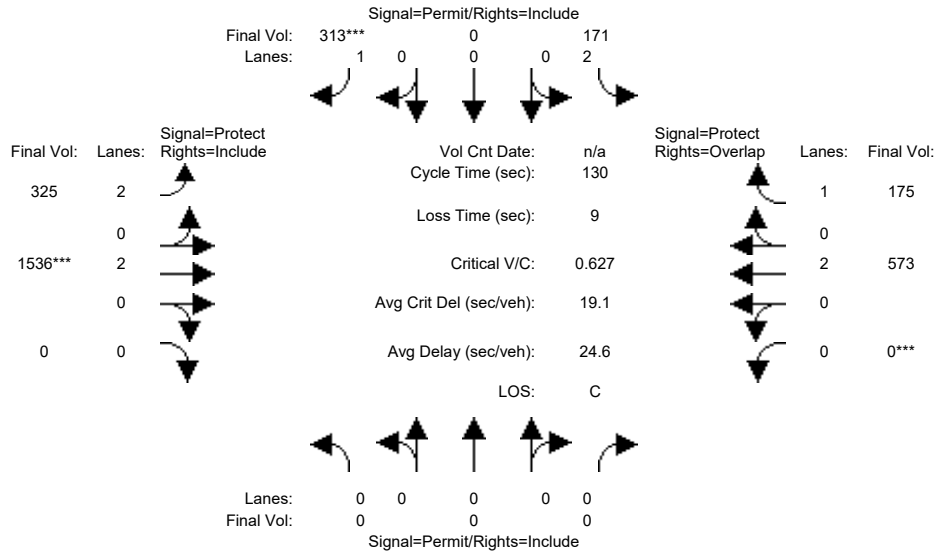
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.24	0.04	0.13	0.00	0.00	0.40	0.13
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	42.9	0.0	42.9	8.0	78.1	0.0	0.0	70.1	70.1
Volume/Cap:	0.00	0.00	0.00	0.10	0.00	0.74	0.61	0.21	0.00	0.00	0.74	0.25
Delay/Veh:	0.0	0.0	0.0	30.2	0.0	43.5	65.1	11.9	0.0	0.0	24.3	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	30.2	0.0	43.5	65.1	11.9	0.0	0.0	24.3	16.0
LOS by Move:	A	A	A	C	A	D	E	B	A	A	C	B
HCM2k95thQ:	0	0	0	3	0	30	6	8	0	0	36	10

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #115: (38) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	166	0	304	315	1490	0	0	556	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	166	0	304	315	1490	0	0	556	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	166	0	304	315	1490	0	0	556	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	171	0	313	325	1536	0	0	573	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	171	0	313	325	1536	0	0	573	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	171	0	313	325	1536	0	0	573	175

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	3800	0	0	3800	1750

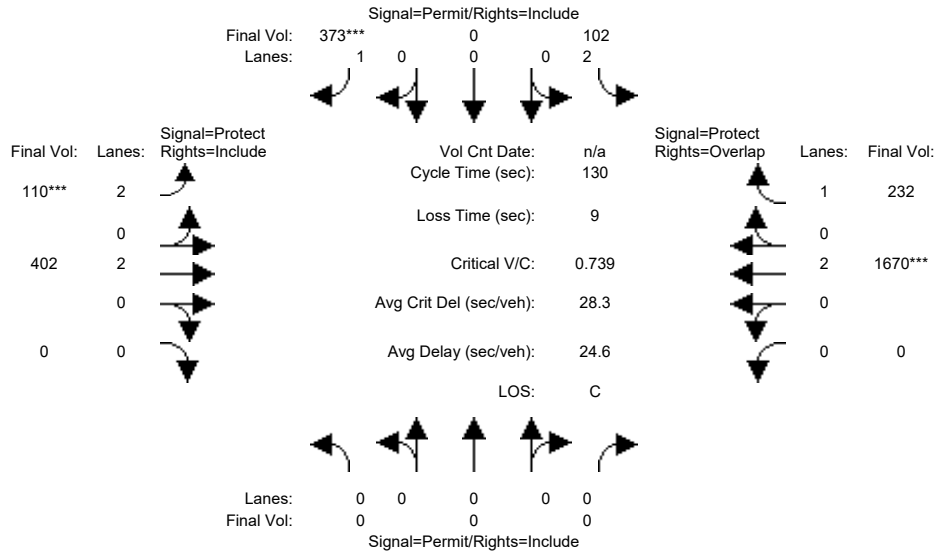
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.18	0.10	0.40	0.00	0.00	0.15	0.10
Crit Moves:						****		****			****	
Green Time:	0.0	0.0	0.0	37.1	0.0	37.1	34.0	83.9	0.0	0.0	49.8	49.8
Volume/Cap:	0.00	0.00	0.00	0.19	0.00	0.63	0.39	0.63	0.00	0.00	0.39	0.26
Delay/Veh:	0.0	0.0	0.0	35.2	0.0	42.9	39.8	14.3	0.0	0.0	29.3	27.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	35.2	0.0	42.9	39.8	14.3	0.0	0.0	29.3	27.7
LOS by Move:	A	A	A	D	A	D	D	B	A	A	C	C
HCM2k95thQ:	0	0	0	6	0	22	12	31	0	0	15	10

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #115: (38) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	99	0	362	107	390	0	0	1620	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	99	0	362	107	390	0	0	1620	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	99	0	362	107	390	0	0	1620	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	102	0	373	110	402	0	0	1670	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	102	0	373	110	402	0	0	1670	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	102	0	373	110	402	0	0	1670	232

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	3800	0	0	3800	1750

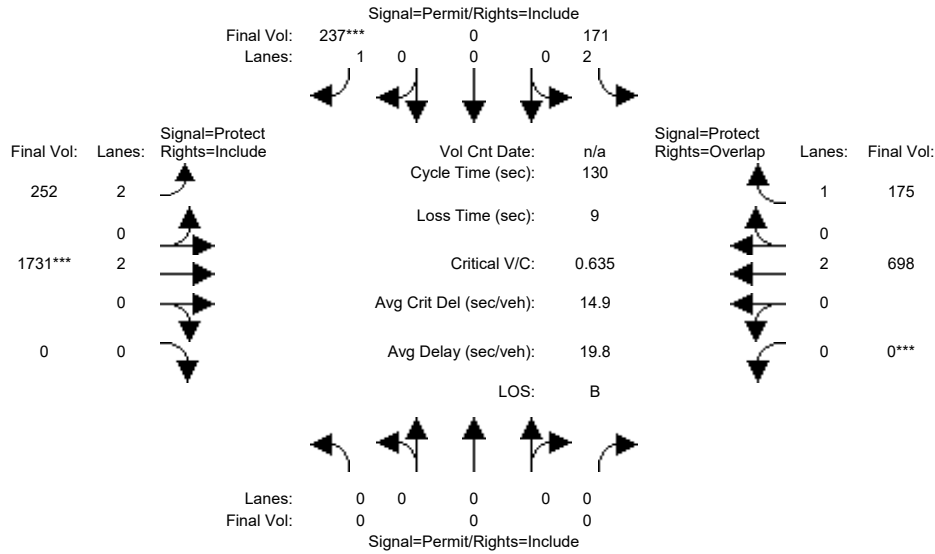
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.21	0.04	0.11	0.00	0.00	0.44	0.13
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	36.9	0.0	36.9	8.0	84.1	0.0	0.0	76.1	76.1
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.75	0.57	0.16	0.00	0.00	0.75	0.23
Delay/Veh:	0.0	0.0	0.0	34.5	0.0	48.7	63.3	9.1	0.0	0.0	21.4	13.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.5	0.0	48.7	63.3	9.1	0.0	0.0	21.4	13.0
LOS by Move:	A	A	A	C	A	D	E	A	A	A	C	B
HCM2k95thQ:	0	0	0	4	0	28	5	6	0	0	38	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #115: (38) TASMAN / CALLE DEL SOL



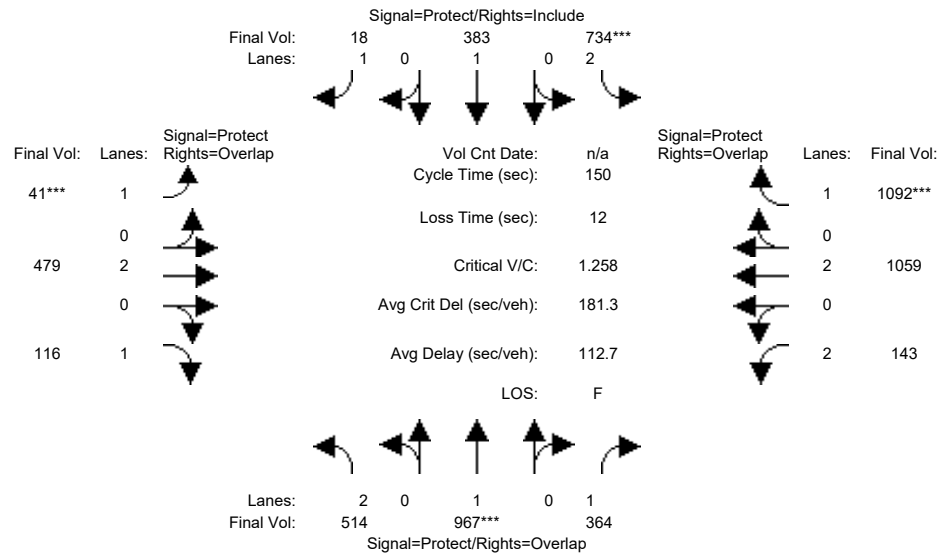
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	0	0	166	0	230	244	1679	0	0	677	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	166	0	230	244	1679	0	0	677	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	166	0	230	244	1679	0	0	677	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	171	0	237	252	1731	0	0	698	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	171	0	237	252	1731	0	0	698	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	171	0	237	252	1731	0	0	698	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.08	0.46	0.00	0.00	0.18	0.10
Crit Moves:						****		****			****	
Green Time:	0.0	0.0	0.0	27.7	0.0	27.7	28.3	93.3	0.0	0.0	65.0	65.0
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.63	0.37	0.63	0.00	0.00	0.37	0.20
Delay/Veh:	0.0	0.0	0.0	42.7	0.0	50.1	43.6	10.0	0.0	0.0	20.0	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.7	0.0	50.1	43.6	10.0	0.0	0.0	20.0	18.2
LOS by Move:	A	A	A	D	A	D	D	B	A	A	C	B
HCM2k95thQ:	0	0	0	7	0	19	10	31	0	0	15	8

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #123: (39) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:

Base Vol:	473	890	335	675	352	17	38	441	107	132	974	1005
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	473	890	335	675	352	17	38	441	107	132	974	1005
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	890	335	675	352	17	38	441	107	132	974	1005
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	514	967	364	734	383	18	41	479	116	143	1059	1092
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	514	967	364	734	383	18	41	479	116	143	1059	1092
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	514	967	364	734	383	18	41	479	116	143	1059	1092

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750

Capacity Analysis Module:

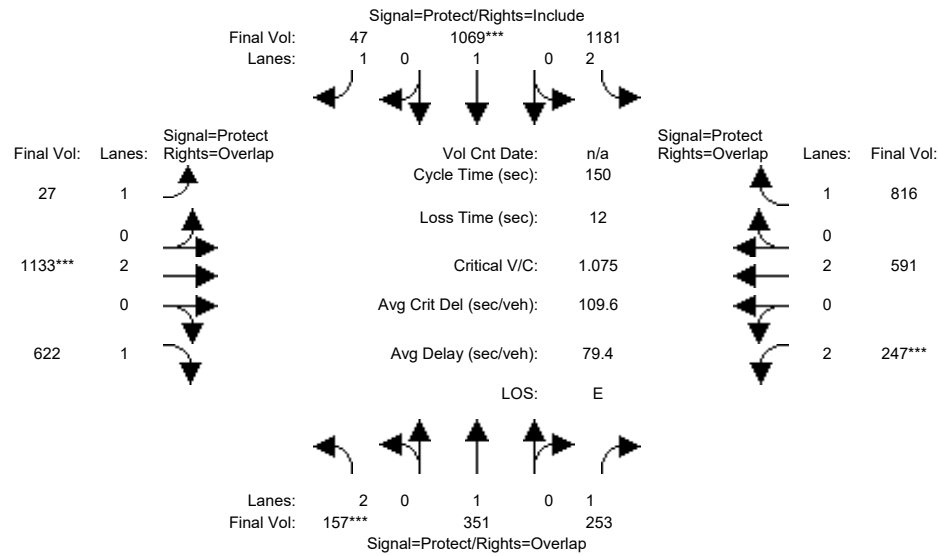
Vol/Sat:	0.16	0.51	0.21	0.23	0.20	0.01	0.02	0.13	0.07	0.05	0.28	0.62
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	39.0	59.7	73.3	27.3	48.1	48.1	5.0	37.4	76.4	13.5	45.9	73.3
Volume/Cap:	0.63	1.28	0.43	1.28	0.63	0.03	0.71	0.51	0.13	0.51	0.91	1.28
Delay/Veh:	50.7	180	25.1	199.6	45.4	35.0	104.8	48.8	19.4	66.5	60.7	172.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	180	25.1	199.6	45.4	35.0	104.8	48.8	19.4	66.5	60.7	172.6
LOS by Move:	D	F	C	F	D	D	F	D	B	E	E	F
HCM2k95thQ:	22	106	21	54	27	1	5	17	6	7	39	126

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #123: (39) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:

Base Vol:	151	337	243	1134	1026	45	26	1088	597	237	567	783
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	151	337	243	1134	1026	45	26	1088	597	237	567	783
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	337	243	1134	1026	45	26	1088	597	237	567	783
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	157	351	253	1181	1069	47	27	1133	622	247	591	816
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	351	253	1181	1069	47	27	1133	622	247	591	816
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	157	351	253	1181	1069	47	27	1133	622	247	591	816

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750

Capacity Analysis Module:

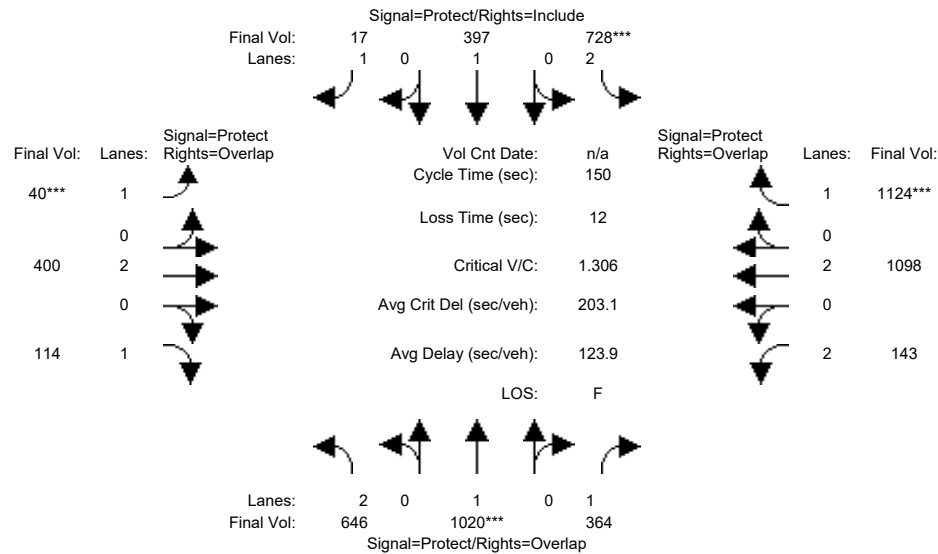
Vol/Sat:	0.05	0.18	0.14	0.38	0.56	0.03	0.02	0.30	0.36	0.08	0.16	0.47
Crit Moves:	****			****			****			****		
Green Time:	10.0	28.6	39.3	58.1	76.7	76.7	9.1	40.7	50.7	10.7	42.3	100.3
Volume/Cap:	0.75	0.97	0.55	0.97	1.10	0.05	0.26	1.10	1.05	1.10	0.55	0.70
Delay/Veh:	82.6	99.1	49.2	63.8	97.1	18.4	68.5	114	101.2	159.3	46.4	17.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.6	99.1	49.2	63.8	97.1	18.4	68.5	114	101.2	159.3	46.4	17.3
LOS by Move:	F	F	D	E	F	B	E	F	F	F	D	B
HCM2k95thQ:	9	32	19	59	97	2	3	53	59	17	20	41

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #123: (39) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:

Base Vol:	594	938	335	670	365	16	37	368	105	132	1010	1034
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	594	938	335	670	365	16	37	368	105	132	1010	1034
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	594	938	335	670	365	16	37	368	105	132	1010	1034
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	646	1020	364	728	397	17	40	400	114	143	1098	1124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	646	1020	364	728	397	17	40	400	114	143	1098	1124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	646	1020	364	728	397	17	40	400	114	143	1098	1124

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750

Capacity Analysis Module:

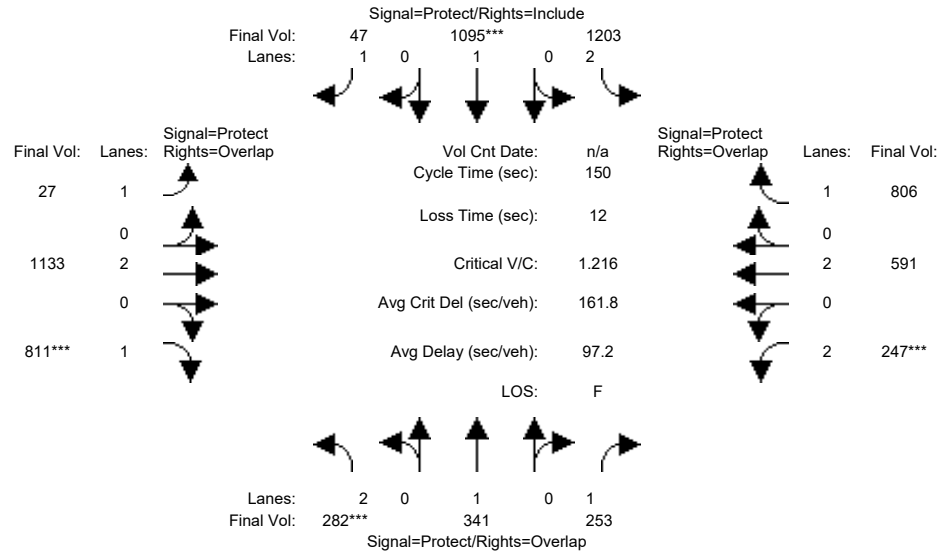
Vol/Sat:	0.20	0.54	0.21	0.23	0.21	0.01	0.02	0.11	0.07	0.05	0.29	0.64
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	42.9	60.5	76.1	26.1	43.7	43.7	5.0	35.9	78.8	15.5	46.4	72.5
Volume/Cap:	0.72	1.33	0.41	1.33	0.72	0.03	0.69	0.44	0.12	0.44	0.93	1.33
Delay/Veh:	50.9	202	23.3	222.5	52.1	38.1	101.3	48.9	18.2	64.1	63.8	195.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.9	202	23.3	222.5	52.1	38.1	101.3	48.9	18.2	64.1	63.8	195.2
LOS by Move:	D	F	C	F	D	D	F	D	B	E	E	F
HCM2k95thQ:	28	116	20	56	30	1	4	14	6	7	44	138

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #123: (39) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:												
Base Vol:	271	327	243	1155	1051	45	26	1088	779	237	567	774
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	327	243	1155	1051	45	26	1088	779	237	567	774
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	327	243	1155	1051	45	26	1088	779	237	567	774
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	282	341	253	1203	1095	47	27	1133	811	247	591	806
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	282	341	253	1203	1095	47	27	1133	811	247	591	806
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	282	341	253	1203	1095	47	27	1133	811	247	591	806

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750

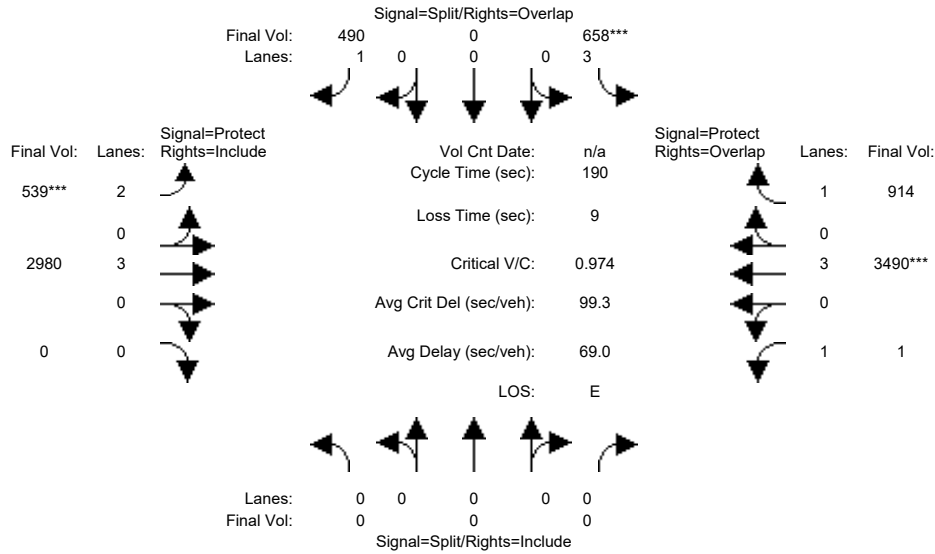
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.14	0.38	0.58	0.03	0.02	0.30	0.46	0.08	0.16	0.46
Crit Moves:	****			****					****	****		
Green Time:	11.1	26.2	35.9	55.9	71.1	71.1	9.9	46.2	57.2	9.7	46.0	101.9
Volume/Cap:	1.22	1.02	0.60	1.02	1.22	0.06	0.24	0.97	1.22	1.22	0.51	0.68
Delay/Veh:	199.1	118	53.2	79.7	147	21.3	67.6	70.5	156.7	203.5	43.1	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	199.1	118	53.2	79.7	147	21.3	67.6	70.5	156.7	203.5	43.1	15.9
LOS by Move:	F	F	D	E	F	C	E	E	F	F	D	B
HCM2k95thQ:	22	33	20	64	113	2	3	46	90	19	20	40

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #125: (46) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8

Volume Module:

Base Vol:	0	0	0	658	0	490	539	3425	0	1	4011	914
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	658	0	490	539	3425	0	1	4011	914
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	658	0	490	539	3425	0	1	4011	914
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	658	0	490	539	2980	0	1	3490	914
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	658	0	490	539	2980	0	1	3490	914
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	658	0	490	539	2980	0	1	3490	914

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750

Capacity Analysis Module:

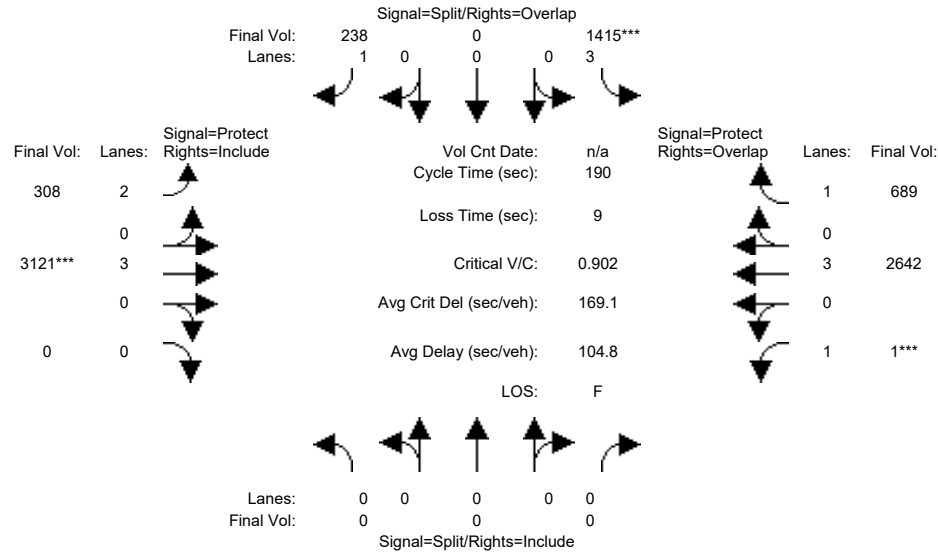
Vol/Sat:	0.00	0.00	0.00	0.14	0.00	0.28	0.17	0.52	0.00	0.00	0.61	0.52
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	25.4	0.0	42.3	16.9	135	0.0	10.6	131	156.1
Volume/Cap:	0.00	0.00	0.00	1.08	0.00	1.26	1.92	0.73	0.00	0.01	0.89	0.64
Delay/Veh:	0.0	0.0	0.0	142.7	0.0	209.2	515.7	17.3	0.0	84.8	26.8	7.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	142.7	0.0	209.2	515.7	17.3	0.0	84.8	26.8	7.3
LOS by Move:	A	A	A	F	A	F	F	B	A	F	C	A
HCM2k95thQ:	0	0	0	37	0	70	61	55	0	0	77	34

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #125: (46) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	0	0	0	1415	0	238	308	3901	0	1	3886	689
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1415	0	238	308	3901	0	1	3886	689
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1415	0	238	308	3901	0	1	3886	689
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1415	0	238	308	3121	0	1	2642	689
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1415	0	238	308	3121	0	1	2642	689
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1415	0	238	308	3121	0	1	2642	689

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750

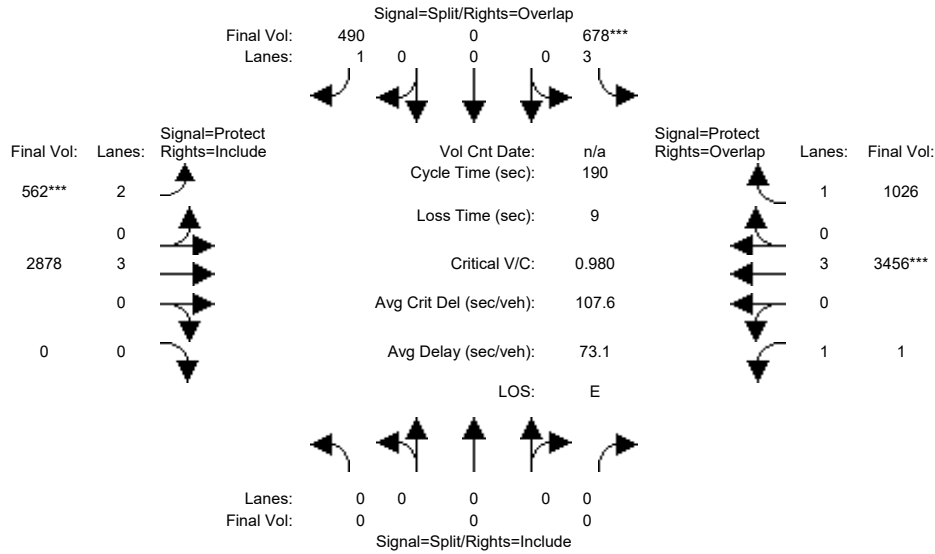
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.31	0.00	0.14	0.10	0.55	0.00	0.00	0.46	0.39
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	30.9	0.0	52.0	21.1	131	0.0	10.6	121	151.8
Volume/Cap:	0.00	0.00	0.00	1.91	0.00	0.50	0.88	0.79	0.00	0.01	0.73	0.49
Delay/Veh:	0.0	0.0	0.0	495.1	0.0	58.8	104.9	21.3	0.0	84.8	24.2	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	495.1	0.0	58.8	104.9	21.3	0.0	84.8	24.2	6.6
LOS by Move:	A	A	A	F	A	E	F	C	A	F	C	A
HCM2k95thQ:	0	0	0	104	0	22	24	64	0	0	51	24

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #125: (46) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	0	0	0	678	0	490	562	3308	0	1	3972	1026
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	678	0	490	562	3308	0	1	3972	1026
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	678	0	490	562	3308	0	1	3972	1026
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	678	0	490	562	2878	0	1	3456	1026
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	678	0	490	562	2878	0	1	3456	1026
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	678	0	490	562	2878	0	1	3456	1026

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750

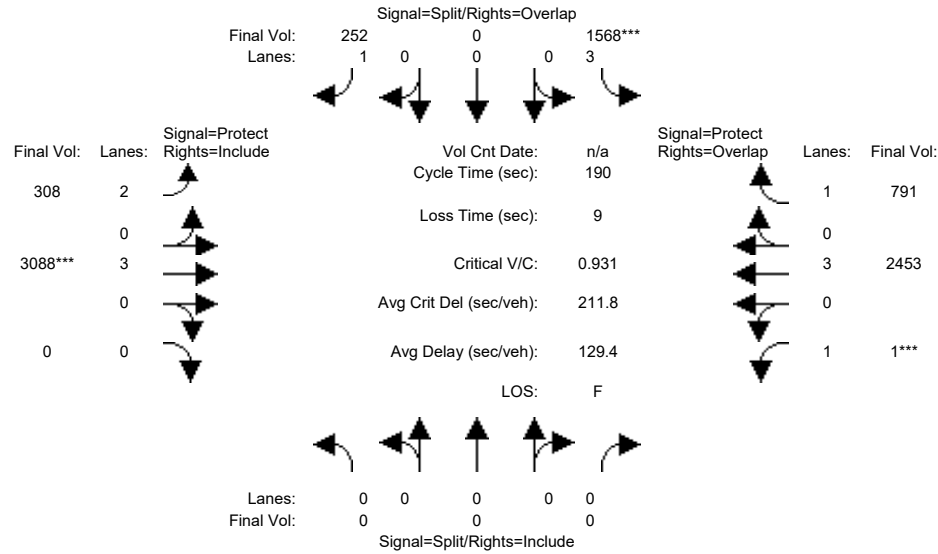
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.28	0.18	0.50	0.00	0.00	0.61	0.59
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	25.4	0.0	42.3	16.9	135	0.0	10.6	131	156.1
Volume/Cap:	0.00	0.00	0.00	1.11	0.00	1.26	2.01	0.71	0.00	0.01	0.88	0.71
Delay/Veh:	0.0	0.0	0.0	154.3	0.0	209.2	552.1	16.6	0.0	84.8	26.1	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	154.3	0.0	209.2	552.1	16.6	0.0	84.8	26.1	9.0
LOS by Move:	A	A	A	F	A	F	F	B	A	F	C	A
HCM2k95thQ:	0	0	0	38	0	70	64	51	0	0	75	42

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #125: (46) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	0	0	0	1568	0	252	308	3860	0	1	3607	791
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1568	0	252	308	3860	0	1	3607	791
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1568	0	252	308	3860	0	1	3607	791
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1568	0	252	308	3088	0	1	2453	791
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1568	0	252	308	3088	0	1	2453	791
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1568	0	252	308	3088	0	1	2453	791

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750

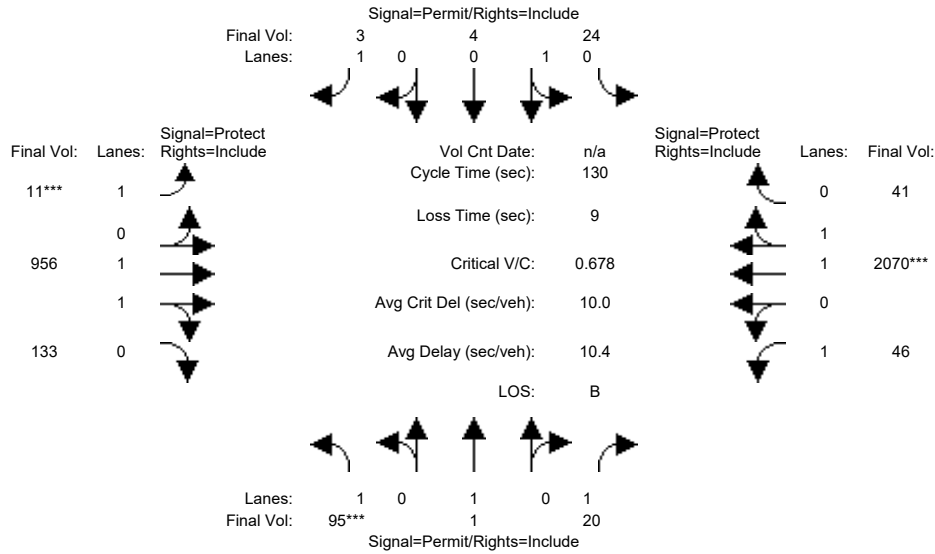
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.34	0.00	0.14	0.10	0.54	0.00	0.00	0.43	0.45
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	30.9	0.0	52.0	21.1	131	0.0	10.6	121	151.8
Volume/Cap:	0.00	0.00	0.00	2.12	0.00	0.53	0.88	0.78	0.00	0.01	0.68	0.57
Delay/Veh:	0.0	0.0	0.0	587.6	0.0	59.6	104.9	20.9	0.0	84.8	22.6	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	587.6	0.0	59.6	104.9	20.9	0.0	84.8	22.6	7.6
LOS by Move:	A	A	A	F	A	E	F	C	A	F	C	A
HCM2k95thQ:	0	0	0	120	0	24	24	63	0	0	45	29

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

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City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #139: (26) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9

Volume Module:												
Base Vol:	89	1	19	23	4	3	10	899	125	43	1946	39
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	89	1	19	23	4	3	10	899	125	43	1946	39
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	89	1	19	23	4	3	10	899	125	43	1946	39
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	95	1	20	24	4	3	11	956	133	46	2070	41
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	95	1	20	24	4	3	11	956	133	46	2070	41
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	95	1	20	24	4	3	11	956	133	46	2070	41

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.85	0.15	1.00	1.00	1.75	0.25	1.00	1.96	0.04
Final Sat.:	1750	1900	1750	1533	267	1750	1750	3248	452	1750	3627	73

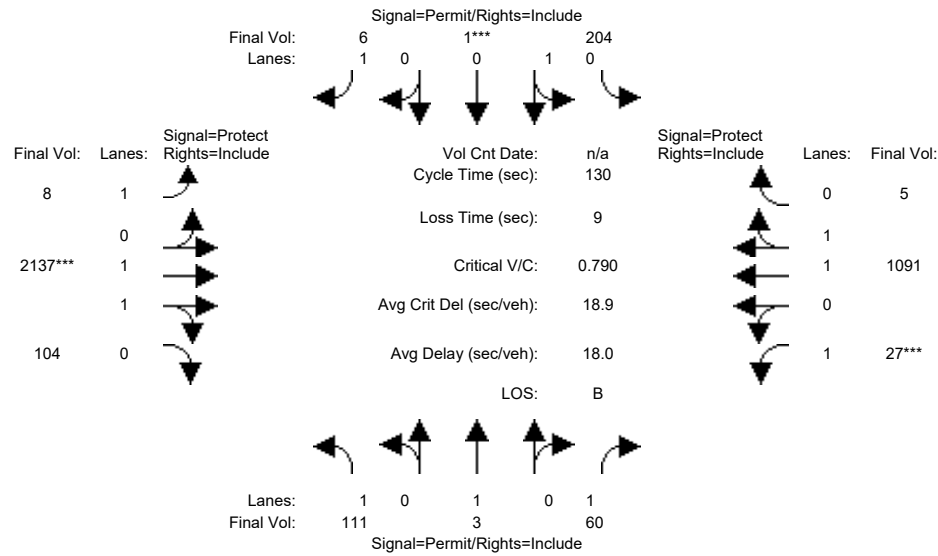
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.01	0.02	0.02	0.00	0.01	0.29	0.29	0.03	0.57	0.57
Crit Moves:	****						****			****		
Green Time:	9.9	9.9	9.9	9.9	9.9	9.9	7.0	93.9	93.9	17.2	104	104.1
Volume/Cap:	0.71	0.01	0.15	0.21	0.21	0.02	0.11	0.41	0.41	0.20	0.71	0.71
Delay/Veh:	75.3	55.6	56.7	57.2	57.2	55.7	59.1	7.2	7.2	50.7	6.8	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.3	55.6	56.7	57.2	57.2	55.7	59.1	7.2	7.2	50.7	6.8	6.8
LOS by Move:	E	E	E	E	E	E	E	A	A	D	A	A
HCM2k95thQ:	11	0	2	3	3	0	1	16	16	3	34	34

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

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2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #139: (26) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9

Volume Module:												
Base Vol:	108	3	58	198	1	6	8	2073	101	26	1058	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	3	58	198	1	6	8	2073	101	26	1058	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	3	58	198	1	6	8	2073	101	26	1058	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	111	3	60	204	1	6	8	2137	104	27	1091	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	3	60	204	1	6	8	2137	104	27	1091	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	3	60	204	1	6	8	2137	104	27	1091	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.99	0.01	1.00	1.00	1.90	0.10	1.00	1.99	0.01
Final Sat.:	1750	1900	1750	1791	9	1750	1750	3528	172	1750	3683	17

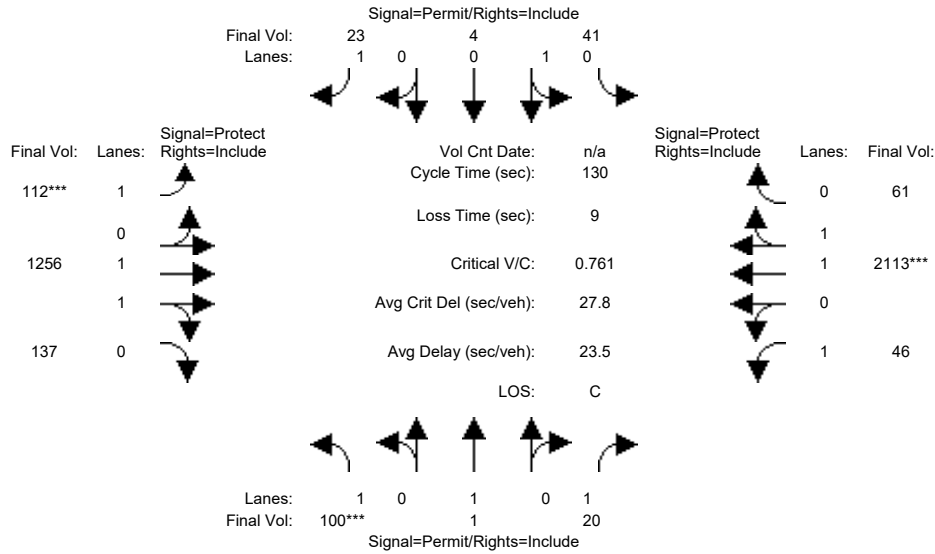
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.03	0.11	0.11	0.00	0.00	0.61	0.61	0.02	0.30	0.30
Crit Moves:					****			****			****	
Green Time:	18.1	18.1	18.1	18.1	18.1	18.1	15.8	95.9	95.9	7.0	87.1	87.1
Volume/Cap:	0.46	0.01	0.25	0.82	0.82	0.03	0.04	0.82	0.82	0.28	0.44	0.44
Delay/Veh:	52.8	48.3	50.4	73.4	73.4	48.4	50.4	13.4	13.4	60.8	10.2	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.8	48.3	50.4	73.4	73.4	48.4	50.4	13.4	13.4	60.8	10.2	10.2
LOS by Move:	D	D	D	E	E	D	D	B	B	E	B	B
HCM2k95thQ:	9	0	5	19	19	0	1	46	46	2	19	19

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

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2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #139: (26) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	26	26	26	26	26	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9

Volume Module:												
Base Vol:	94	1	19	39	4	22	105	1181	129	43	1986	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	94	1	19	39	4	22	105	1181	129	43	1986	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	94	1	19	39	4	22	105	1181	129	43	1986	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	100	1	20	41	4	23	112	1256	137	46	2113	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	100	1	20	41	4	23	112	1256	137	46	2113	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	100	1	20	41	4	23	112	1256	137	46	2113	61

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.91	0.09	1.00	1.00	1.80	0.20	1.00	1.94	0.06
Final Sat.:	1750	1900	1750	1633	167	1750	1750	3335	364	1750	3597	103

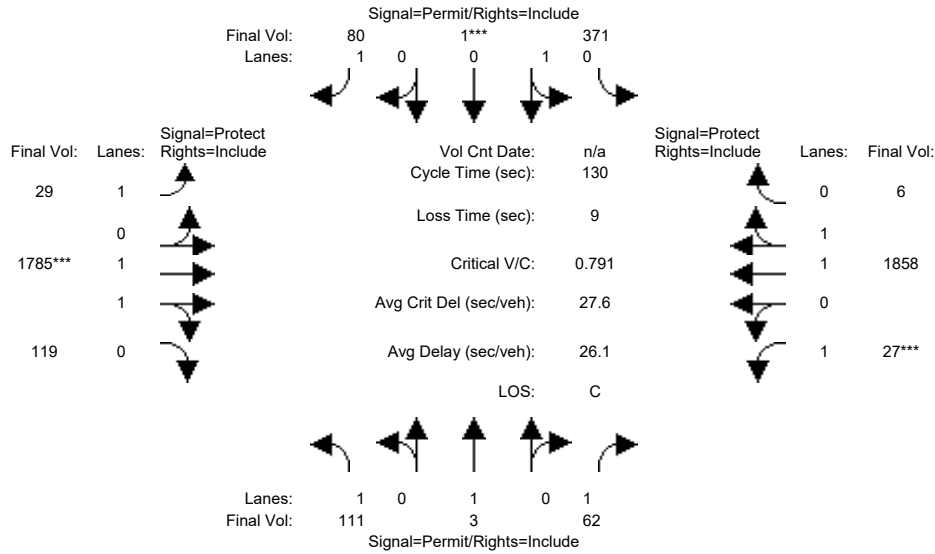
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.01	0.03	0.03	0.01	0.06	0.38	0.38	0.03	0.59	0.59
Crit Moves:	***						***			***		
Green Time:	26.0	26.0	26.0	26.0	26.0	26.0	9.3	83.1	83.1	11.9	85.7	85.7
Volume/Cap:	0.29	0.00	0.06	0.13	0.13	0.07	0.89	0.59	0.59	0.29	0.89	0.89
Delay/Veh:	44.6	41.6	42.2	42.8	42.8	42.2	108.5	14.0	14.0	56.1	22.9	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.6	41.6	42.2	42.8	42.8	42.2	108.5	14.0	14.0	56.1	22.9	22.9
LOS by Move:	D	D	D	D	D	D	F	B	B	E	C	C
HCM2k95thQ:	7	0	1	3	3	2	11	28	28	3	54	54

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

Patrick Henry Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #139: (26) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	26	26	26	26	26	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9

Volume Module:												
Base Vol:	108	3	60	360	1	78	28	1731	115	26	1802	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	3	60	360	1	78	28	1731	115	26	1802	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	3	60	360	1	78	28	1731	115	26	1802	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	111	3	62	371	1	80	29	1785	119	27	1858	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	3	62	371	1	80	29	1785	119	27	1858	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	3	62	371	1	80	29	1785	119	27	1858	6

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.99	0.01	1.00	1.00	1.87	0.13	1.00	1.99	0.01
Final Sat.:	1750	1900	1750	1795	5	1750	1750	3469	230	1750	3688	12

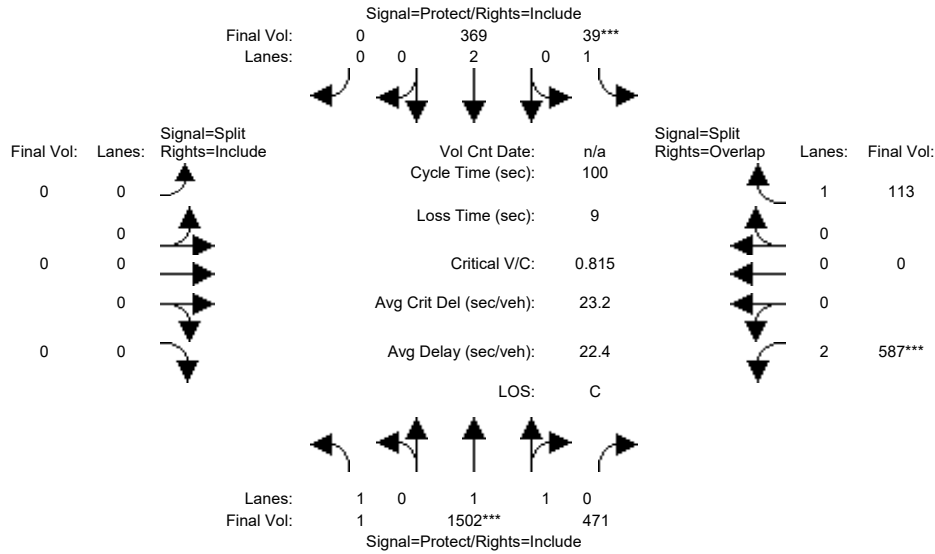
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.04	0.21	0.21	0.05	0.02	0.51	0.51	0.02	0.50	0.50
Crit Moves:				****			****			****		
Green Time:	32.7	32.7	32.7	32.7	32.7	32.7	8.5	81.3	81.3	7.0	79.8	79.8
Volume/Cap:	0.25	0.01	0.14	0.82	0.82	0.18	0.25	0.82	0.82	0.28	0.82	0.82
Delay/Veh:	39.2	36.5	37.9	57.4	57.4	38.4	58.9	21.3	21.3	60.8	22.1	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.2	36.5	37.9	57.4	57.4	38.4	58.9	21.3	21.3	60.8	22.1	22.1
LOS by Move:	D	D	D	E	E	D	E	C	C	E	C	C
HCM2k95thQ:	8	0	4	29	29	5	2	49	49	2	49	49

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

Patrick Henry Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #530: (40) LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	0	0	0	0	8	0	8
Y+R:	0.0	5.0	6.4	5.4	6.4	0.0	4.0	4.0	4.0	5.1	0.0	5.1

Volume Module:												
Base Vol:	1	1502	471	39	369	0	0	0	0	587	0	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1502	471	39	369	0	0	0	0	587	0	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1502	471	39	369	0	0	0	0	587	0	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1502	471	39	369	0	0	0	0	587	0	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1502	471	39	369	0	0	0	0	587	0	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	1502	471	39	369	0	0	0	0	587	0	113

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.51	0.49	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2816	883	1750	3800	0	0	0	0	3150	0	1750

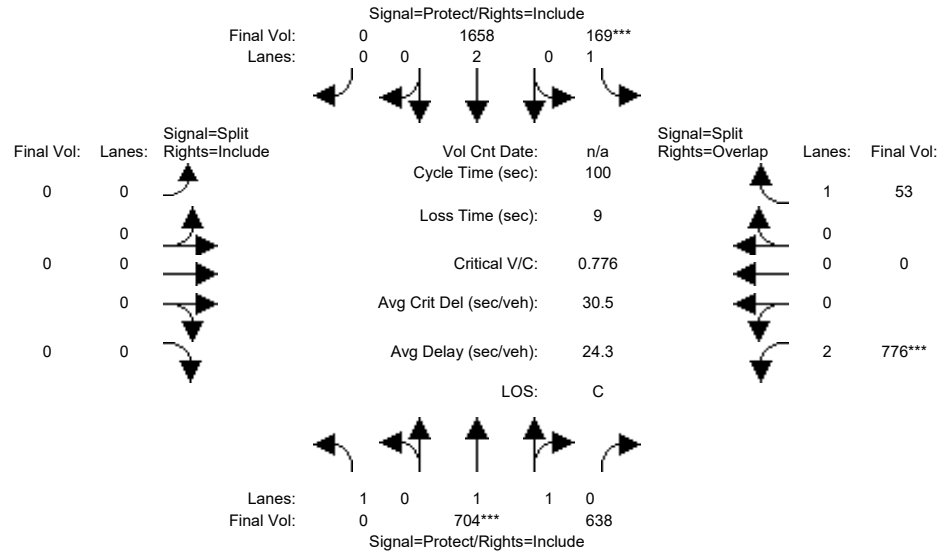
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.53	0.02	0.10	0.00	0.00	0.00	0.00	0.19	0.00	0.06
Crit Moves:	****			****			****			****		
Green Time:	19.6	64.5	64.5	4.0	48.9	0.0	0.0	0.0	0.0	22.5	0.0	26.5
Volume/Cap:	0.00	0.83	0.83	0.56	0.20	0.00	0.00	0.00	0.00	0.83	0.00	0.24
Delay/Veh:	32.4	16.1	16.1	56.7	14.5	0.0	0.0	0.0	0.0	44.9	0.0	29.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.4	16.1	16.1	56.7	14.5	0.0	0.0	0.0	0.0	44.9	0.0	29.1
LOS by Move:	C	B	B	E	B	A	A	A	A	D	A	C
HCM2k95thQ:	0	41	41	4	6	0	0	0	0	23	0	6

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #530: (40) LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	0	0	0	0	8	0	8
Y+R:	0.0	5.0	6.4	5.4	6.4	0.0	4.0	4.0	4.0	5.1	0.0	5.1

Volume Module:

Base Vol:	0	704	638	169	1658	0	0	0	0	776	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	704	638	169	1658	0	0	0	0	776	0	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	704	638	169	1658	0	0	0	0	776	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	704	638	169	1658	0	0	0	0	776	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	704	638	169	1658	0	0	0	0	776	0	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	704	638	169	1658	0	0	0	0	776	0	53

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.02	0.98	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	1940	1758	1750	3800	0	0	0	0	3150	0	1750

Capacity Analysis Module:

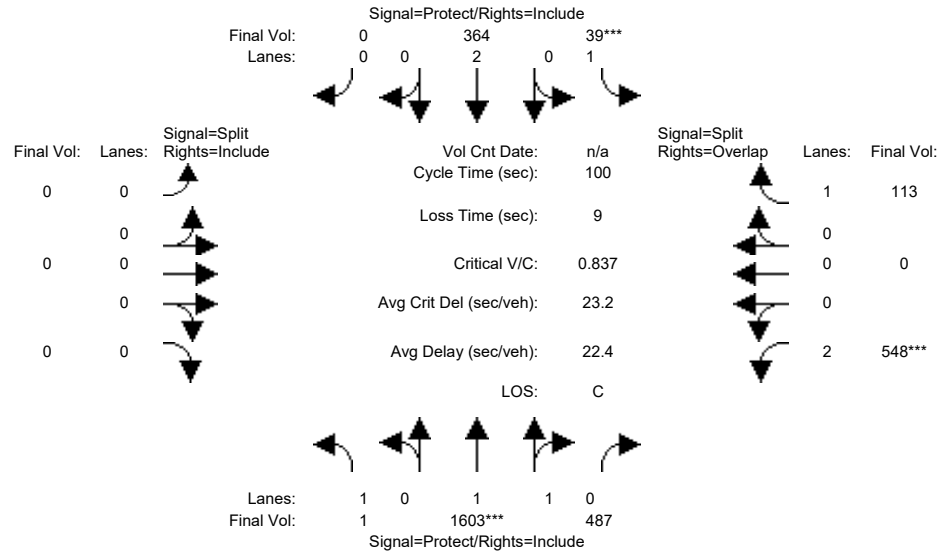
Vol/Sat:	0.00	0.36	0.36	0.10	0.44	0.00	0.00	0.00	0.00	0.25	0.00	0.03
Crit Moves:	****			****			****			****		
Green Time:	0.0	46.8	46.8	12.4	59.2	0.0	0.0	0.0	0.0	31.8	0.0	44.2
Volume/Cap:	0.00	0.78	0.78	0.78	0.74	0.00	0.00	0.00	0.00	0.78	0.00	0.07
Delay/Veh:	0.0	24.5	24.5	58.4	16.0	0.0	0.0	0.0	0.0	34.8	0.0	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	24.5	24.5	58.4	16.0	0.0	0.0	0.0	0.0	34.8	0.0	16.1
LOS by Move:	A	C	C	E	B	A	A	A	A	C	A	B
HCM2k95thQ:	0	31	31	14	33	0	0	0	0	26	0	2

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #530: (40) LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	0	0	0	0	8	0	8
Y+R:	0.0	5.0	6.4	5.4	6.4	0.0	4.0	4.0	4.0	5.1	0.0	5.1

Volume Module:												
Base Vol:	1	1603	487	39	364	0	0	0	0	548	0	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1603	487	39	364	0	0	0	0	548	0	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1603	487	39	364	0	0	0	0	548	0	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1603	487	39	364	0	0	0	0	548	0	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1603	487	39	364	0	0	0	0	548	0	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	1603	487	39	364	0	0	0	0	548	0	113

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.52	0.48	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2837	862	1750	3800	0	0	0	0	3150	0	1750

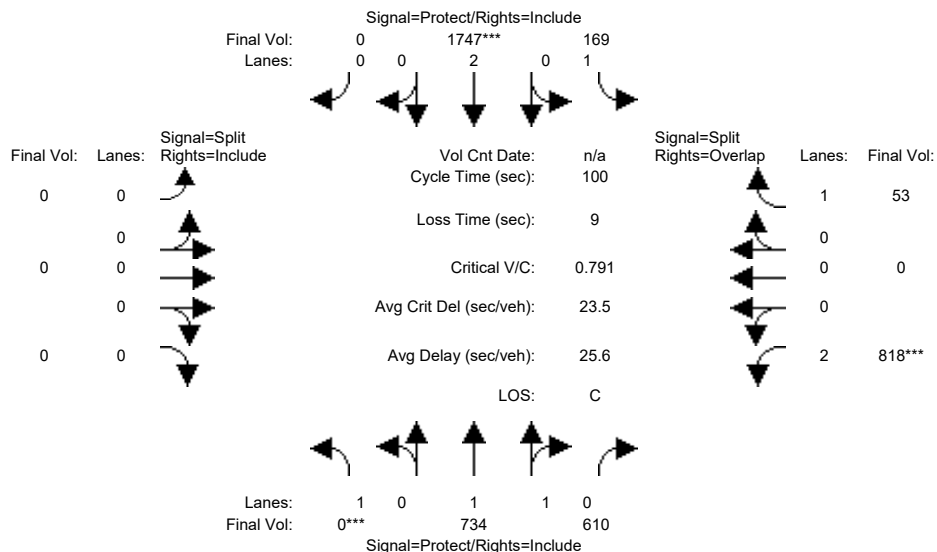
Capacity Analysis Module:												
Vol/Sat:	0.00	0.56	0.56	0.02	0.10	0.00	0.00	0.00	0.00	0.17	0.00	0.06
Crit Moves:	****			****			****			****		
Green Time:	20.1	66.5	66.5	4.0	50.4	0.0	0.0	0.0	0.0	20.5	0.0	24.5
Volume/Cap:	0.00	0.85	0.85	0.56	0.19	0.00	0.00	0.00	0.00	0.85	0.00	0.26
Delay/Veh:	31.9	15.9	15.9	56.7	13.7	0.0	0.0	0.0	0.0	48.6	0.0	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	15.9	15.9	56.7	13.7	0.0	0.0	0.0	0.0	48.6	0.0	30.8
LOS by Move:	C	B	B	E	B	A	A	A	A	D	A	C
HCM2k95thQ:	0	44	44	4	6	0	0	0	0	23	0	6

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #530: (40) LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	0	0	0	0	8	0	8
Y+R:	0.0	5.0	6.4	5.4	6.4	0.0	4.0	4.0	4.0	5.1	0.0	5.1

Volume Module:

Base Vol:	0	734	610	169	1747	0	0	0	0	818	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	734	610	169	1747	0	0	0	0	818	0	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	734	610	169	1747	0	0	0	0	818	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	734	610	169	1747	0	0	0	0	818	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	734	610	169	1747	0	0	0	0	818	0	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	734	610	169	1747	0	0	0	0	818	0	53

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.07	0.93	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2019	1678	1750	3800	0	0	0	0	3150	0	1750

Capacity Analysis Module:

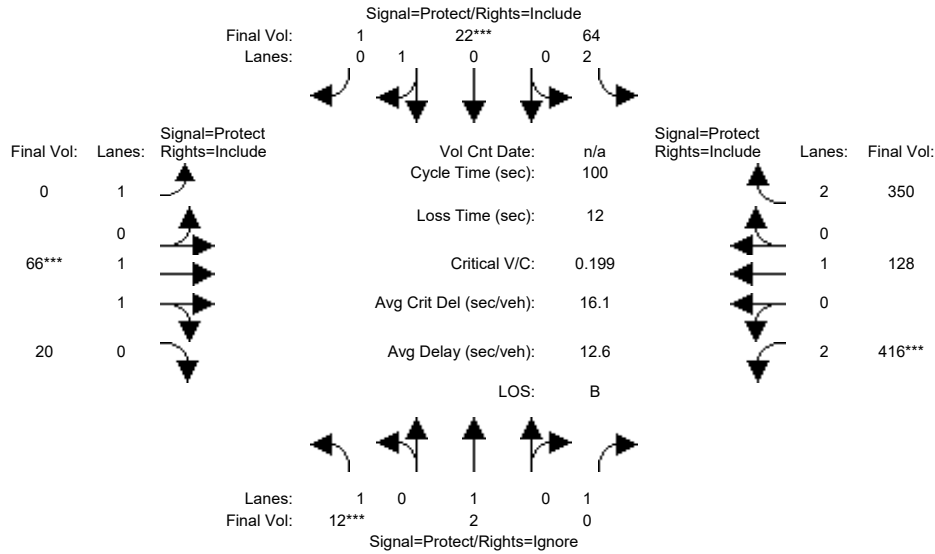
Vol/Sat:	0.00	0.36	0.36	0.10	0.46	0.00	0.00	0.00	0.00	0.26	0.00	0.03
Crit Moves:	****				****					****		
Green Time:	0.0	45.9	45.9	12.2	58.2	0.0	0.0	0.0	0.0	32.8	0.0	45.1
Volume/Cap:	0.00	0.79	0.79	0.79	0.79	0.00	0.00	0.00	0.00	0.79	0.00	0.07
Delay/Veh:	0.0	25.6	25.6	60.5	18.2	0.0	0.0	0.0	0.0	34.6	0.0	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.6	25.6	60.5	18.2	0.0	0.0	0.0	0.0	34.6	0.0	15.6
LOS by Move:	A	C	C	E	B	A	A	A	A	C	A	B
HCM2k95thQ:	0	32	32	14	37	0	0	0	0	27	0	2

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd



Street Name:	Mission College Blvd Loop						Mission College Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	8	8	8	8	8	10	10	10	15	10	10
Y+R:	4.6	6.0	6.0	4.0	6.0	6.0	5.6	5.6	5.6	5.5	5.5	5.5

Volume Module:												
Base Vol:	11	2	278	58	20	1	0	59	18	374	115	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	2	278	58	20	1	0	59	18	374	115	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	2	278	58	20	1	0	59	18	374	115	315
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	12	2	0	64	22	1	0	66	20	416	128	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	2	0	64	22	1	0	66	20	416	128	350
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	2	0	64	22	1	0	66	20	416	128	350

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.98	0.95	0.83	1.00	0.83
Lanes:	1.00	1.00	1.00	2.00	0.95	0.05	1.00	1.52	0.48	2.00	1.00	2.00
Final Sat.:	1750	1900	1750	3150	1714	86	1750	2834	865	3150	1900	3150

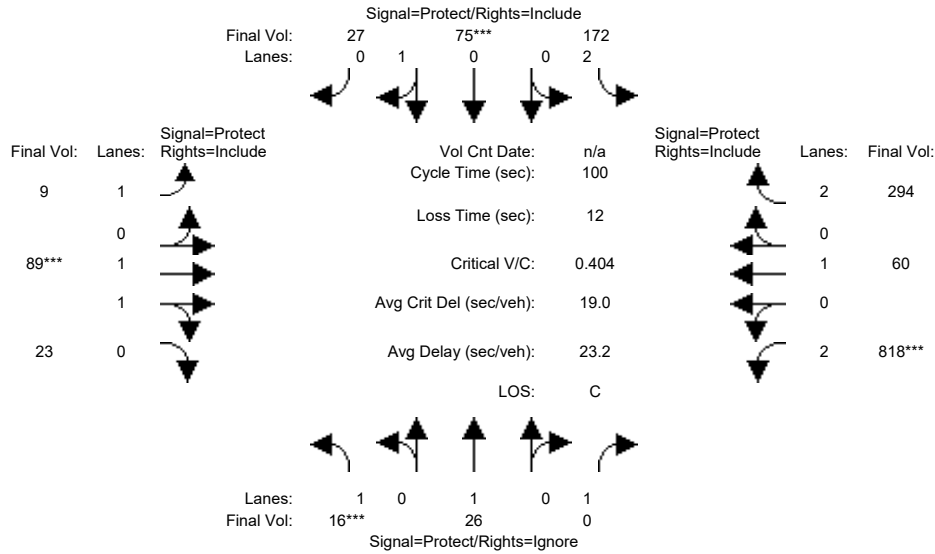
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.02	0.01	0.01	0.00	0.02	0.02	0.13	0.07	0.11
Crit Moves:	***			****			****			****		
Green Time:	8.0	8.0	0.0	8.0	8.0	8.0	0.0	10.7	10.7	61.3	72.0	72.0
Volume/Cap:	0.09	0.01	0.00	0.26	0.16	0.16	0.00	0.22	0.22	0.22	0.09	0.15
Delay/Veh:	42.9	42.4	0.0	43.7	43.4	43.4	0.0	41.1	41.1	8.7	4.2	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	42.4	0.0	43.7	43.4	43.4	0.0	41.1	41.1	8.7	4.2	4.4
LOS by Move:	D	D	A	D	D	D	A	D	D	A	A	A
HCM2k95thQ:	1	0	0	3	2	2	0	3	3	7	2	4

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd



Street Name:	Mission College Blvd Loop						Mission College Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	8	8	8	8	8	10	10	10	15	10	10
Y+R:	4.6	6.0	6.0	4.0	6.0	6.0	5.6	5.6	5.6	5.5	5.5	5.5

Volume Module:												
Base Vol:	15	25	688	163	71	26	9	85	22	777	57	279
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	25	688	163	71	26	9	85	22	777	57	279
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	25	688	163	71	26	9	85	22	777	57	279
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	26	0	172	75	27	9	89	23	818	60	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	26	0	172	75	27	9	89	23	818	60	294
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	26	0	172	75	27	9	89	23	818	60	294

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.98	0.95	0.83	1.00	0.83
Lanes:	1.00	1.00	1.00	2.00	0.73	0.27	1.00	1.58	0.42	2.00	1.00	2.00
Final Sat.:	1750	1900	1750	3150	1318	482	1750	2939	761	3150	1900	3150

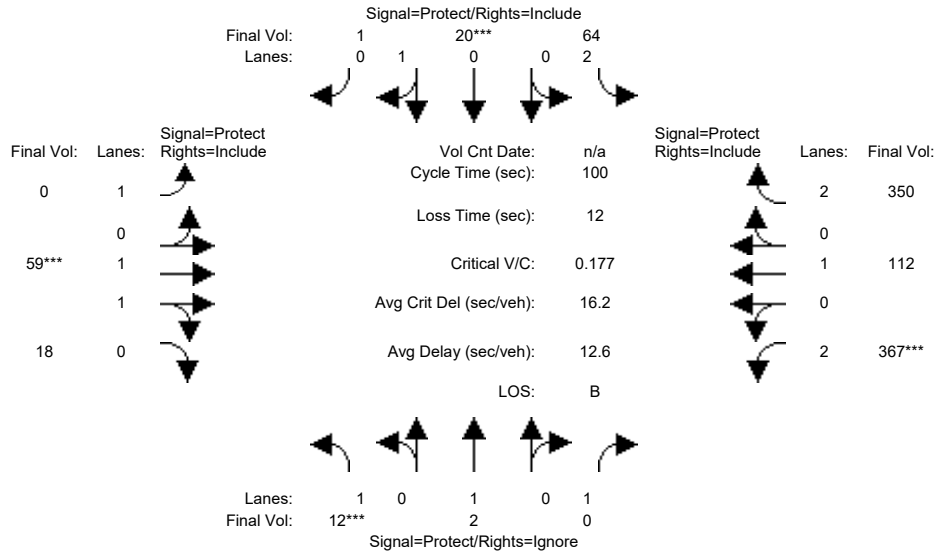
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.05	0.06	0.06	0.01	0.03	0.03	0.26	0.03	0.09
Crit Moves:	***				***			***		***		
Green Time:	8.0	10.3	0.0	10.3	12.6	12.6	33.7	10.0	10.0	57.4	33.7	33.7
Volume/Cap:	0.11	0.13	0.00	0.53	0.45	0.45	0.02	0.30	0.30	0.45	0.09	0.28
Delay/Veh:	43.1	41.1	0.0	44.2	42.0	42.0	22.1	42.2	42.2	12.4	22.7	24.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.1	41.1	0.0	44.2	42.0	42.0	22.1	42.2	42.2	12.4	22.7	24.4
LOS by Move:	D	D	A	D	D	D	C	D	D	B	C	C
HCM2k95thQ:	1	2	0	7	7	7	0	4	4	15	2	7

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd



Street Name:	Mission College Blvd Loop						Mission College Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	8	8	8	8	8	10	10	10	15	10	10
Y+R:	4.6	6.0	6.0	4.0	6.0	6.0	5.6	5.6	5.6	5.5	5.5	5.5

Volume Module:												
Base Vol:	11	2	470	58	18	1	0	53	16	330	101	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	2	470	58	18	1	0	53	16	330	101	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	2	470	58	18	1	0	53	16	330	101	315
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	12	2	0	64	20	1	0	59	18	367	112	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	2	0	64	20	1	0	59	18	367	112	350
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	2	0	64	20	1	0	59	18	367	112	350

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.98	0.95	0.83	1.00	0.83
Lanes:	1.00	1.00	1.00	2.00	0.95	0.05	1.00	1.52	0.48	2.00	1.00	2.00
Final Sat.:	1750	1900	1750	3150	1705	95	1750	2841	858	3150	1900	3150

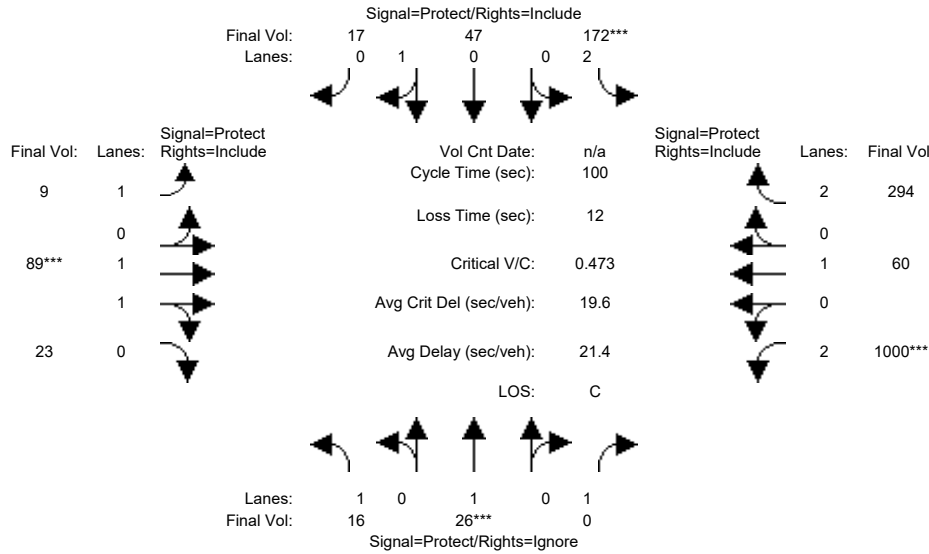
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.02	0.01	0.01	0.00	0.02	0.02	0.12	0.06	0.11
Crit Moves:	***			****			****			****		
Green Time:	8.0	8.0	0.0	8.0	8.0	8.0	0.0	10.9	10.9	61.1	72.0	72.0
Volume/Cap:	0.09	0.01	0.00	0.26	0.15	0.15	0.00	0.19	0.19	0.19	0.08	0.15
Delay/Veh:	42.9	42.4	0.0	43.7	43.3	43.3	0.0	40.8	40.8	8.6	4.2	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	42.4	0.0	43.7	43.3	43.3	0.0	40.8	40.8	8.6	4.2	4.4
LOS by Move:	D	D	A	D	D	D	A	D	D	A	A	A
HCM2k95thQ:	1	0	0	3	2	2	0	3	3	6	2	4

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd



Street Name:	Mission College Blvd Loop						Mission College Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	8	8	8	8	8	10	10	10	15	10	10
Y+R:	4.6	6.0	6.0	4.0	6.0	6.0	5.6	5.6	5.6	5.5	5.5	5.5

Volume Module:												
Base Vol:	15	25	684	163	45	16	9	85	22	950	57	279
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	25	684	163	45	16	9	85	22	950	57	279
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	25	684	163	45	16	9	85	22	950	57	279
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	26	0	172	47	17	9	89	23	1000	60	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	26	0	172	47	17	9	89	23	1000	60	294
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	26	0	172	47	17	9	89	23	1000	60	294

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.98	0.95	0.83	1.00	0.83
Lanes:	1.00	1.00	1.00	2.00	0.74	0.26	1.00	1.58	0.42	2.00	1.00	2.00
Final Sat.:	1750	1900	1750	3150	1328	472	1750	2939	761	3150	1900	3150

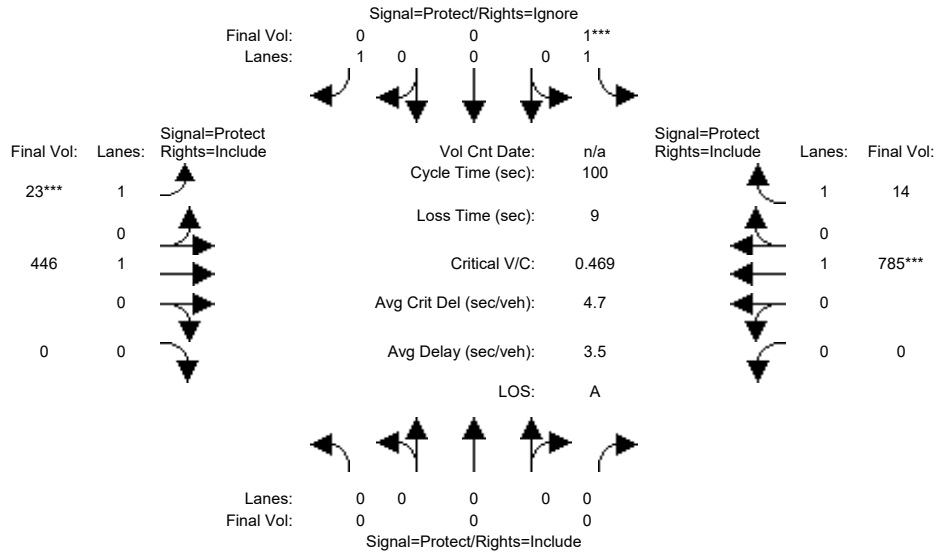
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.05	0.04	0.04	0.01	0.03	0.03	0.32	0.03	0.09
Crit Moves:	****			****			****			****		
Green Time:	9.1	8.0	0.0	10.3	9.1	9.1	34.9	10.0	10.0	59.7	34.9	34.9
Volume/Cap:	0.10	0.17	0.00	0.53	0.39	0.39	0.02	0.30	0.30	0.53	0.09	0.27
Delay/Veh:	41.9	43.5	0.0	44.3	44.4	44.4	21.3	42.2	42.2	12.2	22.0	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	43.5	0.0	44.3	44.4	44.4	21.3	42.2	42.2	12.2	22.0	23.5
LOS by Move:	D	D	A	D	D	D	C	D	D	B	C	C
HCM2k95thQ:	1	2	0	7	5	5	0	4	4	19	2	7

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #580: (29) Great America Emp Entr and Agnew Rd



Street Name:	Great America Emp Entr						Agnew Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	5	0	0	5	15	0	0	5	5
Y+R:	4.0	4.0	4.0	4.5	0.0	0.0	4.5	5.0	0.0	0.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	1	0	10	22	419	0	0	738	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1	0	10	22	419	0	0	738	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1	0	10	22	419	0	0	738	13
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	1	0	0	23	446	0	0	785	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1	0	0	23	446	0	0	785	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	1	0	0	23	446	0	0	785	14

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

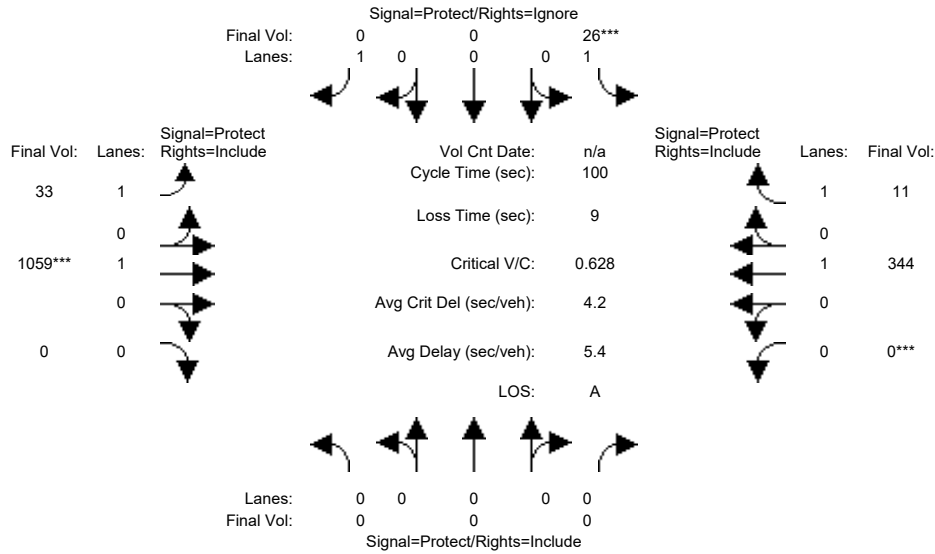
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.23	0.00	0.00	0.41	0.01
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	5.0	0.0	0.0	5.0	86.0	0.0	0.0	81.0	81.0
Volume/Cap:	0.00	0.00	0.00	0.01	0.00	0.00	0.27	0.27	0.00	0.00	0.51	0.01
Delay/Veh:	0.0	0.0	0.0	45.2	0.0	0.0	47.4	1.4	0.0	0.0	3.4	1.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.2	0.0	0.0	47.4	1.4	0.0	0.0	3.4	1.8
LOS by Move:	A	A	A	D	A	A	D	A	A	A	A	A
HCM2k95thQ:	0	0	0	0	0	0	2	5	0	0	14	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #580: (29) Great America Emp Entr and Agnew Rd



Street Name:	Great America Emp Entr						Agnew Rd					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	5	0	0	5	15	0	0	5	5
Y+R:	4.0	4.0	4.0	4.5	0.0	0.0	4.5	5.0	0.0	0.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	23	0	54	30	953	0	0	310	10
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	23	0	54	30	953	0	0	310	10
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	23	0	54	30	953	0	0	310	10
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	26	0	0	33	1059	0	0	344	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	26	0	0	33	1059	0	0	344	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	26	0	0	33	1059	0	0	344	11

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

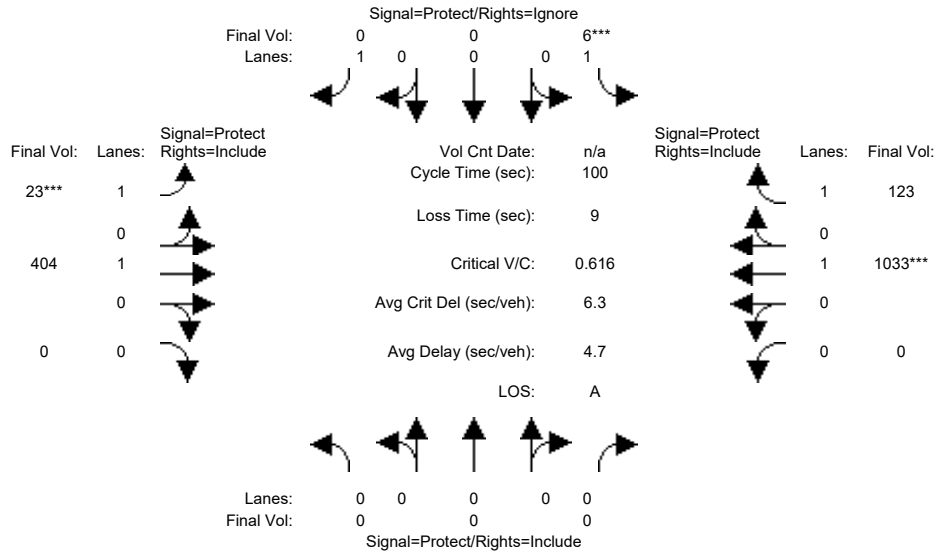
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.00	0.02	0.56	0.00	0.00	0.18	0.01
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	5.0	0.0	0.0	18.6	86.0	0.0	0.0	67.4	67.4
Volume/Cap:	0.00	0.00	0.00	0.29	0.00	0.00	0.10	0.65	0.00	0.00	0.27	0.01
Delay/Veh:	0.0	0.0	0.0	47.7	0.0	0.0	33.9	3.1	0.0	0.0	6.6	5.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	47.7	0.0	0.0	33.9	3.1	0.0	0.0	6.6	5.3
LOS by Move:	A	A	A	D	A	A	C	A	A	A	A	A
HCM2k95thQ:	0	0	0	2	0	0	2	19	0	0	8	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #580: (29) Great America Emp Entr and Agnew Rd



Street Name:	Great America Emp Entr						Agnew Rd					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	5	0	0	5	15	0	0	5	5
Y+R:	4.0	4.0	4.0	4.5	0.0	0.0	4.5	5.0	0.0	0.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	6	0	10	22	380	0	0	971	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	10	22	380	0	0	971	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	10	22	380	0	0	971	116
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	6	0	0	23	404	0	0	1033	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	6	0	0	23	404	0	0	1033	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	6	0	0	23	404	0	0	1033	123

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

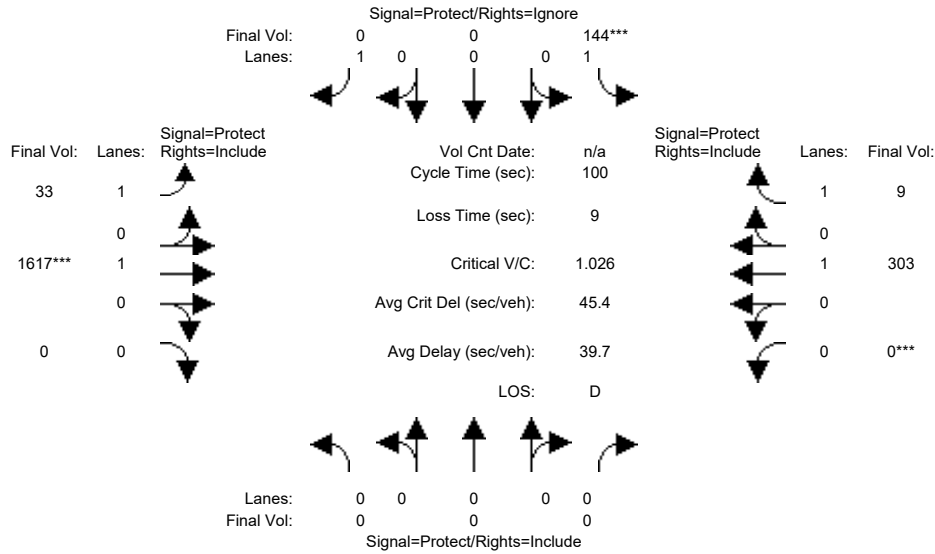
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.21	0.00	0.00	0.54	0.07
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	5.0	0.0	0.0	5.0	86.0	0.0	0.0	81.0	81.0
Volume/Cap:	0.00	0.00	0.00	0.07	0.00	0.00	0.27	0.25	0.00	0.00	0.67	0.09
Delay/Veh:	0.0	0.0	0.0	45.6	0.0	0.0	47.4	1.3	0.0	0.0	5.1	2.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.6	0.0	0.0	47.4	1.3	0.0	0.0	5.1	2.0
LOS by Move:	A	A	A	D	A	A	D	A	A	A	A	A
HCM2k95thQ:	0	0	0	1	0	0	1	4	0	0	22	2

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #580: (29) Great America Emp Entr and Agnew Rd



Street Name:	Great America Emp Entr						Agnew Rd					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	5	0	0	5	15	0	0	5	5
Y+R:	4.0	4.0	4.0	4.5	0.0	0.0	4.5	5.0	0.0	0.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	130	0	54	30	1455	0	0	273	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	54	30	1455	0	0	273	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	130	0	54	30	1455	0	0	273	8
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	144	0	0	33	1617	0	0	303	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	144	0	0	33	1617	0	0	303	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	144	0	0	33	1617	0	0	303	9

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

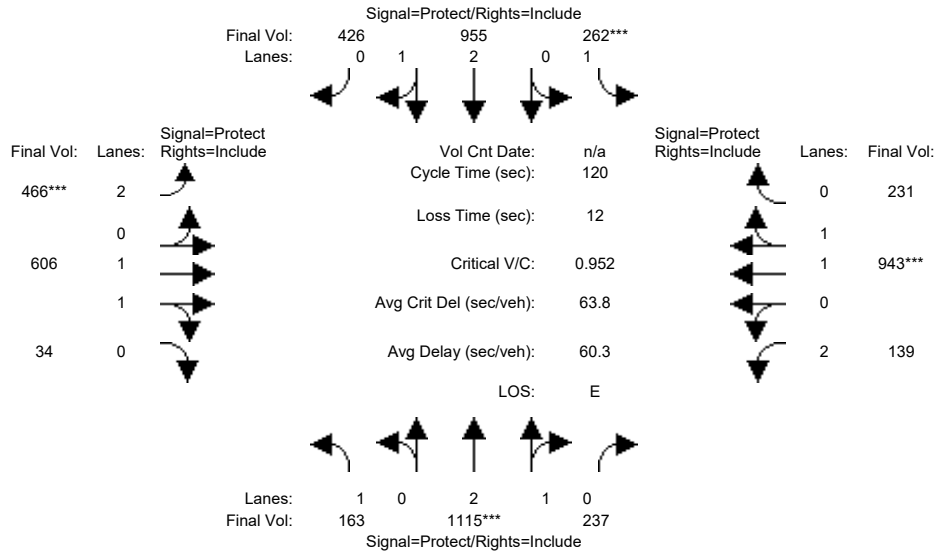
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.02	0.85	0.00	0.00	0.16	0.01
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	8.0	0.0	0.0	19.8	83.0	0.0	0.0	63.2	63.2
Volume/Cap:	0.00	0.00	0.00	1.03	0.00	0.00	0.10	1.03	0.00	0.00	0.25	0.01
Delay/Veh:	0.0	0.0	0.0	128.8	0.0	0.0	32.9	38.0	0.0	0.0	8.2	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	128.8	0.0	0.0	32.9	38.0	0.0	0.0	8.2	6.8
LOS by Move:	A	A	A	F	A	A	C	D	A	A	A	A
HCM2k95thQ:	0	0	0	17	0	0	2	85	0	0	8	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #1200: (22) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5

Volume Module:												
Base Vol:	163	1115	237	262	955	426	466	606	34	139	943	231
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	1115	237	262	955	426	466	606	34	139	943	231
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	1115	237	262	955	426	466	606	34	139	943	231
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	1115	237	262	955	426	466	606	34	139	943	231
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	1115	237	262	955	426	466	606	34	139	943	231
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	163	1115	237	262	955	426	466	606	34	139	943	231

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.45	0.55	1.00	2.04	0.96	2.00	1.89	0.11	2.00	1.60	0.40
Final Sat.:	1750	4617	981	1750	3870	1726	3150	3503	197	3150	2971	728

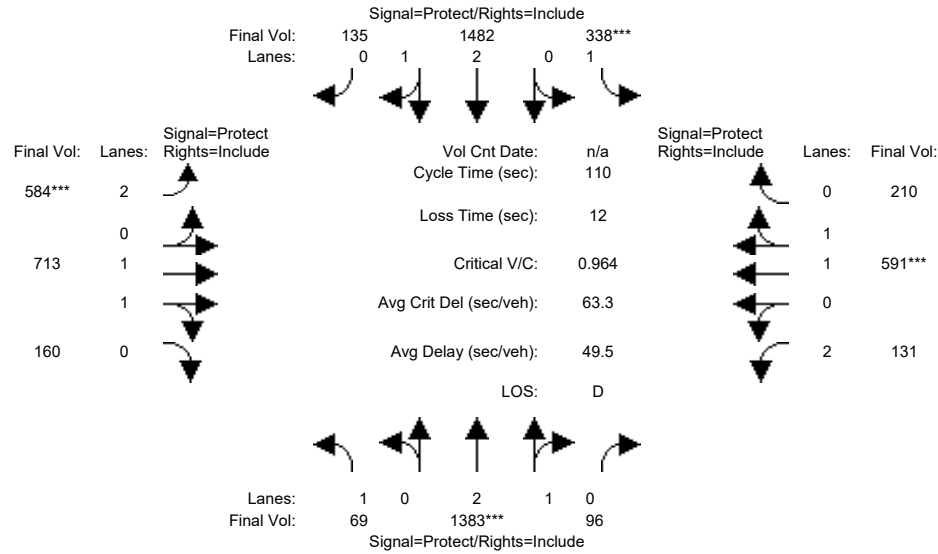
Capacity Analysis Module:												
Vol/Sat:	0.09	0.24	0.24	0.15	0.25	0.25	0.15	0.17	0.17	0.04	0.32	0.32
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.0	30.1	30.1	20.0	30.0	30.0	18.4	33.6	33.6	24.3	39.5	39.5
Volume/Cap:	0.56	0.96	0.96	0.90	0.99	0.99	0.96	0.62	0.62	0.22	0.96	0.96
Delay/Veh:	48.3	60.6	60.6	77.2	65.4	65.4	82.2	38.7	38.7	40.1	57.3	57.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.3	60.6	60.6	77.2	65.4	65.4	82.2	38.7	38.7	40.1	57.3	57.3
LOS by Move:	D	E	E	E	E	E	F	D	D	D	E	E
HCM2k95thQ:	11	31	31	21	35	35	21	18	18	5	40	40

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #1200: (22) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	69	1383	96	338	1482	135	584	713	160	131	591	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	1383	96	338	1482	135	584	713	160	131	591	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	1383	96	338	1482	135	584	713	160	131	591	210
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1383	96	338	1482	135	584	713	160	131	591	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1383	96	338	1482	135	584	713	160	131	591	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	69	1383	96	338	1482	135	584	713	160	131	591	210

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.80	0.20	1.00	2.74	0.26	2.00	1.62	0.38	2.00	1.46	0.54
Final Sat.:	1750	5236	363	1750	5132	467	3150	3021	678	3150	2729	970

Capacity Analysis Module:

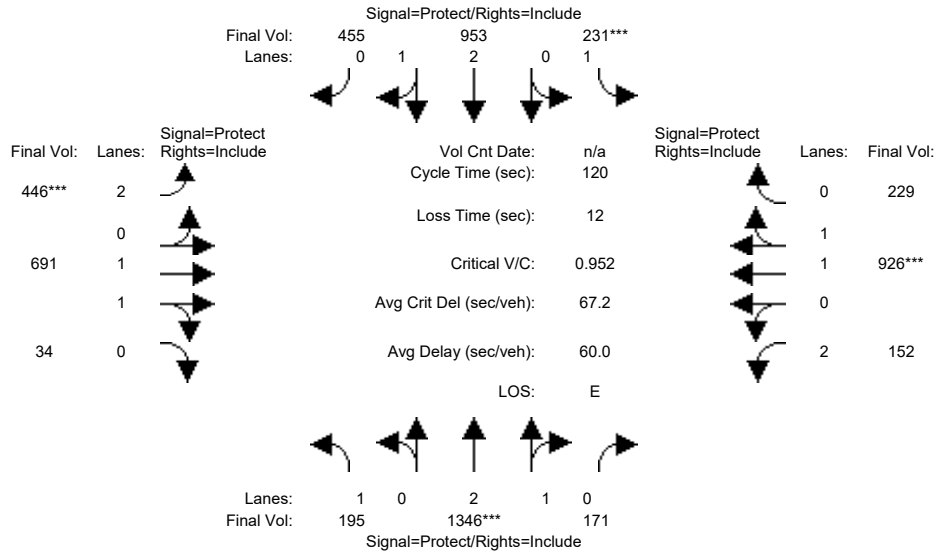
Vol/Sat:	0.04	0.26	0.26	0.19	0.29	0.29	0.19	0.24	0.24	0.04	0.22	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	9.4	30.1	30.1	22.0	42.7	42.7	21.1	36.1	36.1	9.7	24.7	24.7
Volume/Cap:	0.46	0.96	0.96	0.96	0.74	0.74	0.96	0.72	0.72	0.47	0.96	0.96
Delay/Veh:	50.1	54.7	54.7	82.1	30.3	30.3	71.8	34.6	34.6	48.9	65.1	65.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	54.7	54.7	82.1	30.3	30.3	71.8	34.6	34.6	48.9	65.1	65.1
LOS by Move:	D	D	D	F	C	C	E	C	C	D	E	E
HCM2k95thQ:	5	33	33	25	28	28	24	23	23	5	29	29

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #1200: (22) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5

Volume Module:												
Base Vol:	195	1346	171	231	953	455	446	691	34	152	926	229
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	195	1346	171	231	953	455	446	691	34	152	926	229
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	195	1346	171	231	953	455	446	691	34	152	926	229
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	195	1346	171	231	953	455	446	691	34	152	926	229
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	1346	171	231	953	455	446	691	34	152	926	229
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	195	1346	171	231	953	455	446	691	34	152	926	229

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.83	0.97	0.95	0.83	0.98	0.95
Lanes:	1.00	2.65	0.35	1.00	2.00	1.00	2.00	1.90	0.10	2.00	1.59	0.41
Final Sat.:	1750	4968	631	1750	3797	1800	3150	3526	174	3150	2966	733

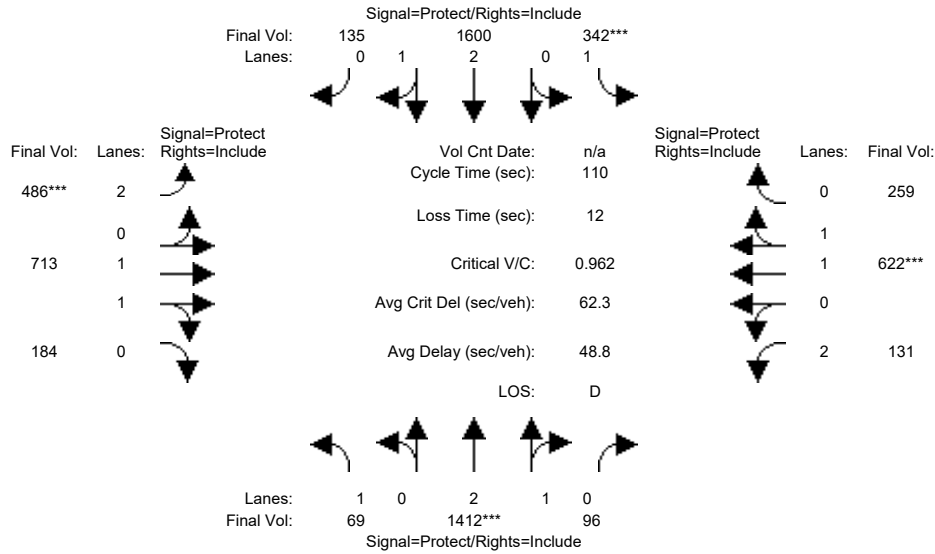
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.27	0.13	0.25	0.25	0.14	0.20	0.20	0.05	0.31	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.0	32.9	32.9	20.0	31.9	31.9	17.2	33.6	33.6	21.5	37.9	37.9
Volume/Cap:	0.64	0.99	0.99	0.79	0.94	0.95	0.99	0.70	0.70	0.27	0.99	0.99
Delay/Veh:	50.3	63.5	63.5	61.7	55.7	56.9	90.5	40.8	40.8	42.8	64.2	64.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	63.5	63.5	61.7	55.7	56.9	90.5	40.8	40.8	42.8	64.2	64.2
LOS by Move:	D	E	E	E	E	E	F	D	D	D	E	E
HCM2k95thQ:	13	34	34	17	33	34	20	21	21	6	41	41

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #1200: (22) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	69	1412	96	342	1600	135	486	713	184	131	622	259
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	1412	96	342	1600	135	486	713	184	131	622	259
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	1412	96	342	1600	135	486	713	184	131	622	259
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1412	96	342	1600	135	486	713	184	131	622	259
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1412	96	342	1600	135	486	713	184	131	622	259
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	69	1412	96	342	1600	135	486	713	184	131	622	259

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.80	0.20	1.00	2.76	0.24	2.00	1.58	0.42	2.00	1.40	0.60
Final Sat.:	1750	5243	356	1750	5164	436	3150	2940	759	3150	2611	1087

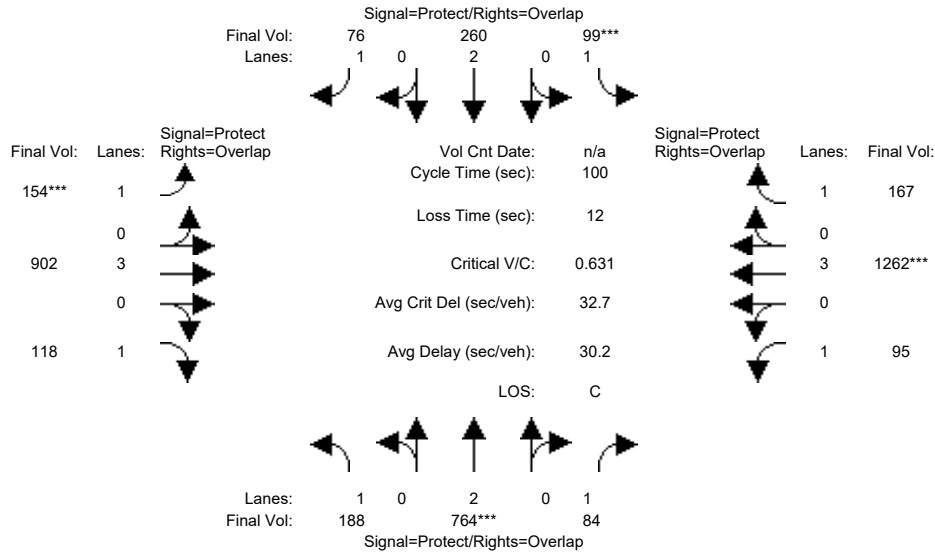
Capacity Analysis Module:												
Vol/Sat:	0.04	0.27	0.27	0.20	0.31	0.31	0.15	0.24	0.24	0.04	0.24	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	9.1	30.8	30.8	22.3	44.1	44.1	17.6	35.5	35.5	9.3	27.2	27.2
Volume/Cap:	0.48	0.96	0.96	0.96	0.77	0.77	0.96	0.75	0.75	0.49	0.96	0.96
Delay/Veh:	50.7	53.7	53.7	81.1	30.4	30.4	76.4	36.0	36.0	49.5	61.9	61.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	53.7	53.7	81.1	30.4	30.4	76.4	36.0	36.0	49.5	61.9	61.9
LOS by Move:	D	D	D	F	C	C	E	D	D	D	E	E
HCM2k95thQ:	5	33	33	25	30	30	21	24	24	5	31	31

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #1201: (56) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	15	15	4	15	15
Y+R:	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	188	764	84	99	260	76	154	902	118	95	1262	167
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	764	84	99	260	76	154	902	118	95	1262	167
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	764	84	99	260	76	154	902	118	95	1262	167
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	764	84	99	260	76	154	902	118	95	1262	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	764	84	99	260	76	154	902	118	95	1262	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	188	764	84	99	260	76	154	902	118	95	1262	167

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	5700	1900	1900	5700	1900

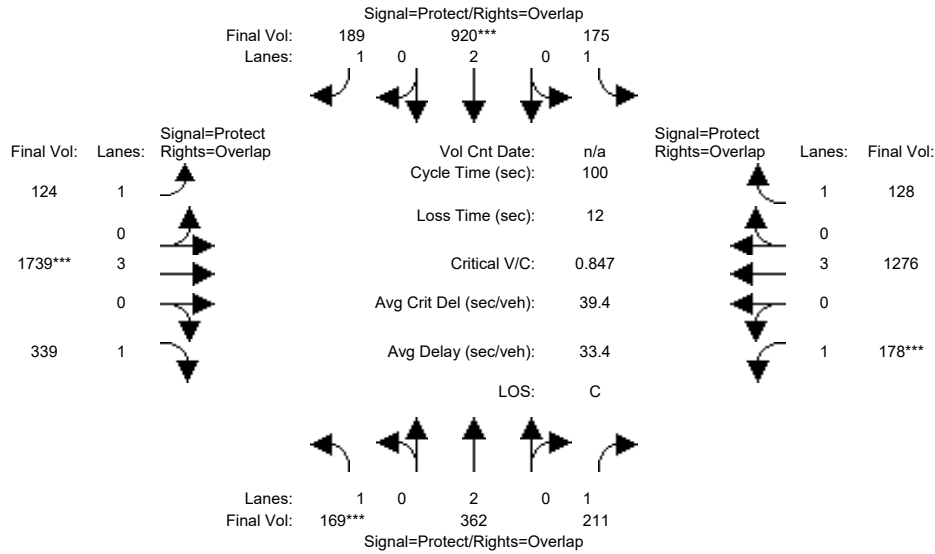
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.10	0.20	0.04	0.05	0.07	0.04	0.08	0.16	0.06	0.05	0.22	0.09
Crit Moves:	****			****			****			****		
Green Time:	23.7	31.8	43.3	8.3	16.4	29.2	12.8	36.4	60.1	11.5	35.1	43.3
Volume/Cap:	0.42	0.63	0.10	0.63	0.42	0.14	0.63	0.43	0.10	0.43	0.63	0.20
Delay/Veh:	35.1	31.6	17.0	62.2	39.6	26.6	53.1	24.7	8.7	47.4	28.6	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.1	31.6	17.0	62.2	39.6	26.6	53.1	24.7	8.7	47.4	28.6	18.2
LOS by Move:	D	C	B	E	D	C	D	C	A	D	C	B
HCM2k95thQ:	9	17	3	7	8	4	11	13	4	5	17	6

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #1201: (56) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 5:15 - 6:15 PM												
Base Vol:	169	362	211	175	920	189	124	1739	339	178	1276	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	169	362	211	175	920	189	124	1739	339	178	1276	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	169	362	211	175	920	189	124	1739	339	178	1276	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	169	362	211	175	920	189	124	1739	339	178	1276	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	169	362	211	175	920	189	124	1739	339	178	1276	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	169	362	211	175	920	189	124	1739	339	178	1276	128

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

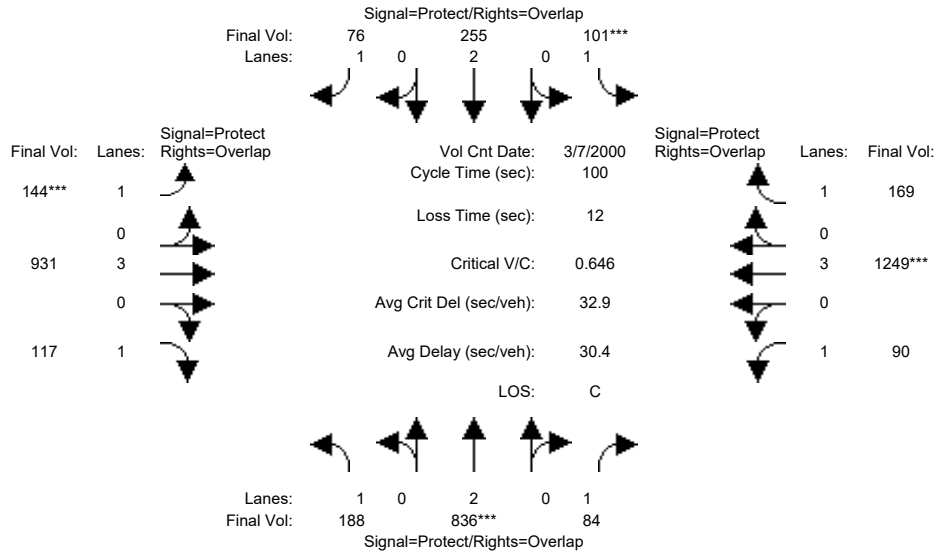
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.12	0.10	0.24	0.11	0.07	0.31	0.19	0.10	0.22	0.07
Crit Moves:	***			****			****			****		
Green Time:	11.4	20.0	32.0	20.0	28.6	40.1	11.5	36.0	47.4	12.0	36.5	56.5
Volume/Cap:	0.85	0.48	0.38	0.50	0.85	0.27	0.61	0.85	0.41	0.85	0.61	0.13
Delay/Veh:	70.5	35.9	26.7	36.7	40.0	20.3	47.6	33.0	17.5	69.1	26.5	10.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.5	35.9	26.7	36.7	40.0	20.3	47.6	33.0	17.5	69.1	26.5	10.3
LOS by Move:	E	D	C	D	D	C	D	C	B	E	C	B
HCM2k95thQ:	11	9	10	10	24	8	10	32	14	12	19	4

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #1201: (56) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	15	15	4	15	15
Y+R:	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5

Volume Module:	>>	Count	Date:	7 Mar 2000	<<											
Base Vol:	188	836	84	101	255	76	144	931	117	90	1249	169				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	188	836	84	101	255	76	144	931	117	90	1249	169				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
ATI:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	188	836	84	101	255	76	144	931	117	90	1249	169				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	188	836	84	101	255	76	144	931	117	90	1249	169				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	188	836	84	101	255	76	144	931	117	90	1249	169				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	188	836	84	101	255	76	144	931	117	90	1249	169				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	5700	1900	1900	5700	1900

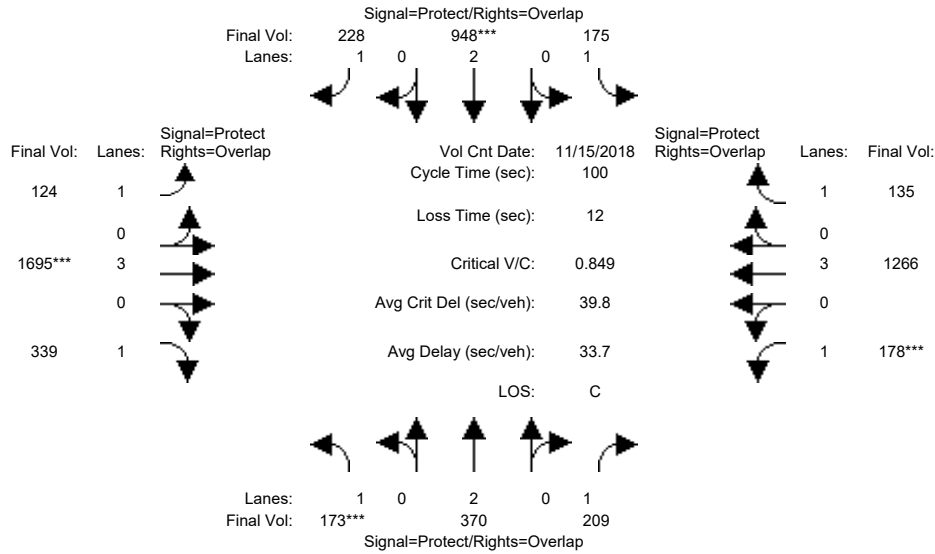
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.04	0.05	0.07	0.04	0.08	0.16	0.06	0.05	0.22	0.09
Crit Moves:	****			****			****			****		
Green Time:	25.2	34.1	44.4	8.2	17.1	28.8	11.7	35.4	60.6	10.3	33.9	42.2
Volume/Cap:	0.39	0.65	0.10	0.65	0.39	0.14	0.65	0.46	0.10	0.46	0.65	0.21
Delay/Veh:	33.4	30.3	16.4	63.2	38.6	26.9	55.7	25.7	8.4	49.9	29.6	18.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.4	30.3	16.4	63.2	38.6	26.9	55.7	25.7	8.4	49.9	29.6	18.9
LOS by Move:	C	C	B	E	D	C	E	C	A	D	C	B
HCM2k95thQ:	9	18	3	7	7	4	10	14	3	5	17	6

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #1201: (56) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count	Date:	15 Nov 2018	<< 5:15 - 6:15 PM
Base Vol:	173 370 209	175 948 228	124 1695 339	178 1266 135
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Initial Bse:	173 370 209	175 948 228	124 1695 339	178 1266 135
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0
ATI:	0 0 0	0 0 0	0 0 0	0 0 0
Initial Fut:	173 370 209	175 948 228	124 1695 339	178 1266 135
User Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
PHF Volume:	173 370 209	175 948 228	124 1695 339	178 1266 135
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0
Reduced Vol:	173 370 209	175 948 228	124 1695 339	178 1266 135
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00
Final Volume:	173 370 209	175 948 228	124 1695 339	178 1266 135

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

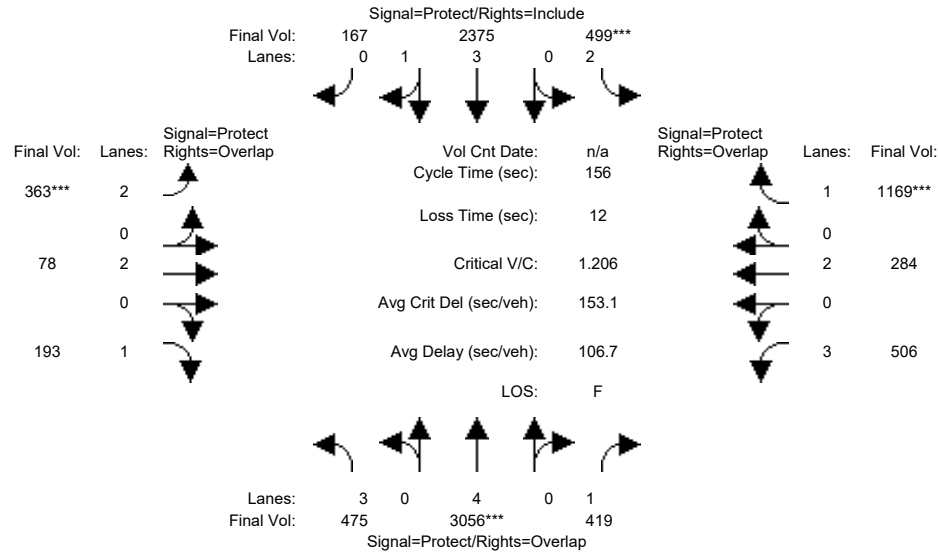
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.12	0.10	0.25	0.13	0.07	0.30	0.19	0.10	0.22	0.08
Crit Moves:	***			****			****			****		
Green Time:	11.6	20.5	32.5	20.5	29.4	40.7	11.4	35.0	46.7	12.0	35.6	56.1
Volume/Cap:	0.85	0.47	0.37	0.49	0.85	0.32	0.62	0.85	0.42	0.85	0.62	0.14
Delay/Veh:	70.4	35.5	26.3	36.2	39.5	20.5	48.3	33.7	18.0	69.6	27.2	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.4	35.5	26.3	36.2	39.5	20.5	48.3	33.7	18.0	69.6	27.2	10.5
LOS by Move:	E	D	C	D	D	C	D	C	B	E	C	B
HCM2k95thQ:	12	9	10	9	24	9	10	32	14	11	19	4

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #1206: (18) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	37	37	10	37	37	4	10	10	5	10	10
Y+R:	5.0	7.2	7.2	5.0	7.2	7.2	5.0	6.4	6.4	5.0	6.4	6.4

Volume Module:												
Base Vol:	475	3056	419	499	2375	167	363	78	193	506	284	1169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	475	3056	419	499	2375	167	363	78	193	506	284	1169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	475	3056	419	499	2375	167	363	78	193	506	284	1169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	475	3056	419	499	2375	167	363	78	193	506	284	1169
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	3056	419	499	2375	167	363	78	193	506	284	1169
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	475	3056	419	499	2375	167	363	78	193	506	284	1169

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	4.00	1.00	2.00	3.74	0.26	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	5700	7600	1900	3800	7101	499	3800	3800	1900	5700	3800	1900

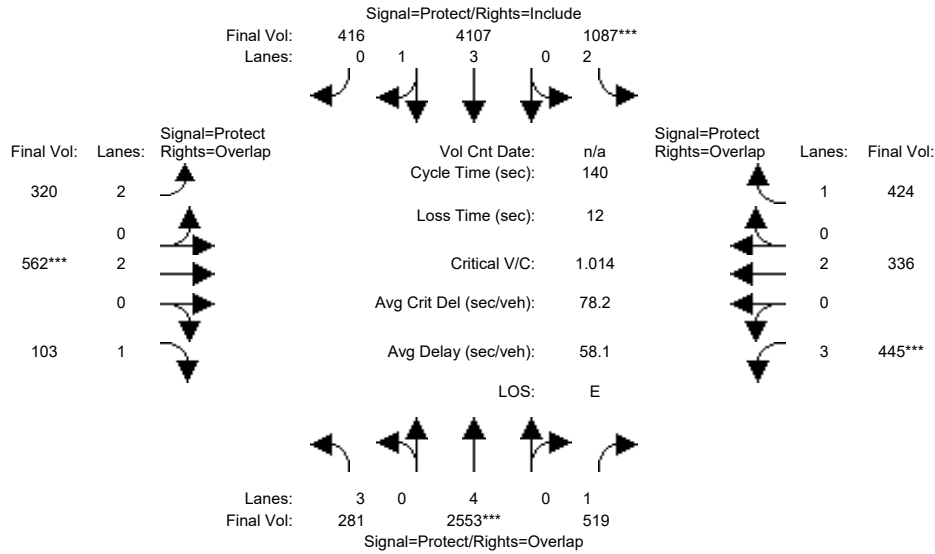
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.22	0.13	0.33	0.33	0.10	0.02	0.10	0.09	0.07	0.62
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.8	52.0	95.6	17.0	55.3	55.3	12.4	31.4	45.2	43.5	62.6	79.6
Volume/Cap:	0.94	1.21	0.36	1.21	0.94	0.94	1.21	0.10	0.35	0.32	0.19	1.21
Delay/Veh:	99.2	149	15.9	182.9	57.4	57.4	191.5	51.0	45.5	45.0	30.5	140.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.2	149	15.9	182.9	57.4	57.4	191.5	51.0	45.5	45.0	30.5	140.6
LOS by Move:	F	F	B	F	E	E	F	D	D	D	C	F
HCM2k95thQ:	16	88	17	27	45	45	23	3	13	12	9	129

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #1206: (18) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	37	37	7	37	37	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	281	2553	519	1087	4107	416	320	562	103	445	336	424
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	281	2553	519	1087	4107	416	320	562	103	445	336	424
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	281	2553	519	1087	4107	416	320	562	103	445	336	424
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	2553	519	1087	4107	416	320	562	103	445	336	424
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	2553	519	1087	4107	416	320	562	103	445	336	424
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	281	2553	519	1087	4107	416	320	562	103	445	336	424

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.62	0.38	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6809	690	3150	3800	1750	4551	3800	1750

Capacity Analysis Module:

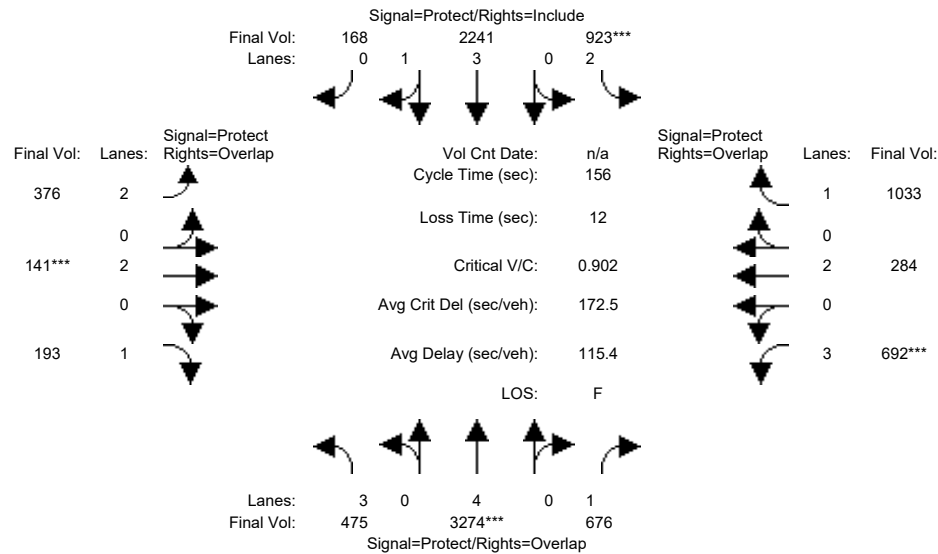
Vol/Sat:	0.06	0.34	0.30	0.35	0.60	0.60	0.10	0.15	0.06	0.10	0.09	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	8.7	46.4	59.9	47.7	85.3	85.3	18.1	20.4	29.2	13.5	15.8	63.5
Volume/Cap:	0.99	1.01	0.69	1.01	0.99	0.99	0.78	1.01	0.28	1.01	0.78	0.53
Delay/Veh:	116.0	68.2	35.4	77.1	37.9	37.9	68.6	101	47.0	109.6	69.6	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.0	68.2	35.4	77.1	37.9	37.9	68.6	101	47.0	109.6	69.6	28.3
LOS by Move:	F	E	D	E	D	D	E	F	D	F	E	C
HCM2k95thQ:	12	52	33	46	72	72	16	26	8	18	14	24

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #1206: (18) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	37	37	10	37	37	4	45	45	5	42	42
Y+R:	5.0	7.2	7.2	5.0	7.2	7.2	5.0	6.4	6.4	5.0	6.4	6.4

Volume Module:

Base Vol:	475	3274	676	923	2241	168	376	141	193	692	284	1033
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	475	3274	676	923	2241	168	376	141	193	692	284	1033
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	475	3274	676	923	2241	168	376	141	193	692	284	1033
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	475	3274	676	923	2241	168	376	141	193	692	284	1033
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	3274	676	923	2241	168	376	141	193	692	284	1033
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	475	3274	676	923	2241	168	376	141	193	692	284	1033

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	4.00	1.00	2.00	3.72	0.28	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	5700	7600	1900	3800	7070	530	3800	3800	1900	5700	3800	1900

Capacity Analysis Module:

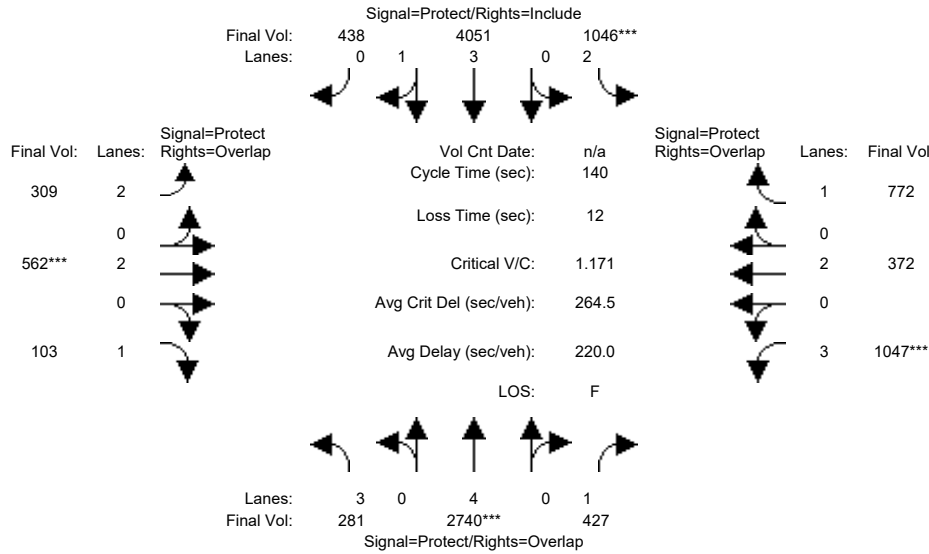
Vol/Sat:	0.08	0.43	0.36	0.24	0.32	0.32	0.10	0.04	0.10	0.12	0.07	0.54
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.5	53.6	68.8	30.2	66.4	66.4	14.9	45.0	62.5	15.1	45.2	75.5
Volume/Cap:	0.74	1.25	0.81	1.25	0.74	0.74	1.04	0.13	0.25	1.25	0.26	1.12
Delay/Veh:	74.8	168	46.1	187.7	39.3	39.3	127.8	41.3	32.0	198.6	43.1	110.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.8	168	46.1	187.7	39.3	39.3	127.8	41.3	32.0	198.6	43.1	110.1
LOS by Move:	E	F	D	F	D	D	F	D	C	F	D	F
HCM2k95thQ:	14	98	49	51	36	36	20	5	11	27	10	100

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #1206: (18) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	37	37	7	37	37	7	45	45	7	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	281	2740	427	1046	4051	438	309	562	103	1047	372	772
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	281	2740	427	1046	4051	438	309	562	103	1047	372	772
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	281	2740	427	1046	4051	438	309	562	103	1047	372	772
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	2740	427	1046	4051	438	309	562	103	1047	372	772
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	2740	427	1046	4051	438	309	562	103	1047	372	772
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	281	2740	427	1046	4051	438	309	562	103	1047	372	772

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.59	0.41	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6767	732	3150	3800	1750	4551	3800	1750

Capacity Analysis Module:

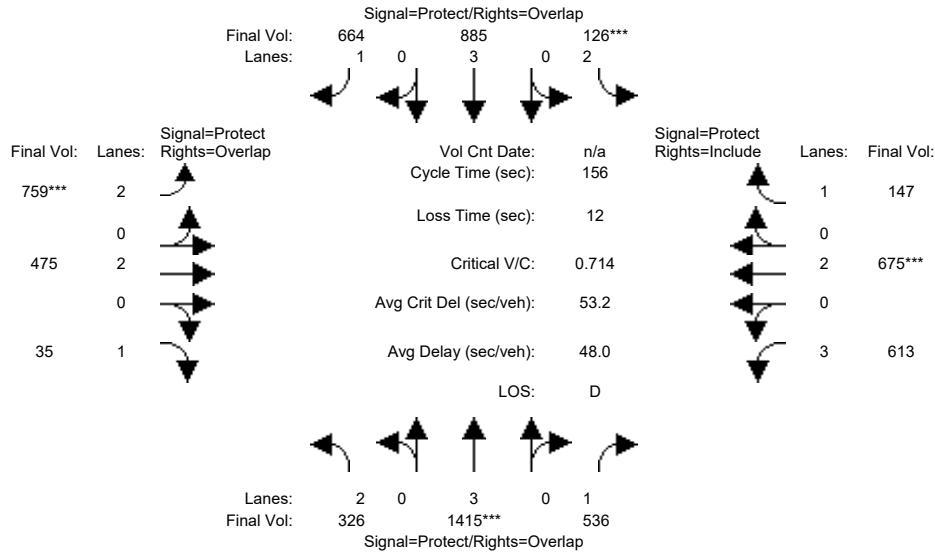
Vol/Sat:	0.06	0.36	0.24	0.33	0.60	0.60	0.10	0.15	0.06	0.23	0.10	0.44
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	6.0	37.0	55.8	27.2	58.2	58.2	15.7	45.0	51.0	18.8	48.1	75.3
Volume/Cap:	1.44	1.36	0.61	1.71	1.44	1.44	0.87	0.46	0.16	1.71	0.28	0.82
Delay/Veh:	291.9	219	35.1	383.2	241	241.1	81.7	38.1	30.2	387.4	33.6	32.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	291.9	219	35.1	383.2	241	241.1	81.7	38.1	30.2	387.4	33.6	32.6
LOS by Move:	F	F	D	F	F	F	F	D	C	F	C	C
HCM2k95thQ:	18	79	27	88	132	132	16	17	6	63	10	47

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #1207: (15) GREAT AMERICA/TASMAN



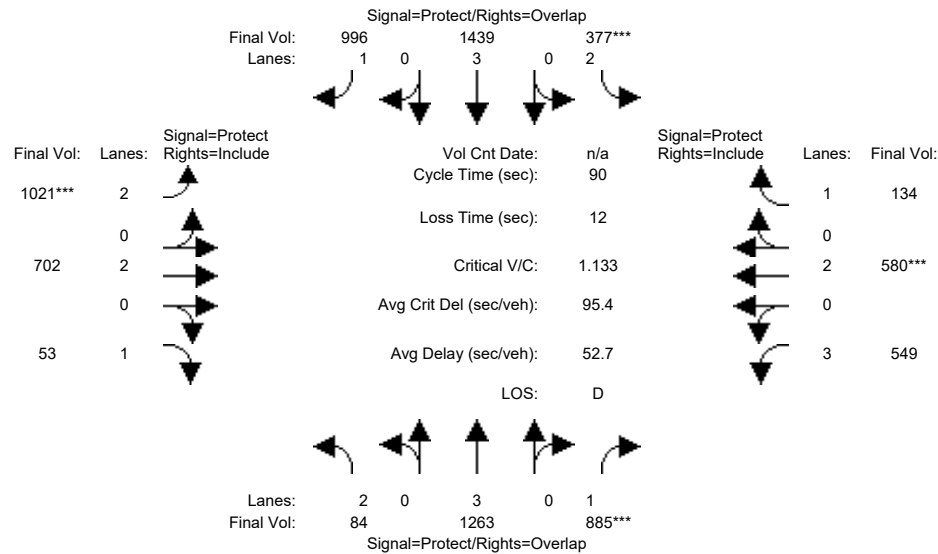
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	7	12	12	7	10	10	8	10	10
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module:												
Base Vol:	326	1415	536	126	885	664	759	475	35	613	675	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	1415	536	126	885	664	759	475	35	613	675	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	1415	536	126	885	664	759	475	35	613	675	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	1415	536	126	885	664	759	475	35	613	675	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1415	536	126	885	664	759	475	35	613	675	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	1415	536	126	885	664	759	475	35	613	675	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3800	5700	1900	3800	5700	1900	3800	3800	1900	5700	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.25	0.28	0.03	0.16	0.35	0.20	0.13	0.02	0.11	0.18	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.9	54.3	92.4	7.2	39.6	83.3	43.7	44.3	66.2	38.1	38.8	38.8
Volume/Cap:	0.61	0.71	0.48	0.71	0.61	0.65	0.71	0.44	0.04	0.44	0.71	0.31
Delay/Veh:	68.2	46.4	19.5	95.1	53.3	29.3	54.6	47.0	26.4	50.9	58.1	49.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.2	46.4	19.5	95.1	53.3	29.3	54.6	47.0	26.4	50.9	58.1	49.4
LOS by Move:	E	D	B	F	D	C	D	D	C	D	E	D
HCM2k95thQ:	14	33	24	7	21	37	25	15	2	15	25	11

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #1207: (15) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	84	1263	885	377	1439	996	1021	702	53	549	580	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1263	885	377	1439	996	1021	702	53	549	580	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1263	885	377	1439	996	1021	702	53	549	580	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1263	885	377	1439	996	1021	702	53	549	580	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1263	885	377	1439	996	1021	702	53	549	580	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	1263	885	377	1439	996	1021	702	53	549	580	134

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750

Capacity Analysis Module:

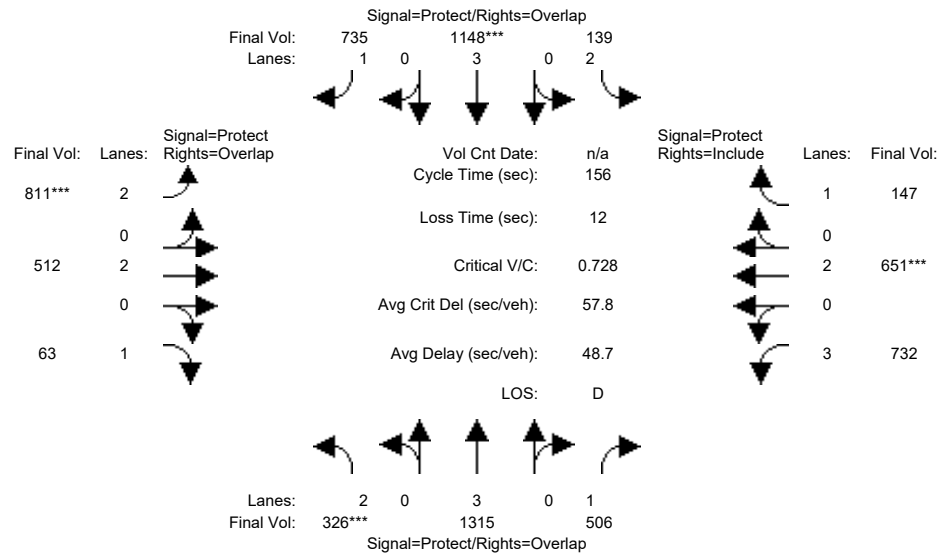
Vol/Sat:	0.03	0.22	0.51	0.12	0.25	0.57	0.32	0.18	0.03	0.12	0.15	0.08
Crit Moves:			****	****			****				****	
Green Time:	9.4	30.6	45.6	9.5	30.7	56.4	25.8	22.9	22.9	15.0	12.1	12.1
Volume/Cap:	0.25	0.65	1.00	1.13	0.74	0.91	1.13	0.73	0.12	0.73	1.13	0.57
Delay/Veh:	37.4	26.0	52.1	130.4	27.7	25.4	105.6	33.4	25.9	39.1	121	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	26.0	52.1	130.4	27.7	25.4	105.6	33.4	25.9	39.1	121	39.7
LOS by Move:	D	C	D	F	C	C	F	C	C	D	F	D
HCM2k95thQ:	3	18	53	18	21	44	41	15	2	12	23	7

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #1207: (15) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	7	12	12	7	10	10	8	10	10
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	5.0	6.4	6.4	5.0	6.4	6.4

Volume Module:

Base Vol:	326	1315	506	139	1148	735	811	512	63	732	651	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	1315	506	139	1148	735	811	512	63	732	651	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	1315	506	139	1148	735	811	512	63	732	651	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	1315	506	139	1148	735	811	512	63	732	651	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1315	506	139	1148	735	811	512	63	732	651	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	326	1315	506	139	1148	735	811	512	63	732	651	147

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3800	5700	1900	3800	5700	1900	3800	3800	1900	5700	3800	1900

Capacity Analysis Module:

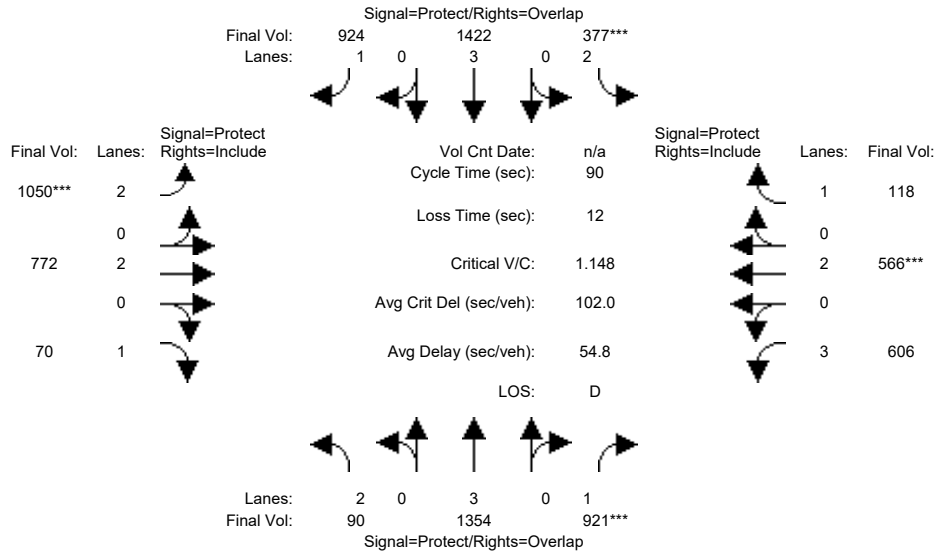
Vol/Sat:	0.09	0.23	0.27	0.04	0.20	0.39	0.21	0.13	0.03	0.13	0.17	0.08
Crit Moves:	****			****			****			****		
Green Time:	18.4	51.5	91.8	10.0	43.2	88.9	45.7	42.2	60.6	40.2	36.7	36.7
Volume/Cap:	0.73	0.70	0.45	0.57	0.73	0.68	0.73	0.50	0.09	0.50	0.73	0.33
Delay/Veh:	76.3	47.7	19.4	80.2	54.1	27.0	53.7	49.7	30.4	50.5	60.2	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.3	47.7	19.4	80.2	54.1	27.0	53.7	49.7	30.4	50.5	60.2	51.4
LOS by Move:	E	D	B	F	D	C	D	D	C	D	E	D
HCM2k95thQ:	15	31	23	7	28	40	26	17	4	17	24	11

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #1207: (15) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	90	1354	921	377	1422	924	1050	772	70	606	566	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	90	1354	921	377	1422	924	1050	772	70	606	566	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	90	1354	921	377	1422	924	1050	772	70	606	566	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	90	1354	921	377	1422	924	1050	772	70	606	566	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	90	1354	921	377	1422	924	1050	772	70	606	566	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	90	1354	921	377	1422	924	1050	772	70	606	566	118

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750

Capacity Analysis Module:

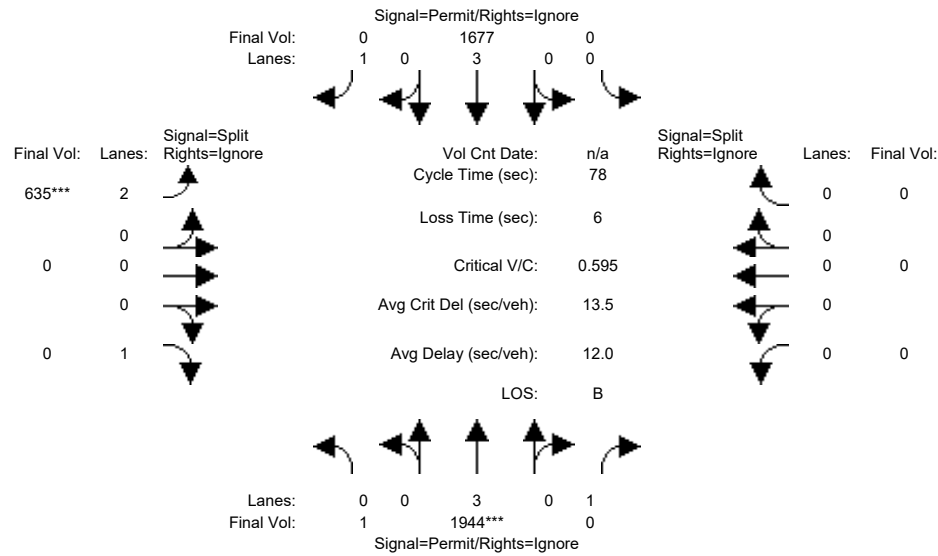
Vol/Sat:	0.03	0.24	0.53	0.12	0.25	0.53	0.33	0.20	0.04	0.13	0.15	0.07
Crit Moves:			****	****			****				****	
Green Time:	9.6	30.8	45.8	9.4	30.6	56.8	26.1	22.8	22.8	15.0	11.7	11.7
Volume/Cap:	0.27	0.69	1.03	1.15	0.73	0.84	1.15	0.80	0.16	0.80	1.15	0.52
Delay/Veh:	37.4	26.6	61.5	136.5	27.6	18.7	111.4	36.3	26.3	42.2	127	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.4	26.6	61.5	136.5	27.6	18.7	111.4	36.3	26.3	42.2	127	38.7
LOS by Move:	D	C	E	F	C	B	F	D	C	D	F	D
HCM2k95thQ:	3	20	58	19	20	36	43	17	3	14	23	7

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #1208: (20) BOWERS/101 SB



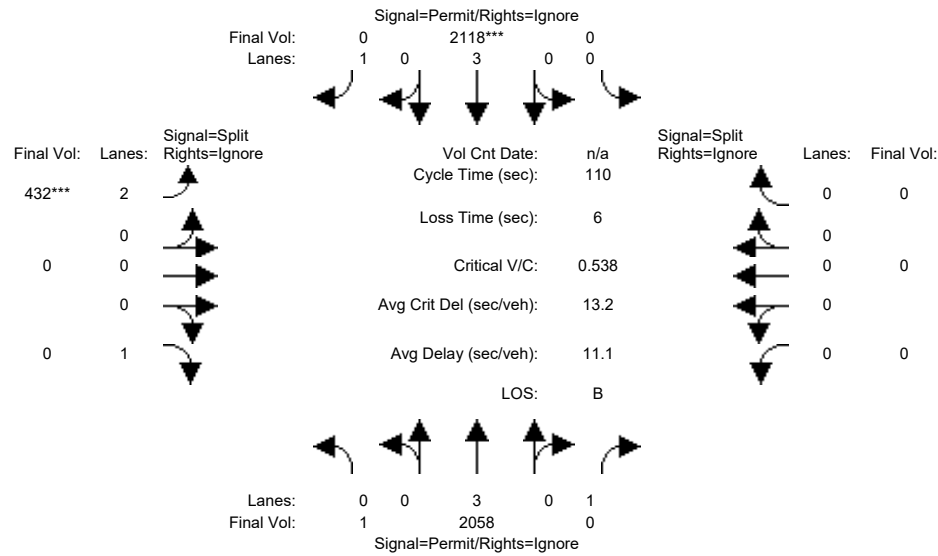
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	12	0	12	0	0	0
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	5.2	4.0	5.2	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	1944	248	0	1677	800	635	0	531	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1944	248	0	1677	800	635	0	531	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1944	248	0	1677	800	635	0	531	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1	1944	0	0	1677	0	635	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1944	0	0	1677	0	635	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1	1944	0	0	1677	0	635	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	2.99	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3	5597	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.35	0.35	0.00	0.00	0.29	0.00	0.20	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	45.6	45.6	0.0	0.0	45.6	0.0	26.4	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.59	0.59	0.00	0.00	0.50	0.00	0.59	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	10.6	10.6	0.0	0.0	9.7	0.0	22.3	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	10.6	10.6	0.0	0.0	9.7	0.0	22.3	0.0	0.0	0.0	0.0	0.0
LOS by Move:	B	B	A	A	A	A	C	A	A	A	A	A
HCM2k95thQ:	18	18	0	0	14	0	16	0	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #1208: (20) BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	1	2058	789	0	2118	1184	432	0	347	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	2058	789	0	2118	1184	432	0	347	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	2058	789	0	2118	1184	432	0	347	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1	2058	0	0	2118	0	432	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	2058	0	0	2118	0	432	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1	2058	0	0	2118	0	432	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	2.99	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3	5597	1750	0	5700	1750	3150	0	1750	0	0	0

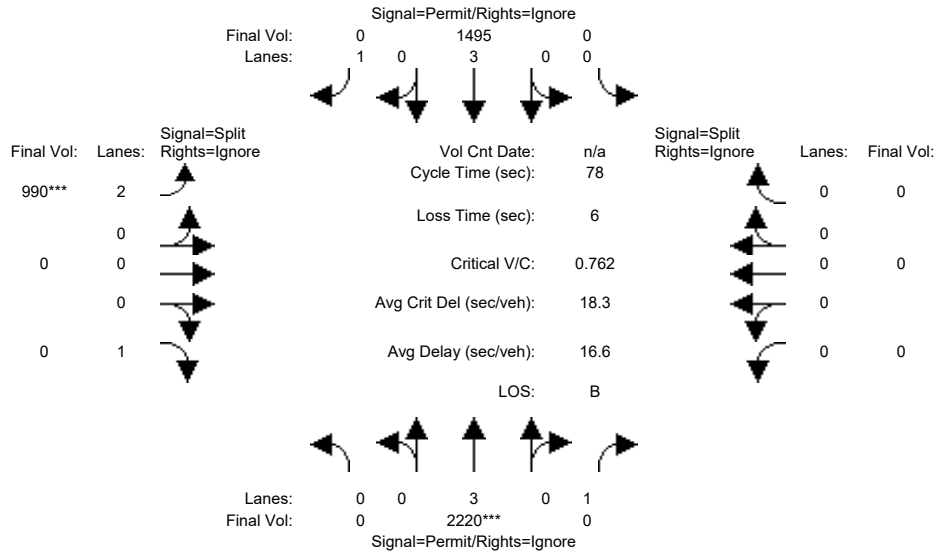
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.00	0.00	0.37	0.00	0.14	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	76.0	76.0	0.0	0.0	76.0	0.0	28.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.53	0.53	0.00	0.00	0.54	0.00	0.54	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	8.5	8.5	0.0	0.0	8.5	0.0	36.1	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.5	8.5	0.0	0.0	8.5	0.0	36.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2k95thQ:	20	20	0	0	21	0	15	0	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #1208: (20) BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	12	0	12	0	0	0
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	5.2	4.0	5.2	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	2220	248	0	1495	862	990	0	485	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2220	248	0	1495	862	990	0	485	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2220	248	0	1495	862	990	0	485	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2220	0	0	1495	0	990	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2220	0	0	1495	0	990	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2220	0	0	1495	0	990	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0

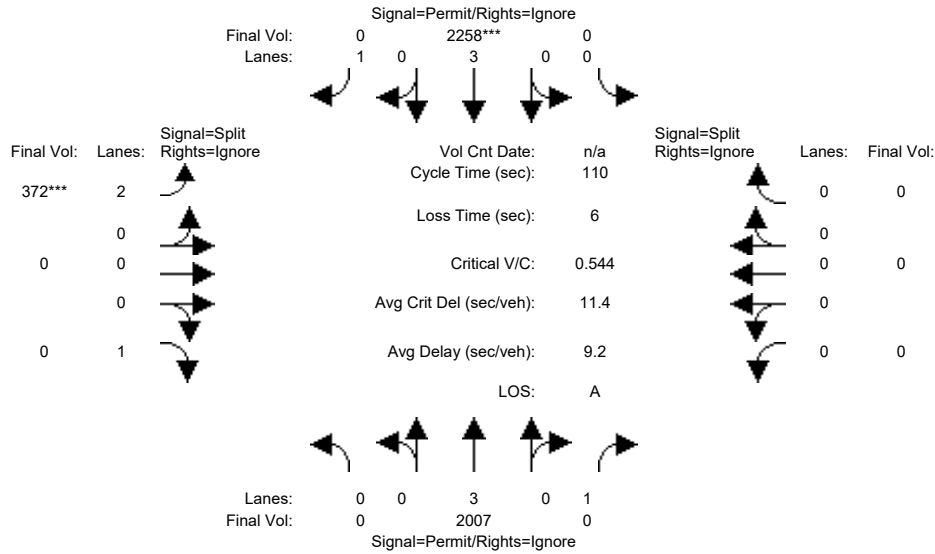
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.00	0.26	0.00	0.31	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	39.8	0.0	0.0	39.8	0.0	32.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.76	0.00	0.00	0.51	0.00	0.76	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	16.5	0.0	0.0	12.8	0.0	22.4	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.5	0.0	0.0	12.8	0.0	22.4	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	C	A	A	A	A	A
HCM2k95thQ:	0	25	0	0	15	0	25	0	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #1208: (20) BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	2007	789	0	2258	1324	372	0	352	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2007	789	0	2258	1324	372	0	352	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2007	789	0	2258	1324	372	0	352	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2007	0	0	2258	0	372	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2007	0	0	2258	0	372	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2007	0	0	2258	0	372	0	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0

Capacity Analysis Module:

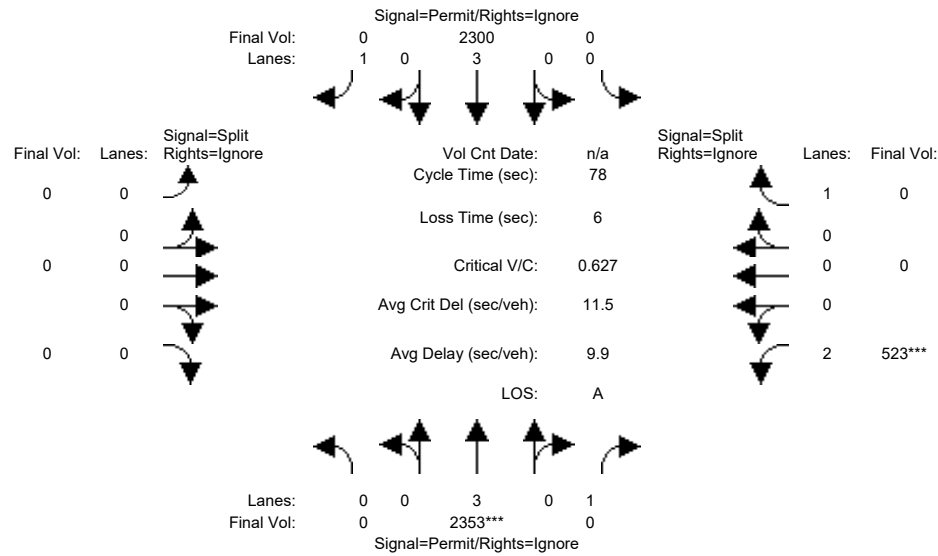
Vol/Sat:	0.00	0.35	0.00	0.00	0.40	0.00	0.12	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	80.1	0.0	0.0	80.1	0.0	23.9	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.48	0.00	0.00	0.54	0.00	0.54	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	6.4	0.0	0.0	6.9	0.0	39.1	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.4	0.0	0.0	6.9	0.0	39.1	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2k95thQ:	0	16	0	0	20	0	14	0	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #1209: (19) GREAT AMERICA/101 NB



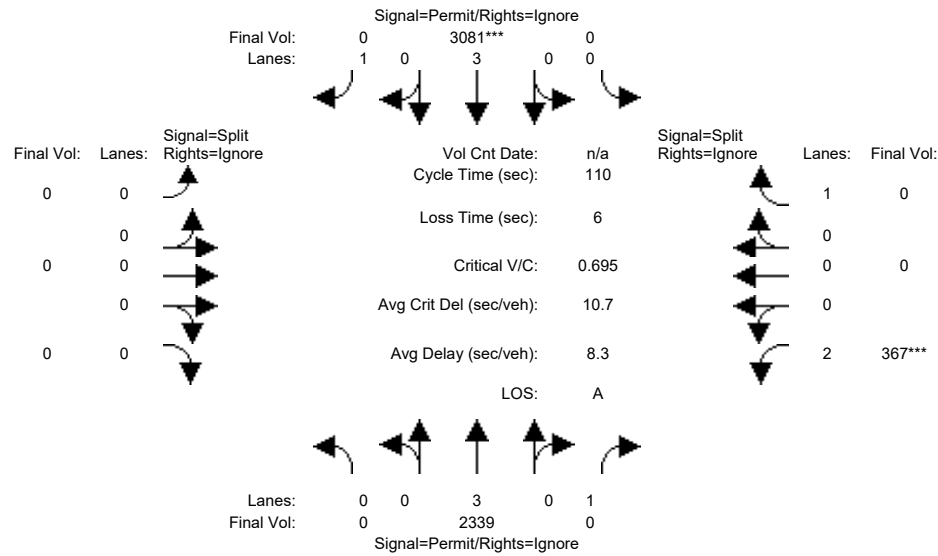
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	20	20	0	20	20	0	0	0	6	0	6
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	4.0	4.0	4.0	5.5	4.0	5.5
Volume Module:												
Base Vol:	0	2353	221	0	2300	430	0	0	0	523	0	1650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2353	221	0	2300	430	0	0	0	523	0	1650
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2353	221	0	2300	430	0	0	0	523	0	1650
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2353	0	0	2300	0	0	0	0	523	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2353	0	0	2300	0	0	0	0	523	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	2353	0	0	2300	0	0	0	0	523	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.40	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Crit Moves:	****									****		
Green Time:	0.0	51.3	0.0	0.0	51.3	0.0	0.0	0.0	0.0	20.7	0.0	0.0
Volume/Cap:	0.00	0.63	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.63	0.00	0.00
Delay/Veh:	0.0	8.1	0.0	0.0	7.9	0.0	0.0	0.0	0.0	26.8	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	0.0	0.0	7.9	0.0	0.0	0.0	0.0	26.8	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	0	20	0	0	19	0	0	0	0	14	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #1209: (19) GREAT AMERICA/101 NB



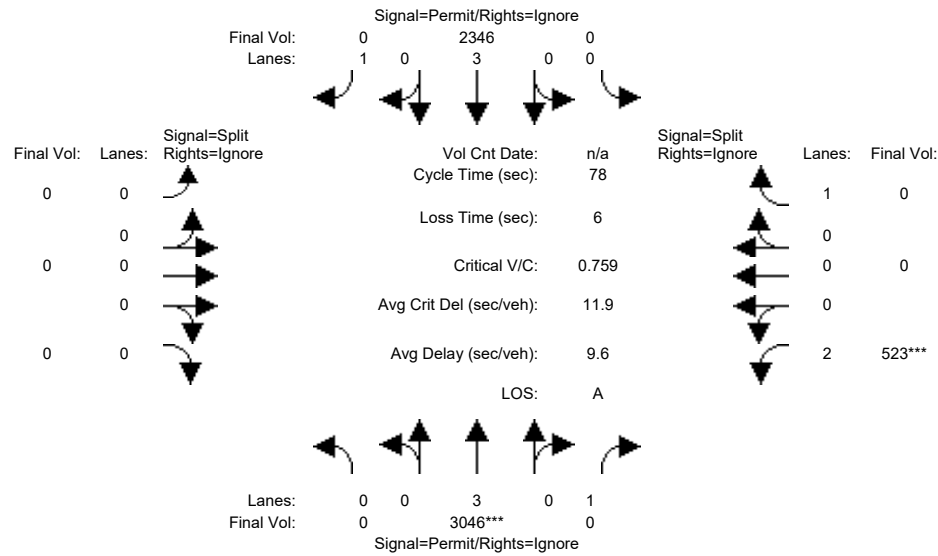
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: 5:00 - 6:00 PM												
Base Vol:	0	2339	298	0	3081	1191	0	0	0	367	0	1122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2339	298	0	3081	1191	0	0	0	367	0	1122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2339	298	0	3081	1191	0	0	0	367	0	1122
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2339	0	0	3081	0	0	0	0	367	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2339	0	0	3081	0	0	0	0	367	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	2339	0	0	3081	0	0	0	0	367	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	85.6	0.0	0.0	85.6	0.0	0.0	0.0	0.0	18.4	0.0	0.0
Volume/Cap:	0.00	0.53	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.69	0.00	0.00
Delay/Veh:	0.0	4.7	0.0	0.0	6.4	0.0	0.0	0.0	0.0	47.1	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.7	0.0	0.0	6.4	0.0	0.0	0.0	0.0	47.1	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	18	0	0	30	0	0	0	0	16	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #1209: (19) GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	20	20	0	20	20	0	0	0	6	0	6
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	4.0	4.0	4.0	5.5	4.0	5.5

Volume Module:												
Base Vol:	0	3046	158	0	2346	575	0	0	0	523	0	2051
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3046	158	0	2346	575	0	0	0	523	0	2051
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3046	158	0	2346	575	0	0	0	523	0	2051
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3046	0	0	2346	0	0	0	0	523	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3046	0	0	2346	0	0	0	0	523	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3046	0	0	2346	0	0	0	0	523	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750

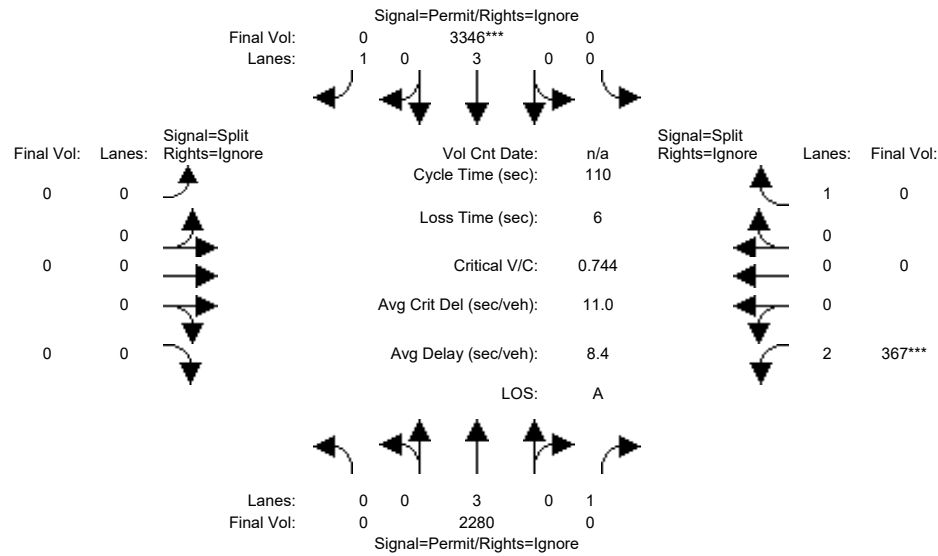
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Crit Moves:	****									****		
Green Time:	0.0	54.9	0.0	0.0	54.9	0.0	0.0	0.0	0.0	17.1	0.0	0.0
Volume/Cap:	0.00	0.76	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.76	0.00	0.00
Delay/Veh:	0.0	8.2	0.0	0.0	6.0	0.0	0.0	0.0	0.0	33.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	0.0	0.0	6.0	0.0	0.0	0.0	0.0	33.4	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	0	27	0	0	18	0	0	0	0	17	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #1209: (19) GREAT AMERICA/101 NB



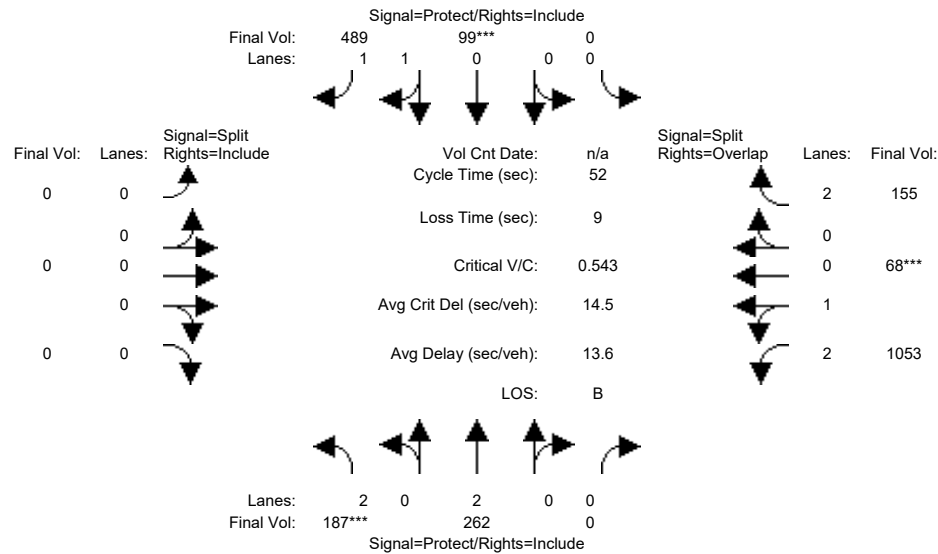
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: 5:00 - 6:00 PM												
Base Vol:	0	2280	298	0	3346	1474	0	0	0	367	0	1150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2280	298	0	3346	1474	0	0	0	367	0	1150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2280	298	0	3346	1474	0	0	0	367	0	1150
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2280	0	0	3346	0	0	0	0	367	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2280	0	0	3346	0	0	0	0	367	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	2280	0	0	3346	0	0	0	0	367	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.40	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	86.8	0.0	0.0	86.8	0.0	0.0	0.0	0.0	17.2	0.0	0.0
Volume/Cap:	0.00	0.51	0.00	0.00	0.74	0.00	0.00	0.00	0.00	0.74	0.00	0.00
Delay/Veh:	0.0	4.2	0.0	0.0	6.6	0.0	0.0	0.0	0.0	50.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.2	0.0	0.0	6.6	0.0	0.0	0.0	0.0	50.4	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	17	0	0	34	0	0	0	0	16	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #3028: (10) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	187	262	0	0	99	489	0	0	0	1053	68	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	262	0	0	99	489	0	0	0	1053	68	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	262	0	0	99	489	0	0	0	1053	68	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	187	262	0	0	99	489	0	0	0	1053	68	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	187	262	0	0	99	489	0	0	0	1053	68	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	187	262	0	0	99	489	0	0	0	1053	68	155

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.86	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	0.34	1.66	0.00	0.00	0.00	2.83	0.17	2.00
Final Sat.:	3150	3800	0	0	606	2994	0	0	0	4647	300	3150

Capacity Analysis Module:

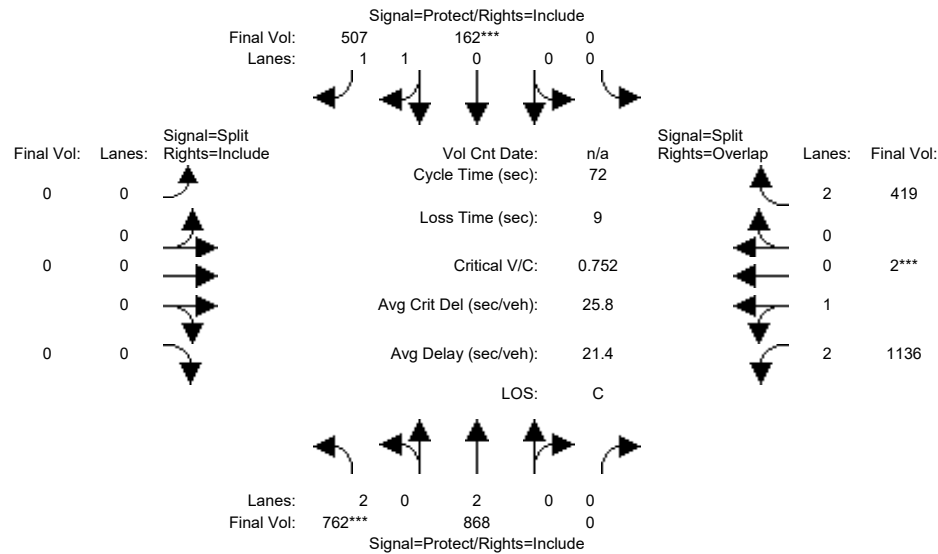
Vol/Sat:	0.06	0.07	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.23	0.23	0.05
Crit Moves:	****				****					****		
Green Time:	7.0	22.1	0.0	0.0	15.1	15.1	0.0	0.0	0.0	20.9	20.9	20.9
Volume/Cap:	0.44	0.16	0.00	0.00	0.56	0.56	0.00	0.00	0.00	0.56	0.56	0.12
Delay/Veh:	21.4	9.3	0.0	0.0	16.4	16.4	0.0	0.0	0.0	12.4	12.4	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	9.3	0.0	0.0	16.4	16.4	0.0	0.0	0.0	12.4	12.4	9.8
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	A
HCM2k95thQ:	3	3	0	0	8	8	0	0	0	12	12	2

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #3028: (10) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	762	868	0	0	162	507	0	0	0	1136	2	419
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	762	868	0	0	162	507	0	0	0	1136	2	419
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	762	868	0	0	162	507	0	0	0	1136	2	419
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	762	868	0	0	162	507	0	0	0	1136	2	419
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	762	868	0	0	162	507	0	0	0	1136	2	419
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	762	868	0	0	162	507	0	0	0	1136	2	419

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	0.48	1.52	0.00	0.00	0.00	2.99	0.01	2.00
Final Sat.:	3150	3800	0	0	872	2728	0	0	0	4941	9	3150

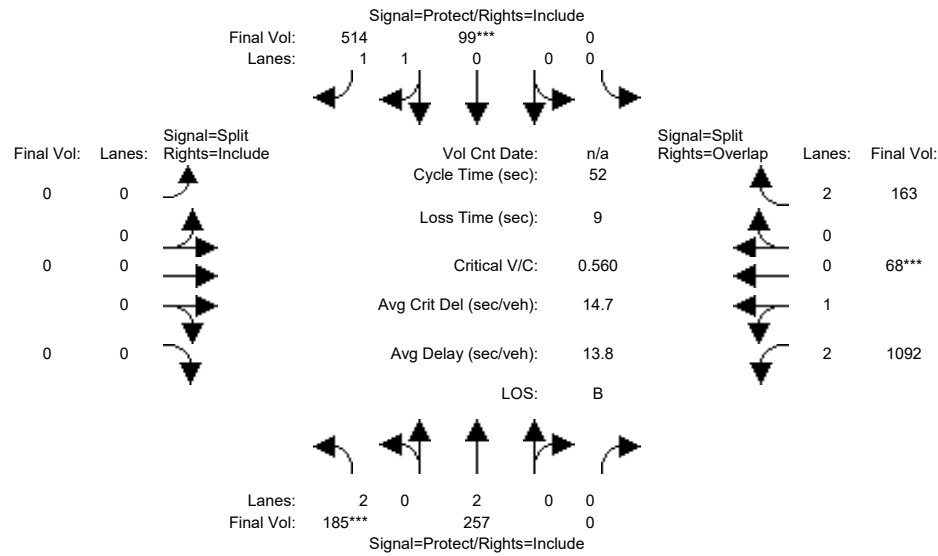
Capacity Analysis Module:												
Vol/Sat:	0.24	0.23	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.23	0.23	0.13
Crit Moves:	****				****					****		
Green Time:	23.2	41.0	0.0	0.0	17.8	17.8	0.0	0.0	0.0	22.0	22.0	22.0
Volume/Cap:	0.75	0.40	0.00	0.00	0.75	0.75	0.00	0.00	0.00	0.75	0.75	0.43
Delay/Veh:	25.0	8.8	0.0	0.0	28.7	28.7	0.0	0.0	0.0	24.7	24.7	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	8.8	0.0	0.0	28.7	28.7	0.0	0.0	0.0	24.7	24.7	20.3
LOS by Move:	C	A	A	A	C	C	A	A	A	C	C	C
HCM2k95thQ:	17	10	0	0	14	14	0	0	0	19	19	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #3028: (10) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	185	257	0	0	99	514	0	0	0	1092	68	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	185	257	0	0	99	514	0	0	0	1092	68	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	257	0	0	99	514	0	0	0	1092	68	163
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	185	257	0	0	99	514	0	0	0	1092	68	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	257	0	0	99	514	0	0	0	1092	68	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	185	257	0	0	99	514	0	0	0	1092	68	163

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.86	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	0.32	1.68	0.00	0.00	0.00	2.84	0.16	2.00
Final Sat.:	3150	3800	0	0	581	3019	0	0	0	4658	290	3150

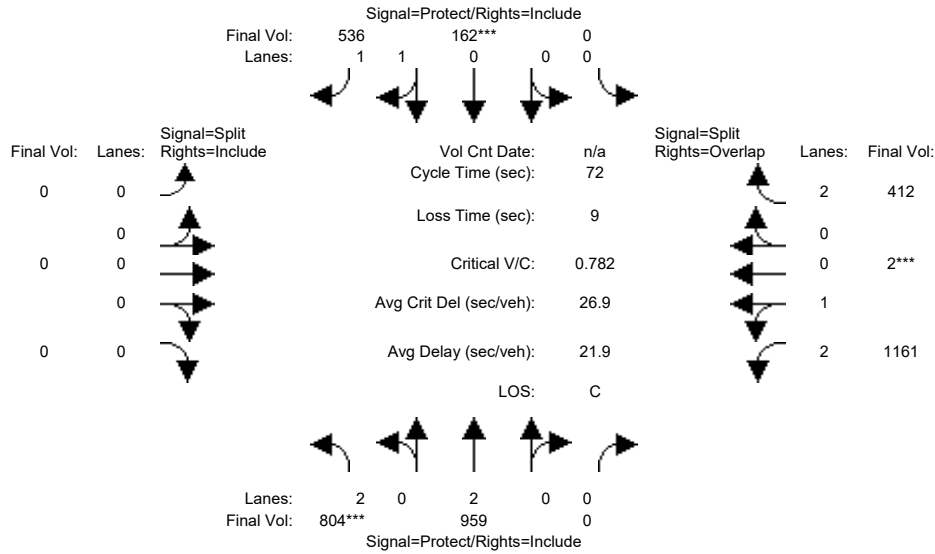
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.23	0.23	0.05
Crit Moves:	****				****					****		
Green Time:	7.0	22.1	0.0	0.0	15.1	15.1	0.0	0.0	0.0	20.9	20.9	20.9
Volume/Cap:	0.44	0.16	0.00	0.00	0.58	0.58	0.00	0.00	0.00	0.58	0.58	0.13
Delay/Veh:	21.4	9.2	0.0	0.0	16.6	16.6	0.0	0.0	0.0	12.6	12.6	9.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	9.2	0.0	0.0	16.6	16.6	0.0	0.0	0.0	12.6	12.6	9.9
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	A
HCM2k95thQ:	3	3	0	0	9	9	0	0	0	12	12	2

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #3028: (10) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	804	959	0	0	162	536	0	0	0	1161	2	412
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	804	959	0	0	162	536	0	0	0	1161	2	412
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	804	959	0	0	162	536	0	0	0	1161	2	412
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	804	959	0	0	162	536	0	0	0	1161	2	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	804	959	0	0	162	536	0	0	0	1161	2	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	804	959	0	0	162	536	0	0	0	1161	2	412

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	0.46	1.54	0.00	0.00	0.00	2.99	0.01	2.00
Final Sat.:	3150	3800	0	0	836	2764	0	0	0	4941	9	3150

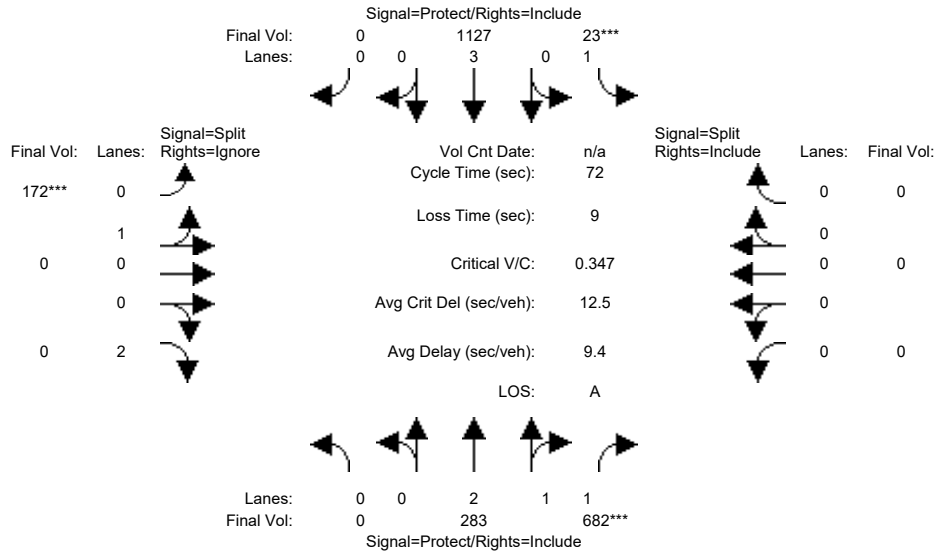
Capacity Analysis Module:												
Vol/Sat:	0.26	0.25	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.23	0.23	0.13
Crit Moves:	****				****					****		
Green Time:	23.5	41.4	0.0	0.0	17.9	17.9	0.0	0.0	0.0	21.6	21.6	21.6
Volume/Cap:	0.78	0.44	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.78	0.78	0.44
Delay/Veh:	25.9	8.9	0.0	0.0	29.8	29.8	0.0	0.0	0.0	25.8	25.8	20.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	8.9	0.0	0.0	29.8	29.8	0.0	0.0	0.0	25.8	25.8	20.6
LOS by Move:	C	A	A	A	C	C	A	A	A	C	C	C
HCM2k95thQ:	18	11	0	0	15	15	0	0	0	20	20	9

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #3029: (11) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	283	682	23	1127	0	172	0	1642	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	283	682	23	1127	0	172	0	1642	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	283	682	23	1127	0	172	0	1642	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	283	682	23	1127	0	172	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	283	682	23	1127	0	172	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	283	682	23	1127	0	172	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1800	0	3150	0	0	0

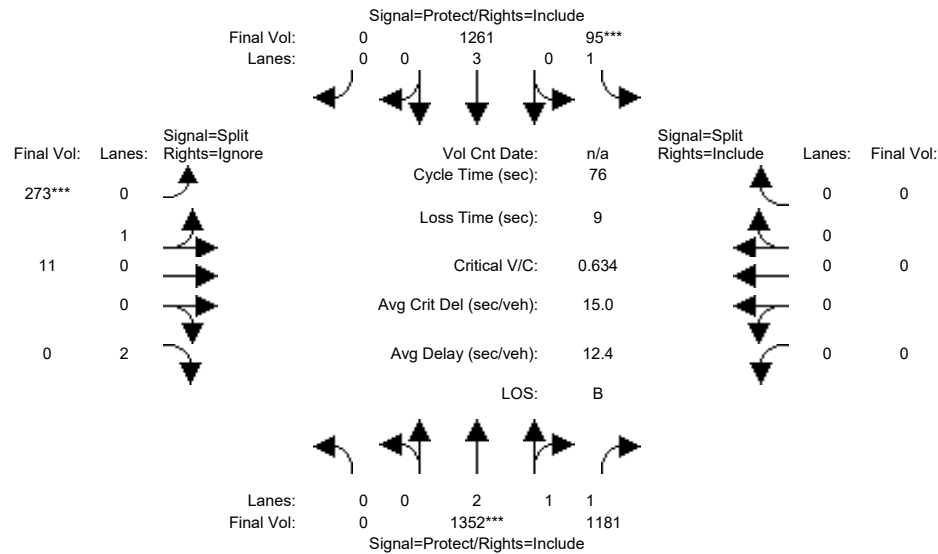
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.19	0.01	0.20	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	37.6	37.6	7.0	44.6	0.0	18.4	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.14	0.37	0.14	0.32	0.00	0.37	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.9	10.3	30.1	6.6	0.0	22.5	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.9	10.3	30.1	6.6	0.0	22.5	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	B	C	A	A	C	A	A	A	A	A
HCM2k95thQ:	0	3	9	1	8	0	7	0	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #3029: (11) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1352	1181	95	1261	0	273	11	271	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1352	1181	95	1261	0	273	11	271	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1352	1181	95	1261	0	273	11	271	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1352	1181	95	1261	0	273	11	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1352	1181	95	1261	0	273	11	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1352	1181	95	1261	0	273	11	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.05	1.95	1.00	3.00	0.00	0.96	0.04	2.00	0.00	0.00	0.00
Final Sat.:	0	3901	3407	1750	5700	0	1730	70	3150	0	0	0

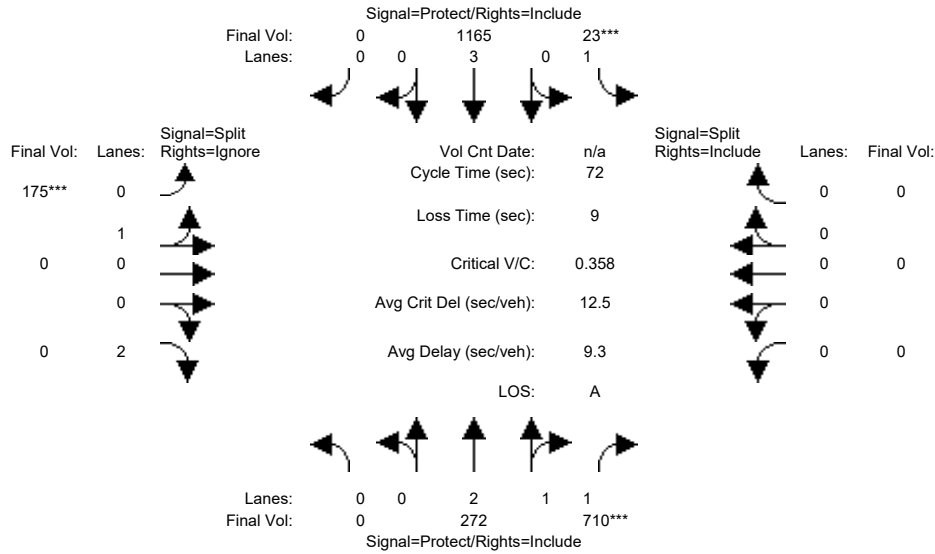
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.35	0.05	0.22	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	41.2	41.2	7.0	48.2	0.0	18.8	18.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.64	0.64	0.59	0.35	0.00	0.64	0.64	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.5	12.5	38.8	6.6	0.0	28.7	28.7	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.5	12.5	38.8	6.6	0.0	28.7	28.7	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	C	A	A	A	A
HCM2k95thQ:	0	18	18	5	9	0	14	14	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #3029: (11) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	272	710	23	1165	0	175	0	1840	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	272	710	23	1165	0	175	0	1840	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	272	710	23	1165	0	175	0	1840	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	272	710	23	1165	0	175	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	272	710	23	1165	0	175	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	272	710	23	1165	0	175	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1800	0	3150	0	0	0

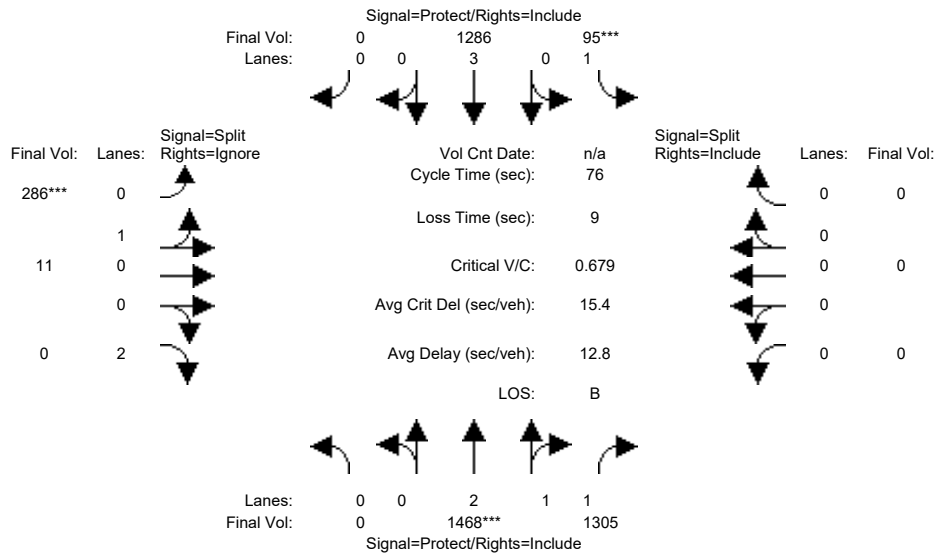
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.20	0.01	0.20	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	37.9	37.9	7.0	44.9	0.0	18.1	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.14	0.39	0.14	0.33	0.00	0.39	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.7	10.3	30.1	6.5	0.0	22.9	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.7	10.3	30.1	6.5	0.0	22.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	B	C	A	A	C	A	A	A	A	A
HCM2k95thQ:	0	3	9	1	8	0	7	0	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #3029: (11) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	1468	1305	95	1286	0	286	11	271	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1468	1305	95	1286	0	286	11	271	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1468	1305	95	1286	0	286	11	271	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1468	1305	95	1286	0	286	11	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1468	1305	95	1286	0	286	11	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1468	1305	95	1286	0	286	11	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.04	1.96	1.00	3.00	0.00	0.96	0.04	2.00	0.00	0.00	0.00
Final Sat.:	0	3867	3438	1750	5700	0	1733	67	3150	0	0	0

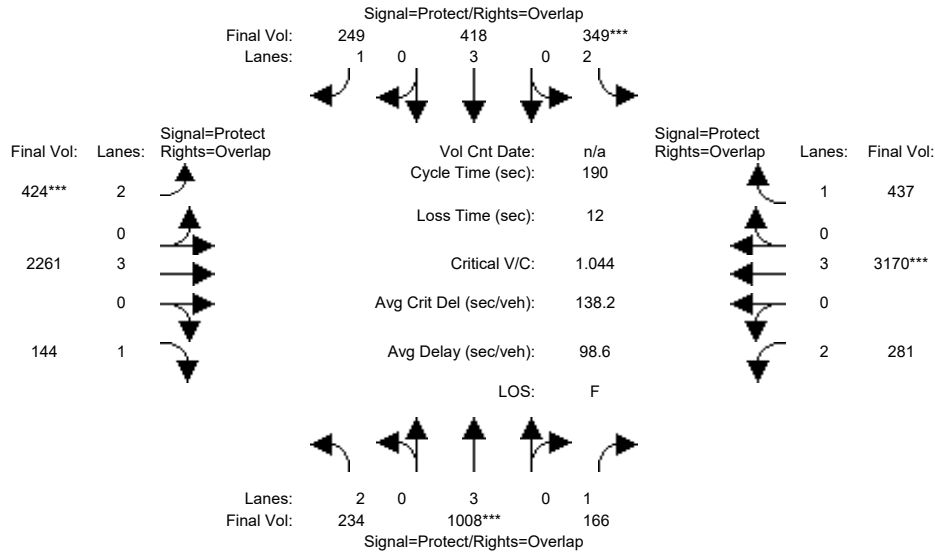
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.38	0.05	0.23	0.00	0.17	0.17	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	41.8	41.8	7.0	48.8	0.0	18.2	18.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.69	0.59	0.35	0.00	0.69	0.69	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.9	12.9	38.8	6.3	0.0	31.1	31.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.9	12.9	38.8	6.3	0.0	31.1	31.1	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	C	A	A	A	A
HCM2k95thQ:	0	20	20	5	9	0	15	15	0	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #5329: (23) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	42	42	15	35	35	32	101	101	20	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	234	1008	166	349	418	249	424	2261	144	281	3170	437
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1008	166	349	418	249	424	2261	144	281	3170	437
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1008	166	349	418	249	424	2261	144	281	3170	437
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1008	166	349	418	249	424	2261	144	281	3170	437
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1008	166	349	418	249	424	2261	144	281	3170	437
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	234	1008	166	349	418	249	424	2261	144	281	3170	437

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

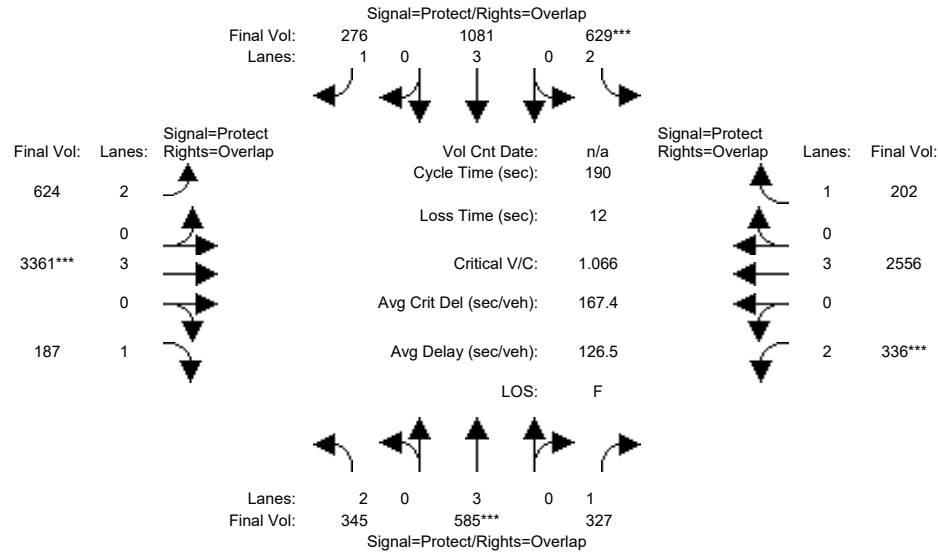
Vol/Sat:	0.07	0.18	0.09	0.11	0.07	0.14	0.13	0.40	0.08	0.09	0.56	0.25
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.0	42.0	62.0	15.0	35.0	67.0	32.0	101	123.0	20.0	89.0	104.0
Volume/Cap:	0.64	0.80	0.29	1.40	0.40	0.40	0.80	0.75	0.13	0.85	1.19	0.46
Delay/Veh:	84.1	73.8	47.9	291.4	68.5	46.9	84.3	45.3	19.3	101.6	149	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	73.8	47.9	291.4	68.5	46.9	84.3	45.3	19.3	101.6	149	34.2
LOS by Move:	F	E	D	F	E	D	F	D	B	F	F	C
HCM2k95thQ:	14	30	14	32	13	20	28	59	10	22	123	34

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #5329: (23) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	7.3	6.3	6.3	7.3	6.1	6.1	5.5	6.2	6.2	5.8	6.2	6.2

Volume Module:

Base Vol:	345	585	327	629	1081	276	624	3361	187	336	2556	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	345	585	327	629	1081	276	624	3361	187	336	2556	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	345	585	327	629	1081	276	624	3361	187	336	2556	202
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	345	585	327	629	1081	276	624	3361	187	336	2556	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	345	585	327	629	1081	276	624	3361	187	336	2556	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	345	585	327	629	1081	276	624	3361	187	336	2556	202

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

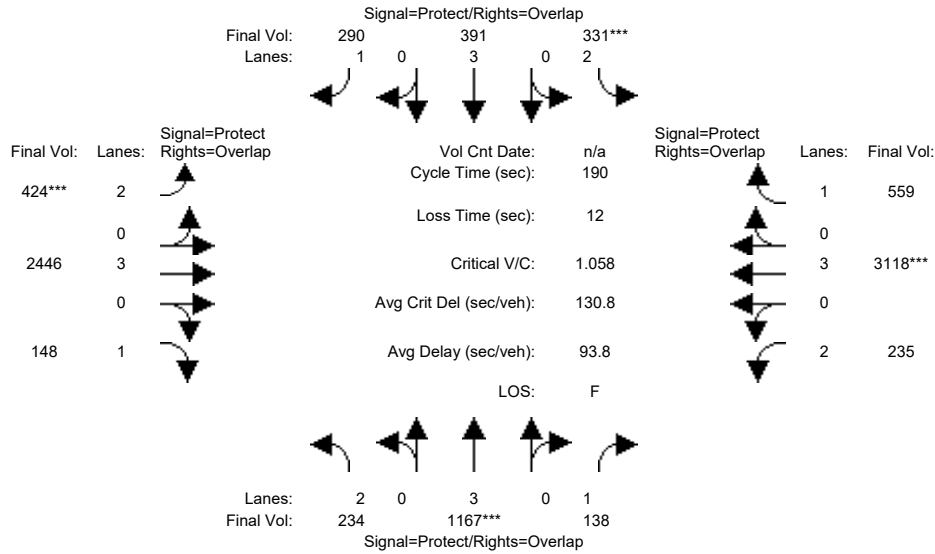
Vol/Sat:	0.11	0.10	0.19	0.20	0.19	0.16	0.20	0.59	0.11	0.11	0.45	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.9	39.0	54.0	28.0	44.1	75.6	31.5	96.0	118.9	15.0	79.5	107.5
Volume/Cap:	0.91	0.50	0.66	1.35	0.82	0.40	1.20	1.17	0.17	1.35	1.07	0.20
Delay/Veh:	107.2	67.2	63.1	253.8	73.2	41.3	195.2	158	31.6	270.8	89.5	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.2	67.2	63.1	253.8	73.2	41.3	195.2	158	31.6	270.8	89.5	13.3
LOS by Move:	F	E	E	F	E	D	F	F	C	F	F	B
HCM2k95thQ:	23	18	30	53	33	21	51	127	17	34	91	7

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #5329: (23) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	42	42	15	35	35	32	101	101	20	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	234	1167	138	331	391	290	424	2446	148	235	3118	559
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1167	138	331	391	290	424	2446	148	235	3118	559
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1167	138	331	391	290	424	2446	148	235	3118	559
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1167	138	331	391	290	424	2446	148	235	3118	559
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1167	138	331	391	290	424	2446	148	235	3118	559
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	234	1167	138	331	391	290	424	2446	148	235	3118	559

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

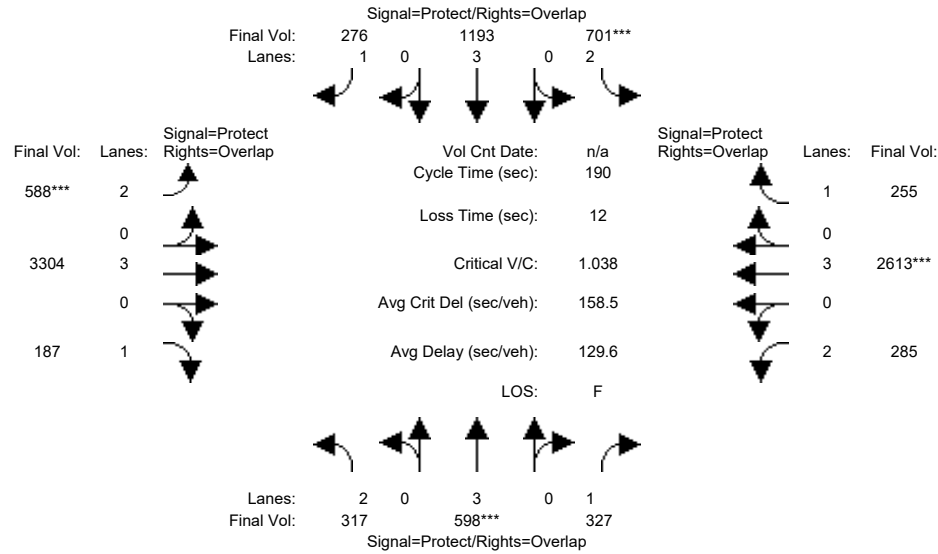
Vol/Sat:	0.07	0.20	0.08	0.11	0.07	0.17	0.13	0.43	0.08	0.07	0.55	0.32
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.0	42.0	62.0	15.0	35.0	67.0	32.0	101	123.0	20.0	89.0	104.0
Volume/Cap:	0.64	0.93	0.24	1.33	0.37	0.47	0.80	0.81	0.13	0.71	1.17	0.58
Delay/Veh:	84.1	84.2	47.0	261.4	68.1	48.3	84.3	48.5	19.4	89.1	141	38.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	84.2	47.0	261.4	68.1	48.3	84.3	48.5	19.4	89.1	141	38.2
LOS by Move:	F	F	D	F	E	D	F	D	B	F	F	D
HCM2k95thQ:	14	37	11	30	12	23	28	66	10	17	119	44

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #5329: (23) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	7.3	6.3	6.3	7.3	6.1	6.1	5.5	6.2	6.2	5.8	6.2	6.2

Volume Module:

Base Vol:	317	598	327	701	1193	276	588	3304	187	285	2613	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	317	598	327	701	1193	276	588	3304	187	285	2613	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	317	598	327	701	1193	276	588	3304	187	285	2613	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	317	598	327	701	1193	276	588	3304	187	285	2613	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	317	598	327	701	1193	276	588	3304	187	285	2613	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	317	598	327	701	1193	276	588	3304	187	285	2613	255

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

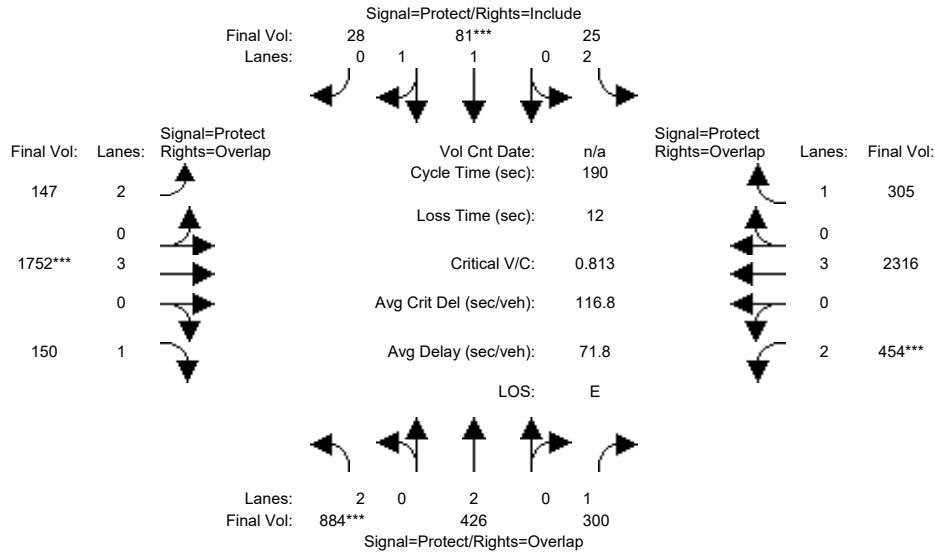
Vol/Sat:	0.10	0.10	0.19	0.22	0.21	0.16	0.19	0.58	0.11	0.09	0.46	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.4	39.0	54.5	23.9	42.6	62.6	20.1	99.5	119.9	15.5	95.0	118.9
Volume/Cap:	0.94	0.51	0.65	1.77	0.93	0.48	1.77	1.11	0.17	1.11	0.92	0.23
Delay/Veh:	117.7	67.4	62.4	438.4	84.9	51.3	448.9	132	31.1	174.9	38.9	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.7	67.4	62.4	438.4	84.9	51.3	448.9	132	31.1	174.9	38.9	8.0
LOS by Move:	F	E	E	F	F	D	F	F	C	F	D	A
HCM2k95thQ:	22	18	30	71	39	23	63	118	17	26	71	7

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #5332: (42) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	38	52	52	10	24	24	16	92	92	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	884	426	300	25	81	28	147	1752	150	454	2316	305
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	884	426	300	25	81	28	147	1752	150	454	2316	305
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	884	426	300	25	81	28	147	1752	150	454	2316	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	884	426	300	25	81	28	147	1752	150	454	2316	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	884	426	300	25	81	28	147	1752	150	454	2316	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	884	426	300	25	81	28	147	1752	150	454	2316	305

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.47	0.53	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	2749	950	3150	5700	1750	3150	5700	1750

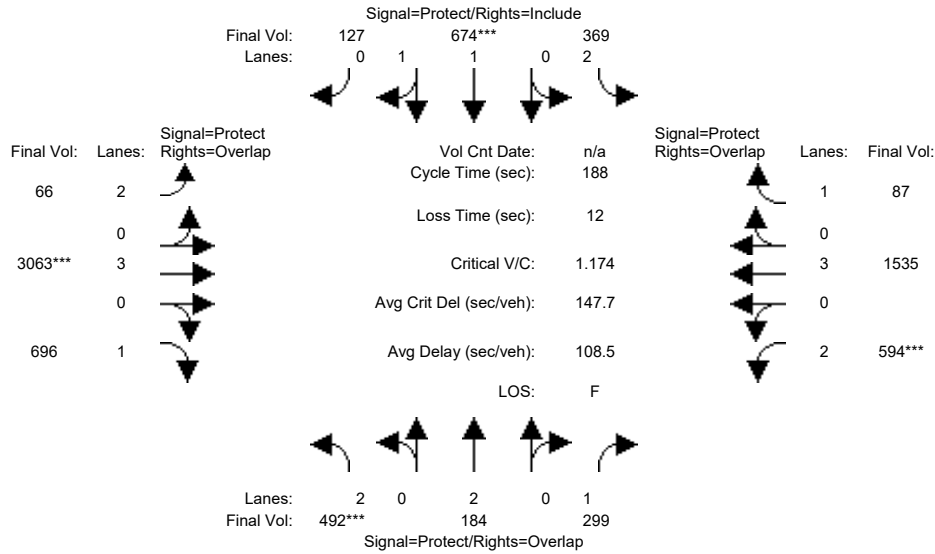
Capacity Analysis Module:												
Vol/Sat:	0.28	0.11	0.17	0.01	0.03	0.03	0.05	0.31	0.09	0.14	0.41	0.17
Crit Moves:	***				***			***			***	
Green Time:	38.0	52.0	76.0	10.0	24.0	24.0	16.0	92.0	130.0	24.0	100	110.0
Volume/Cap:	1.40	0.41	0.43	0.15	0.23	0.23	0.55	0.63	0.13	1.14	0.77	0.30
Delay/Veh:	266.9	56.7	41.7	86.4	75.0	75.0	86.1	29.3	3.4	172.4	27.3	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	266.9	56.7	41.7	86.4	75.0	75.0	86.1	29.3	3.4	172.4	27.3	12.9
LOS by Move:	F	E	D	F	E	E	F	C	A	F	C	B
HCM2k95thQ:	76	18	23	2	6	6	11	34	2	34	45	10

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #5332: (42) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2

Volume Module:												
Base Vol:	492	184	299	369	674	127	66	3063	696	594	1535	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	184	299	369	674	127	66	3063	696	594	1535	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	184	299	369	674	127	66	3063	696	594	1535	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	492	184	299	369	674	127	66	3063	696	594	1535	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	184	299	369	674	127	66	3063	696	594	1535	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	492	184	299	369	674	127	66	3063	696	594	1535	87

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.67	0.33	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3113	587	3150	5700	1750	3150	5700	1750

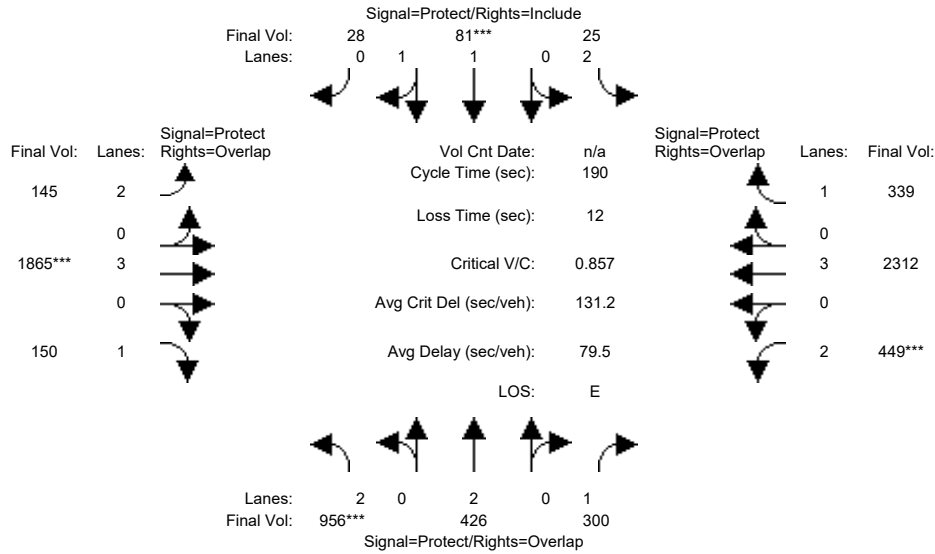
Capacity Analysis Module:												
Vol/Sat:	0.16	0.05	0.17	0.12	0.22	0.22	0.02	0.54	0.40	0.19	0.27	0.05
Crit Moves:	***				***			***			***	
Green Time:	22.2	39.0	65.8	18.2	35.0	35.0	12.7	92.0	114.2	26.8	106	124.3
Volume/Cap:	1.32	0.23	0.49	1.21	1.16	1.16	0.31	1.10	0.65	1.32	0.48	0.08
Delay/Veh:	245.8	62.2	48.5	206.0	165	165.3	84.3	109	35.4	240.7	16.1	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	245.8	62.2	48.5	206.0	165	165.3	84.3	109	35.4	240.7	16.1	4.6
LOS by Move:	F	E	D	F	F	F	F	F	D	F	B	A
HCM2k95thQ:	43	8	25	29	48	48	5	108	54	50	20	1

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #5332: (42) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	38	52	52	10	24	24	16	92	92	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	956	426	300	25	81	28	145	1865	150	449	2312	339
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	956	426	300	25	81	28	145	1865	150	449	2312	339
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	956	426	300	25	81	28	145	1865	150	449	2312	339
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	956	426	300	25	81	28	145	1865	150	449	2312	339
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	956	426	300	25	81	28	145	1865	150	449	2312	339
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	956	426	300	25	81	28	145	1865	150	449	2312	339

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.47	0.53	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	2749	950	3150	5700	1750	3150	5700	1750

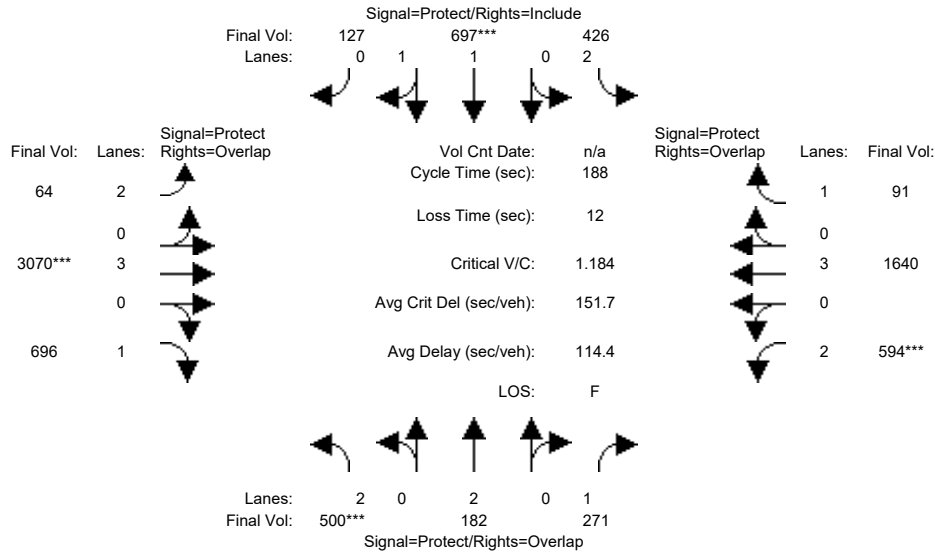
Capacity Analysis Module:												
Vol/Sat:	0.30	0.11	0.17	0.01	0.03	0.03	0.05	0.33	0.09	0.14	0.41	0.19
Crit Moves:	***				***			***			***	
Green Time:	38.0	52.0	76.0	10.0	24.0	24.0	16.0	92.0	130.0	24.0	100	110.0
Volume/Cap:	1.52	0.41	0.43	0.15	0.23	0.23	0.55	0.68	0.13	1.13	0.77	0.33
Delay/Veh:	317.0	56.7	41.7	86.4	75.0	75.0	85.9	30.4	3.4	167.9	27.2	13.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	317.0	56.7	41.7	86.4	75.0	75.0	85.9	30.4	3.4	167.9	27.2	13.2
LOS by Move:	F	E	D	F	E	E	F	C	A	F	C	B
HCM2k95thQ:	86	18	23	2	6	6	11	38	2	33	45	12

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #5332: (42) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2

Volume Module:												
Base Vol:	500	182	271	426	697	127	64	3070	696	594	1640	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	500	182	271	426	697	127	64	3070	696	594	1640	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	500	182	271	426	697	127	64	3070	696	594	1640	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	500	182	271	426	697	127	64	3070	696	594	1640	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	500	182	271	426	697	127	64	3070	696	594	1640	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	500	182	271	426	697	127	64	3070	696	594	1640	91

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.68	0.32	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3129	570	3150	5700	1750	3150	5700	1750

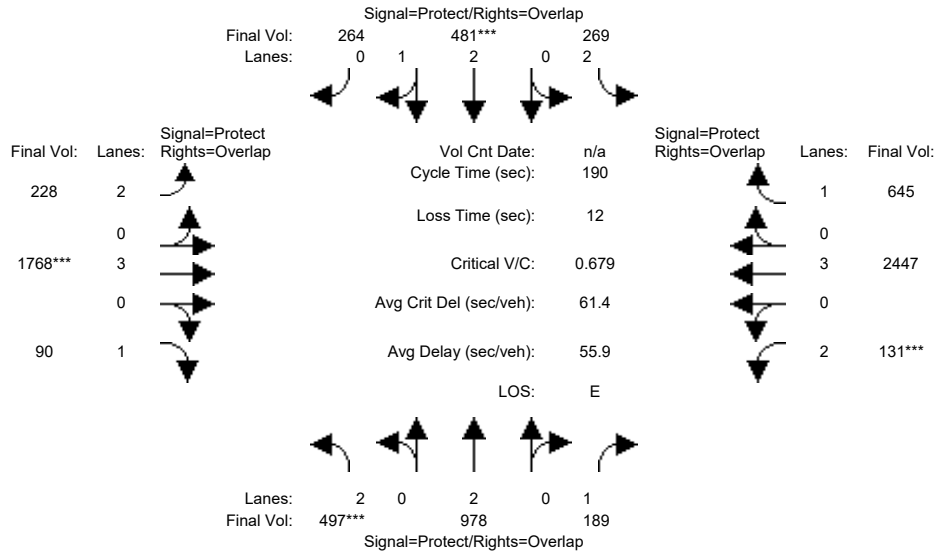
Capacity Analysis Module:												
Vol/Sat:	0.16	0.05	0.15	0.14	0.22	0.22	0.02	0.54	0.40	0.19	0.29	0.05
Crit Moves:	***			****			****			****		
Green Time:	22.4	39.0	65.6	18.4	35.0	35.0	12.7	92.0	114.4	26.6	106	124.3
Volume/Cap:	1.33	0.23	0.44	1.38	1.20	1.20	0.30	1.10	0.65	1.33	0.51	0.08
Delay/Veh:	249.7	62.2	47.7	275.8	179	178.7	84.2	110	35.2	245.1	16.6	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	249.7	62.2	47.7	275.8	179	178.7	84.2	110	35.2	245.1	16.6	4.6
LOS by Move:	F	E	D	F	F	F	F	F	D	F	B	A
HCM2k95thQ:	44	8	22	38	51	51	5	109	54	50	22	2

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #5334: (43) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	51	51	17	41	41	18	91	91	19	92	92
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	497	978	189	269	481	264	228	1768	90	131	2447	645
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	497	978	189	269	481	264	228	1768	90	131	2447	645
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	497	978	189	269	481	264	228	1768	90	131	2447	645
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	497	978	189	269	481	264	228	1768	90	131	2447	645
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	497	978	189	269	481	264	228	1768	90	131	2447	645
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	497	978	189	269	481	264	228	1768	90	131	2447	645

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

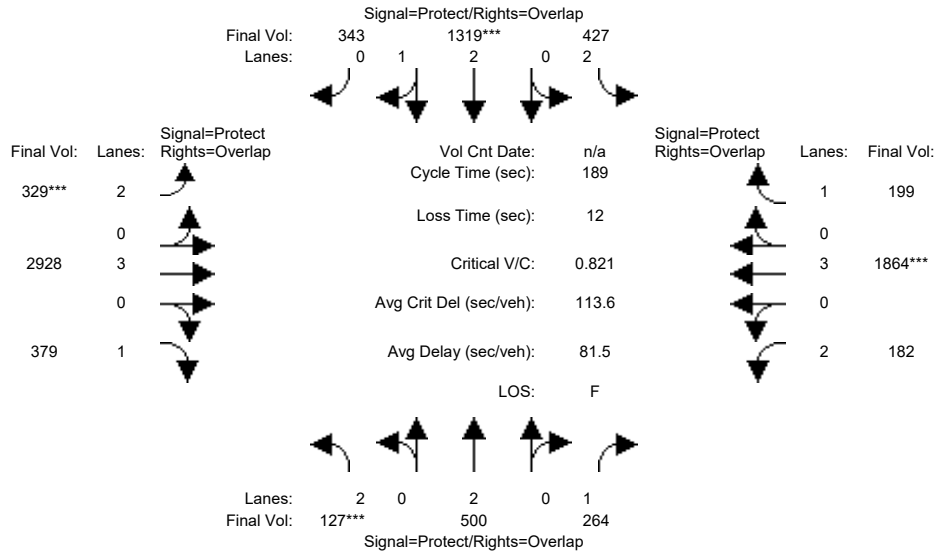
Vol/Sat:	0.16	0.26	0.11	0.09	0.13	0.15	0.07	0.31	0.05	0.04	0.43	0.37
Crit Moves:	****				****			****		****		
Green Time:	27.0	51.0	70.0	17.0	41.0	59.0	18.0	91.0	118.0	19.0	92.0	109.0
Volume/Cap:	1.11	0.96	0.29	0.95	0.59	0.49	0.76	0.65	0.08	0.42	0.89	0.64
Delay/Veh:	157.5	87.4	42.7	127.3	67.6	53.4	95.1	30.4	7.5	81.2	38.9	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	157.5	87.4	42.7	127.3	67.6	53.4	95.1	30.4	7.5	81.2	38.9	18.8
LOS by Move:	F	F	D	F	E	D	F	C	A	F	D	B
HCM2k95thQ:	37	50	15	20	22	23	15	35	2	8	64	33

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #5334: (43) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	30	30	20	38	38	13	100	100	16	103	103
Y+R:	5.8	5.6	5.6	5.6	5.4	5.4	5.3	6.2	6.2	5.4	6.2	6.2

Volume Module:

Base Vol:	127	500	264	427	1319	343	329	2928	379	182	1864	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	500	264	427	1319	343	329	2928	379	182	1864	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	500	264	427	1319	343	329	2928	379	182	1864	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	500	264	427	1319	343	329	2928	379	182	1864	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	500	264	427	1319	343	329	2928	379	182	1864	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	500	264	427	1319	343	329	2928	379	182	1864	199

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.36	0.64	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4443	1155	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

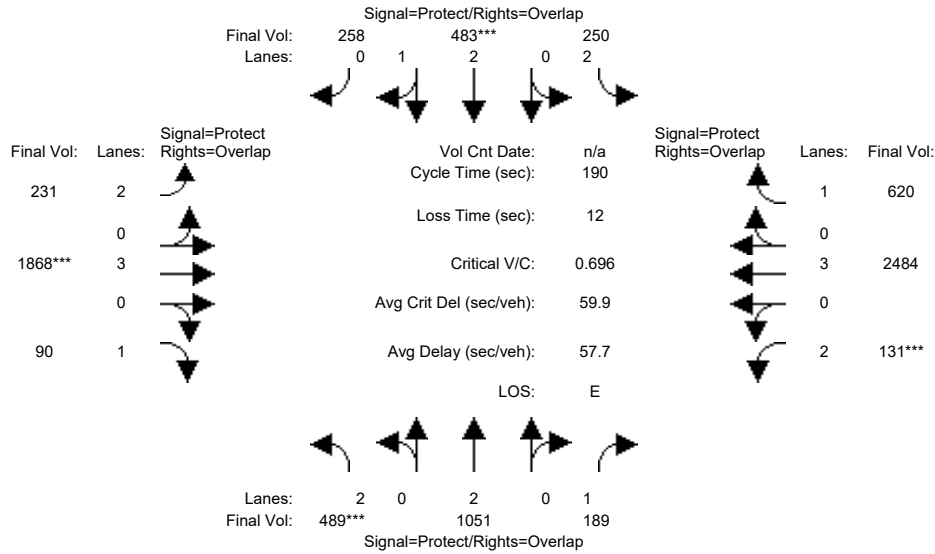
Vol/Sat:	0.04	0.13	0.15	0.14	0.30	0.30	0.10	0.51	0.22	0.06	0.33	0.11
Crit Moves:	****			****			****			****		
Green Time:	13.0	31.4	47.7	26.8	45.1	61.0	15.9	102	115.5	16.4	103	129.8
Volume/Cap:	0.59	0.79	0.60	0.96	1.24	0.92	1.24	0.95	0.35	0.67	0.60	0.17
Delay/Veh:	89.5	82.6	64.4	112.2	188	69.8	223.9	60.2	26.1	89.8	29.4	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.5	82.6	64.4	112.2	188	69.8	223.9	60.2	26.1	89.8	29.4	10.5
LOS by Move:	F	F	E	F	F	E	F	E	C	F	C	B
HCM2k95thQ:	9	25	25	29	72	53	27	79	26	12	39	8

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #5334: (43) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	51	51	17	41	41	18	91	91	19	92	92
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	489	1051	189	250	483	258	231	1868	90	131	2484	620
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	489	1051	189	250	483	258	231	1868	90	131	2484	620
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	489	1051	189	250	483	258	231	1868	90	131	2484	620
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	489	1051	189	250	483	258	231	1868	90	131	2484	620
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	489	1051	189	250	483	258	231	1868	90	131	2484	620
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	489	1051	189	250	483	258	231	1868	90	131	2484	620

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

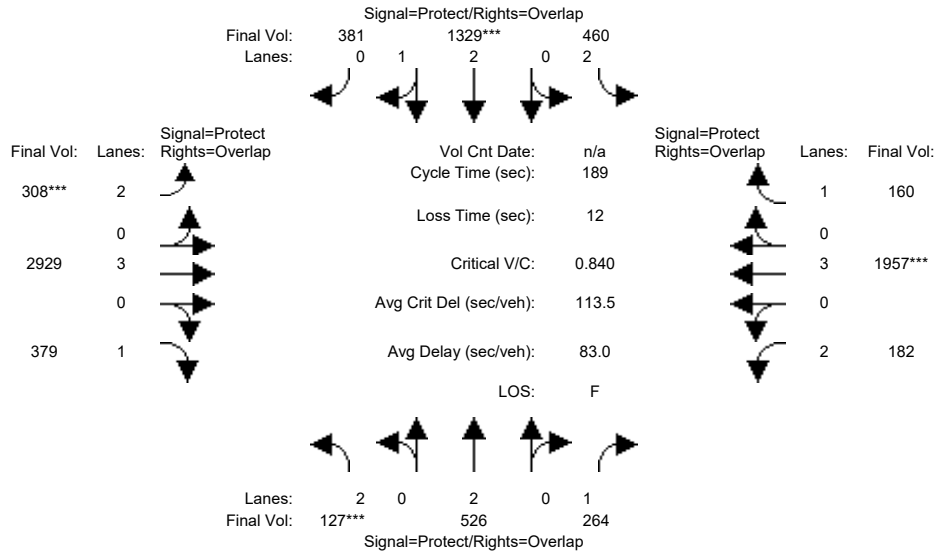
Vol/Sat:	0.16	0.28	0.11	0.08	0.13	0.15	0.07	0.33	0.05	0.04	0.44	0.35
Crit Moves:	****				****			****			****	
Green Time:	27.0	51.0	70.0	17.0	41.0	59.0	18.0	91.0	118.0	19.0	92.0	109.0
Volume/Cap:	1.09	1.03	0.29	0.89	0.59	0.47	0.77	0.68	0.08	0.42	0.90	0.62
Delay/Veh:	151.4	106	42.7	112.4	67.7	53.2	95.9	31.3	7.5	81.2	39.9	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	151.4	106	42.7	112.4	67.7	53.2	95.9	31.3	7.5	81.2	39.9	18.1
LOS by Move:	F	F	D	F	E	D	F	C	A	F	D	B
HCM2k95thQ:	36	56	15	18	22	23	15	38	2	8	67	30

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #5334: (43) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	30	30	20	38	38	13	100	100	16	103	103
Y+R:	5.8	5.6	5.6	5.6	5.4	5.4	5.3	6.2	6.2	5.4	6.2	6.2

Volume Module:

Base Vol:	127	526	264	460	1329	381	308	2929	379	182	1957	160
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	526	264	460	1329	381	308	2929	379	182	1957	160
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	526	264	460	1329	381	308	2929	379	182	1957	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	526	264	460	1329	381	308	2929	379	182	1957	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	526	264	460	1329	381	308	2929	379	182	1957	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	526	264	460	1329	381	308	2929	379	182	1957	160

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.31	0.69	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4351	1247	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

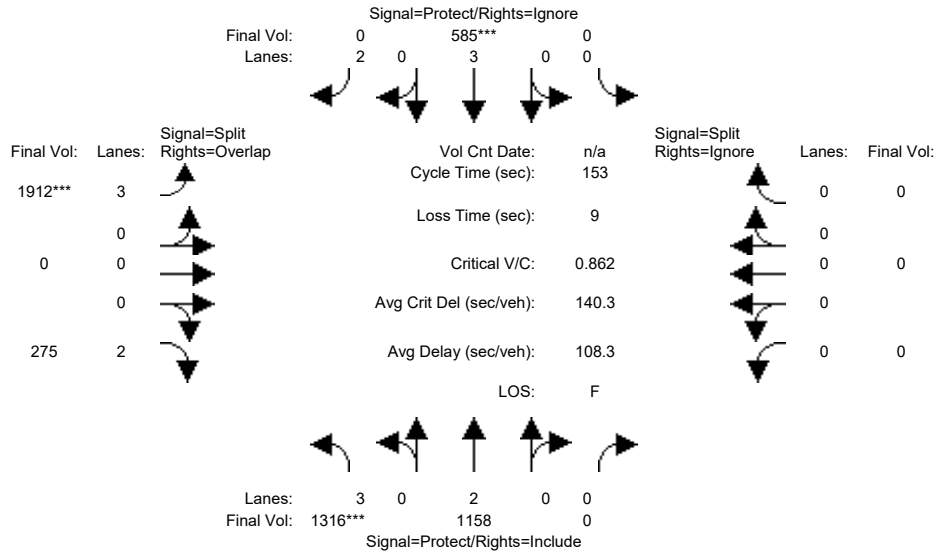
Vol/Sat:	0.04	0.14	0.15	0.15	0.31	0.31	0.10	0.51	0.22	0.06	0.34	0.09
Crit Moves:	****			****			****			****		
Green Time:	13.0	30.8	47.1	28.4	46.2	61.0	14.8	102	114.5	16.2	103	131.4
Volume/Cap:	0.59	0.85	0.61	0.97	1.25	0.95	1.25	0.96	0.36	0.67	0.63	0.13
Delay/Veh:	89.5	87.5	65.2	114.2	190	73.5	228.4	62.1	26.5	90.3	30.2	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.5	87.5	65.2	114.2	190	73.5	228.4	62.1	26.5	90.3	30.2	9.7
LOS by Move:	F	F	E	F	F	E	F	E	C	F	C	A
HCM2k95thQ:	9	27	25	31	74	56	26	79	27	12	42	7

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #5335: (44) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	79	0	0	50	50	67	0	67	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	1316	1158	0	0	585	2003	1912	0	275	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1316	1158	0	0	585	2003	1912	0	275	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1316	1158	0	0	585	2003	1912	0	275	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1316	1158	0	0	585	0	1912	0	275	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1316	1158	0	0	585	0	1912	0	275	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	1316	1158	0	0	585	0	1912	0	275	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.80	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	4551	0	3150	0	0	0

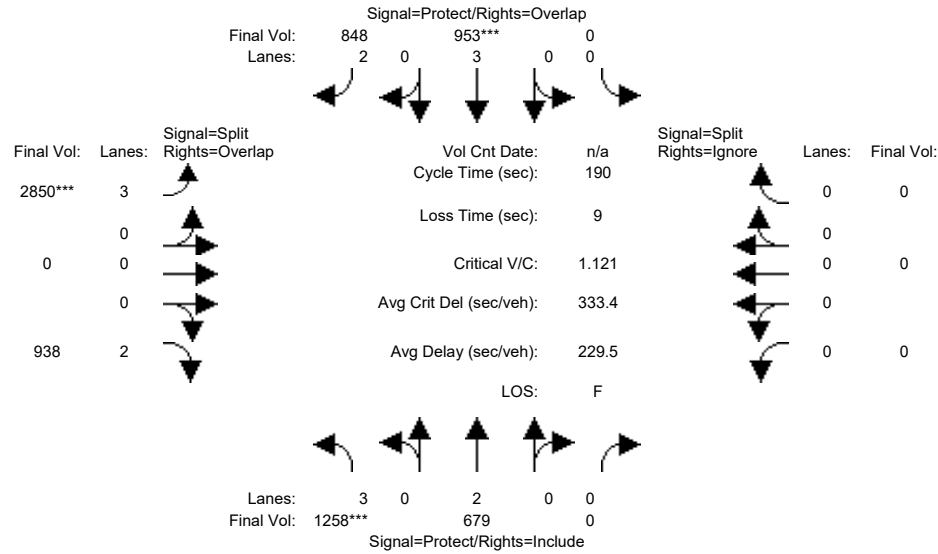
Capacity Analysis Module:												
Vol/Sat:	0.29	0.30	0.00	0.00	0.10	0.00	0.42	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	28.6	78.0	0.0	0.0	49.4	0.0	66.1	0.0	94.8	0.0	0.0	0.0
Volume/Cap:	1.55	0.60	0.00	0.00	0.32	0.00	0.97	0.00	0.14	0.00	0.00	0.00
Delay/Veh:	314.3	27.3	0.0	0.0	39.7	0.0	51.2	0.0	6.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	314.3	27.3	0.0	0.0	39.7	0.0	51.2	0.0	6.5	0.0	0.0	0.0
LOS by Move:	F	C	A	A	D	A	D	A	A	A	A	A
HCM2k95thQ:	78	33	0	0	13	0	62	0	3	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #5335: (44) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	77	0	0	61	61	112	0	112	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1258	679	0	0	953	848	2850	0	938	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1258	679	0	0	953	848	2850	0	938	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1258	679	0	0	953	848	2850	0	938	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1258	679	0	0	953	848	2850	0	938	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1258	679	0	0	953	848	2850	0	938	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	1258	679	0	0	953	848	2850	0	938	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.80	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	4551	0	3150	0	0	0

Capacity Analysis Module:

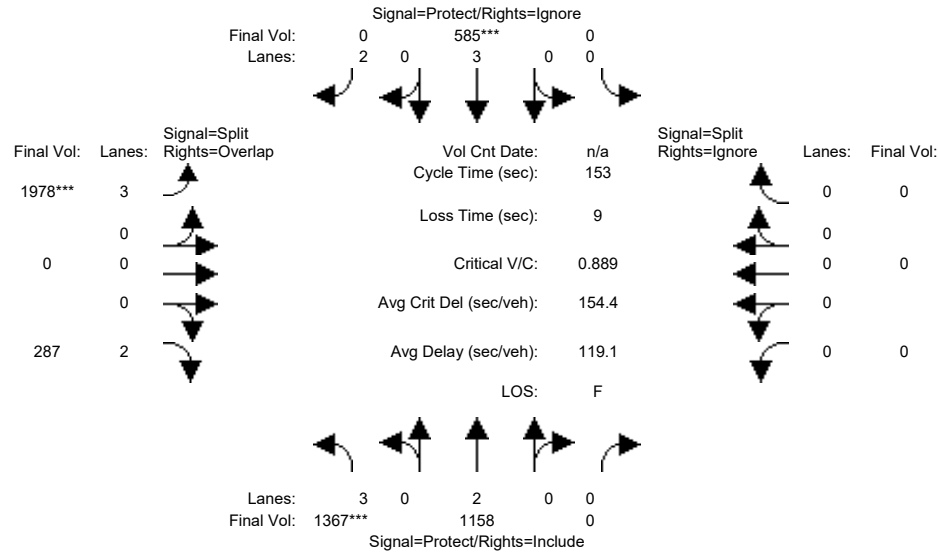
Vol/Sat:	0.28	0.18	0.00	0.00	0.17	0.27	0.63	0.00	0.30	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	16.2	74.5	0.0	0.0	58.2	165.2	106.9	0.0	123.2	0.0	0.0	0.0
Volume/Cap:	3.24	0.46	0.00	0.00	0.55	0.31	1.11	0.00	0.46	0.00	0.00	0.00
Delay/Veh:	1104	45.0	0.0	0.0	57.8	2.4	85.5	0.0	7.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1104	45.0	0.0	0.0	57.8	2.4	85.5	0.0	7.9	0.0	0.0	0.0
LOS by Move:	F	D	A	A	E	A	F	A	A	A	A	A
HCM2k95thQ:	114	26	0	0	27	11	125	0	14	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #5335: (44) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	79	0	0	50	50	67	0	67	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1367	1158	0	0	585	1973	1978	0	287	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1367	1158	0	0	585	1973	1978	0	287	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1367	1158	0	0	585	1973	1978	0	287	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1367	1158	0	0	585	0	1978	0	287	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1367	1158	0	0	585	0	1978	0	287	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	1367	1158	0	0	585	0	1978	0	287	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.80	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	4551	0	3150	0	0	0

Capacity Analysis Module:

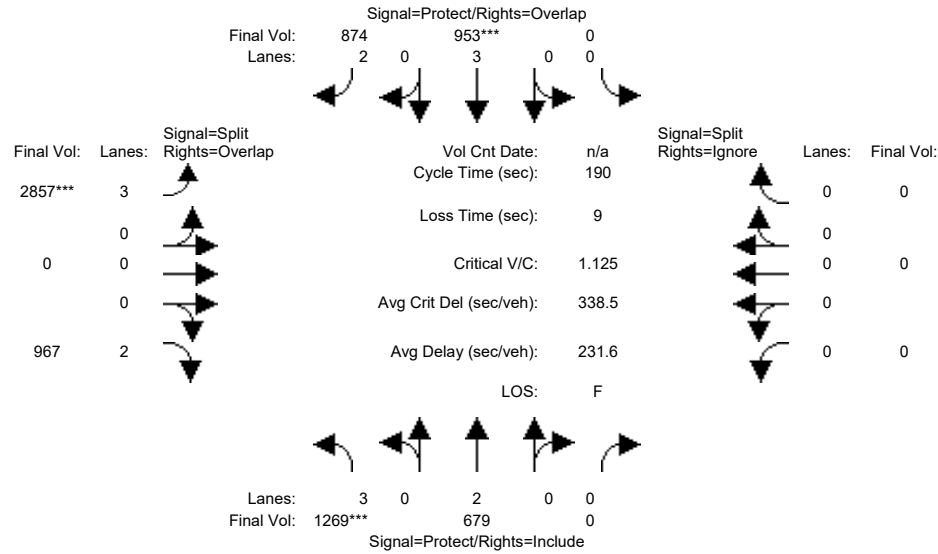
Vol/Sat:	0.30	0.30	0.00	0.00	0.10	0.00	0.43	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	28.6	78.0	0.0	0.0	49.4	0.0	66.1	0.0	94.8	0.0	0.0	0.0
Volume/Cap:	1.61	0.60	0.00	0.00	0.32	0.00	1.01	0.00	0.15	0.00	0.00	0.00
Delay/Veh:	340.9	27.3	0.0	0.0	39.7	0.0	59.4	0.0	6.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	340.9	27.3	0.0	0.0	39.7	0.0	59.4	0.0	6.5	0.0	0.0	0.0
LOS by Move:	F	C	A	A	D	A	E	A	A	A	A	A
HCM2k95thQ:	82	33	0	0	13	0	68	0	3	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #5335: (44) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	77	0	0	61	61	112	0	112	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1269	679	0	0	953	874	2857	0	967	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1269	679	0	0	953	874	2857	0	967	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1269	679	0	0	953	874	2857	0	967	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1269	679	0	0	953	874	2857	0	967	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1269	679	0	0	953	874	2857	0	967	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	1269	679	0	0	953	874	2857	0	967	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.80	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	4551	0	3150	0	0	0

Capacity Analysis Module:

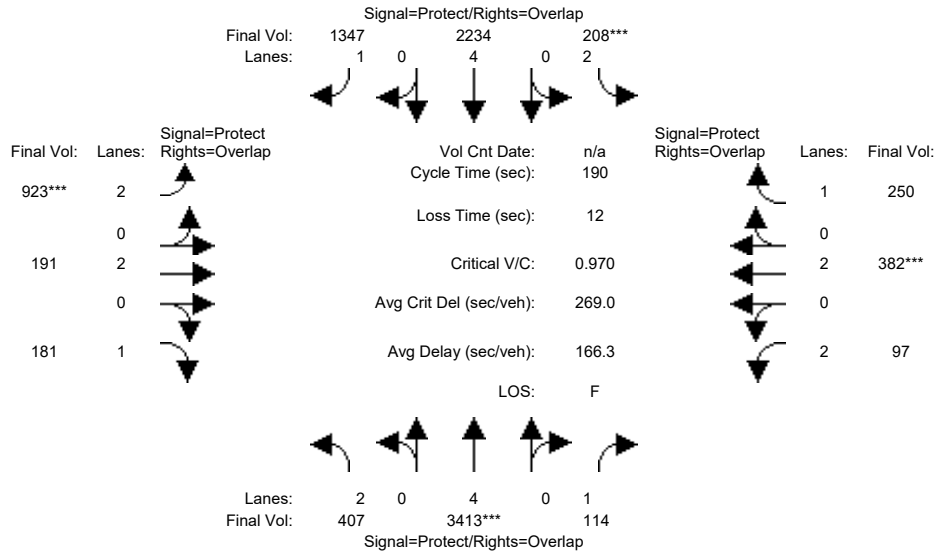
Vol/Sat:	0.28	0.18	0.00	0.00	0.17	0.28	0.63	0.00	0.31	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	16.2	74.5	0.0	0.0	58.2	165.2	106.9	0.0	123.2	0.0	0.0	0.0
Volume/Cap:	3.26	0.46	0.00	0.00	0.55	0.32	1.12	0.00	0.47	0.00	0.00	0.00
Delay/Veh:	1116	45.0	0.0	0.0	57.8	2.4	86.6	0.0	8.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1116	45.0	0.0	0.0	57.8	2.4	86.6	0.0	8.1	0.0	0.0	0.0
LOS by Move:	F	D	A	A	E	A	F	A	A	A	A	A
HCM2k95thQ:	116	26	0	0	27	12	125	0	14	0	0	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #5408: (33) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	112	112	20	105	105	15	33	33	13	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	407	3413	114	208	2234	1347	923	191	181	97	382	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	407	3413	114	208	2234	1347	923	191	181	97	382	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	407	3413	114	208	2234	1347	923	191	181	97	382	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	407	3413	114	208	2234	1347	923	191	181	97	382	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	3413	114	208	2234	1347	923	191	181	97	382	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	407	3413	114	208	2234	1347	923	191	181	97	382	250

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

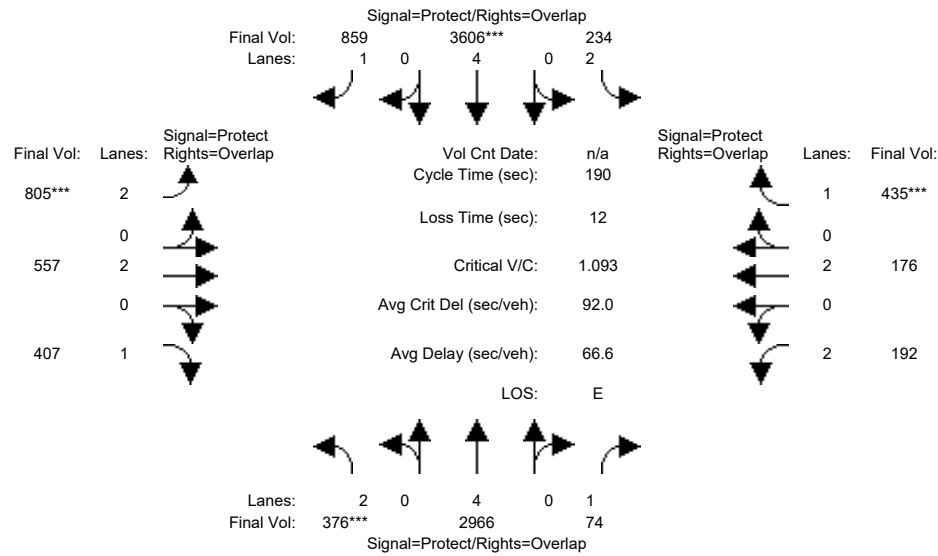
Vol/Sat:	0.13	0.45	0.07	0.07	0.29	0.77	0.29	0.05	0.10	0.03	0.10	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.0	112	125.0	20.0	105	120.0	15.0	33.0	60.0	13.0	31.0	51.0
Volume/Cap:	0.91	0.76	0.10	0.63	0.53	1.22	3.71	0.29	0.33	0.45	0.62	0.53
Delay/Veh:	102.6	18.2	4.9	85.2	18.3	124.0	1318	68.5	50.0	86.6	75.8	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.6	18.2	4.9	85.2	18.3	124.0	1318	68.5	50.0	86.6	75.8	60.5
LOS by Move:	F	B	A	F	B	F	F	E	D	F	E	E
HCM2k95thQ:	29	44	2	15	25	172	121	9	15	6	18	23

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #5408: (33) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	89	89	21	98	98	29	45	45	11	27	27
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:

Base Vol:	376	2966	74	234	3606	859	805	557	407	192	176	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	376	2966	74	234	3606	859	805	557	407	192	176	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	2966	74	234	3606	859	805	557	407	192	176	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	376	2966	74	234	3606	859	805	557	407	192	176	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	376	2966	74	234	3606	859	805	557	407	192	176	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	376	2966	74	234	3606	859	805	557	407	192	176	435

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

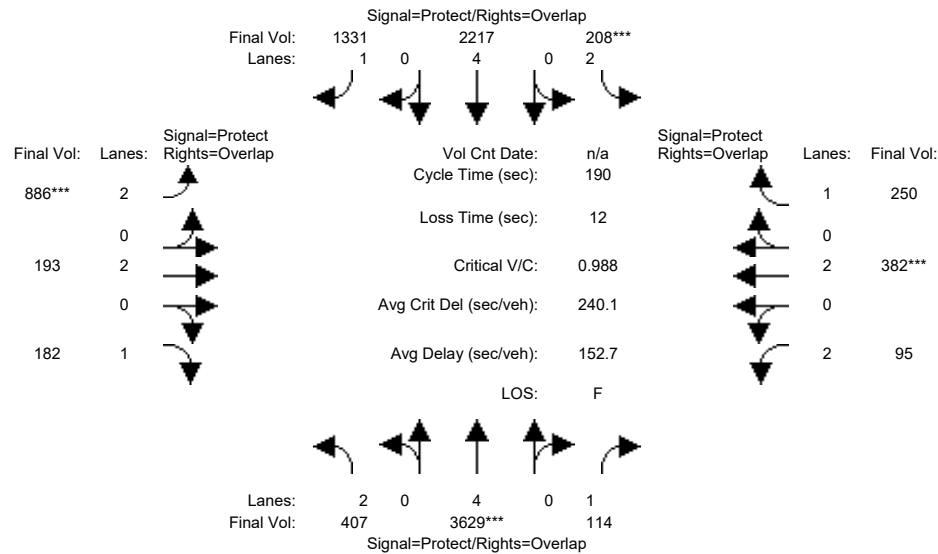
Vol/Sat:	0.12	0.39	0.04	0.07	0.47	0.49	0.26	0.15	0.23	0.06	0.05	0.25
Crit Moves:	****			****			****					****
Green Time:	18.6	94.4	106.9	22.3	98.0	137.9	39.9	48.8	67.4	12.6	27.0	49.3
Volume/Cap:	1.22	0.79	0.08	0.63	0.92	0.68	1.22	0.57	0.66	0.92	0.33	0.96
Delay/Veh:	209.7	31.6	12.5	83.6	57.5	26.1	186.7	62.3	54.1	129.3	73.7	101.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	209.7	31.6	12.5	83.6	57.5	26.1	186.7	62.3	54.1	129.3	73.7	101.1
LOS by Move:	F	C	B	F	E	C	F	E	D	F	E	F
HCM2k95thQ:	35	50	2	16	80	62	60	24	35	14	9	48

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #5408: (33) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	112	112	20	105	105	15	33	33	13	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	407	3629	114	208	2217	1331	886	193	182	95	382	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	407	3629	114	208	2217	1331	886	193	182	95	382	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	407	3629	114	208	2217	1331	886	193	182	95	382	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	407	3629	114	208	2217	1331	886	193	182	95	382	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	3629	114	208	2217	1331	886	193	182	95	382	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	407	3629	114	208	2217	1331	886	193	182	95	382	250

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

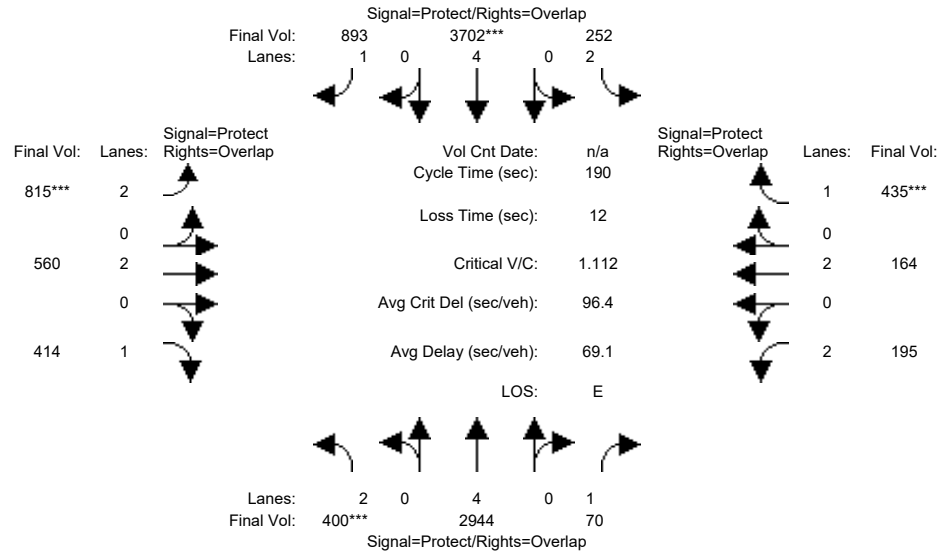
Vol/Sat:	0.13	0.48	0.07	0.07	0.29	0.76	0.28	0.05	0.10	0.03	0.10	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.0	112	125.0	20.0	105	120.0	15.0	33.0	60.0	13.0	31.0	51.0
Volume/Cap:	0.91	0.81	0.10	0.63	0.53	1.20	3.56	0.29	0.33	0.44	0.62	0.53
Delay/Veh:	102.6	19.5	4.9	85.2	18.3	117.9	1251	68.6	50.0	86.4	75.8	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.6	19.5	4.9	85.2	18.3	117.9	1251	68.6	50.0	86.4	75.8	60.5
LOS by Move:	F	B	A	F	B	F	F	E	D	F	E	E
HCM2k95thQ:	29	51	2	15	24	168	116	9	15	6	18	23

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #5408: (33) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	89	89	21	98	98	29	45	45	11	27	27
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:

Base Vol:	400	2944	70	252	3702	893	815	560	414	195	164	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	2944	70	252	3702	893	815	560	414	195	164	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	2944	70	252	3702	893	815	560	414	195	164	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	2944	70	252	3702	893	815	560	414	195	164	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	2944	70	252	3702	893	815	560	414	195	164	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	400	2944	70	252	3702	893	815	560	414	195	164	435

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

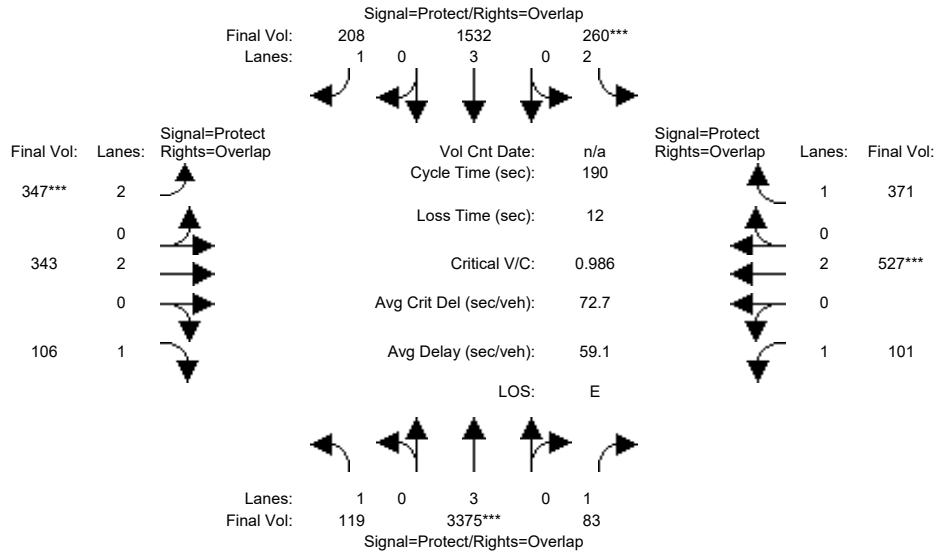
Vol/Sat:	0.13	0.39	0.04	0.08	0.49	0.51	0.26	0.15	0.24	0.06	0.04	0.25
Crit Moves:	****				****		****					****
Green Time:	19.4	95.0	107.5	22.4	98.0	137.5	39.5	48.0	67.4	12.6	27.0	49.4
Volume/Cap:	1.24	0.77	0.07	0.68	0.94	0.71	1.24	0.58	0.67	0.94	0.30	0.96
Delay/Veh:	218.6	30.8	12.1	85.3	60.5	27.6	197.6	63.1	54.5	133.0	73.4	100.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	218.6	30.8	12.1	85.3	60.5	27.6	197.6	63.1	54.5	133.0	73.4	100.3
LOS by Move:	F	C	B	F	E	C	F	E	D	F	E	F
HCM2k95thQ:	37	48	2	18	85	66	62	24	35	15	8	47

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #5414: (34) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	17	109	109	12	104	104	20	39	39	18	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	119	3970	83	260	1802	208	347	343	106	101	527	371
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	119	3970	83	260	1802	208	347	343	106	101	527	371
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	119	3970	83	260	1802	208	347	343	106	101	527	371
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	3375	83	260	1532	208	347	343	106	101	527	371
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	3375	83	260	1532	208	347	343	106	101	527	371
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	119	3375	83	260	1532	208	347	343	106	101	527	371

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

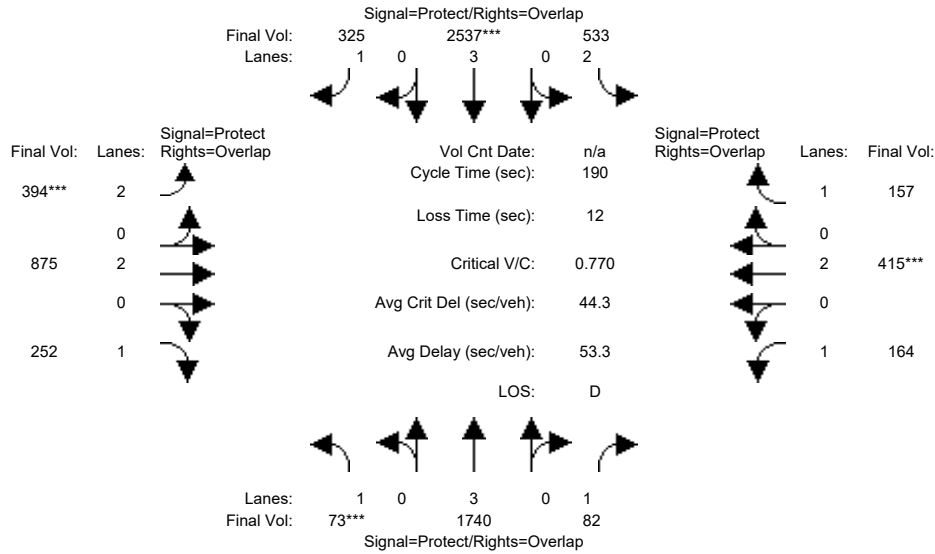
Capacity Analysis Module:												
Vol/Sat:	0.07	0.59	0.05	0.08	0.27	0.12	0.11	0.09	0.06	0.06	0.14	0.21
Crit Moves:	****			****			****			****		
Green Time:	17.0	109	127.0	12.0	104	124.0	20.0	39.0	56.0	18.0	37.0	49.0
Volume/Cap:	0.76	1.03	0.07	1.31	0.49	0.18	1.05	0.44	0.21	0.61	0.71	0.82
Delay/Veh:	103.8	50.4	4.2	258.5	18.4	5.7	147.1	66.4	50.5	89.1	74.8	77.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.8	50.4	4.2	258.5	18.4	5.7	147.1	66.4	50.5	89.1	74.8	77.9
LOS by Move:	F	D	A	F	B	A	F	E	D	F	E	E
HCM2k95thQ:	13	100	1	25	22	4	29	16	9	13	27	39

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #5414: (34) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	78	78	34	102	102	14	42	42	12	40	40
Y+R:	5.3	5.8	5.8	5.6	5.8	5.8	6.0	5.6	5.6	6.0	5.6	5.6

Volume Module:												
Base Vol:	73	2416	82	533	3476	325	394	875	252	164	415	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	2416	82	533	3476	325	394	875	252	164	415	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	2416	82	533	3476	325	394	875	252	164	415	157
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	73	1740	82	533	2537	325	394	875	252	164	415	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	73	1740	82	533	2537	325	394	875	252	164	415	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	73	1740	82	533	2537	325	394	875	252	164	415	157

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

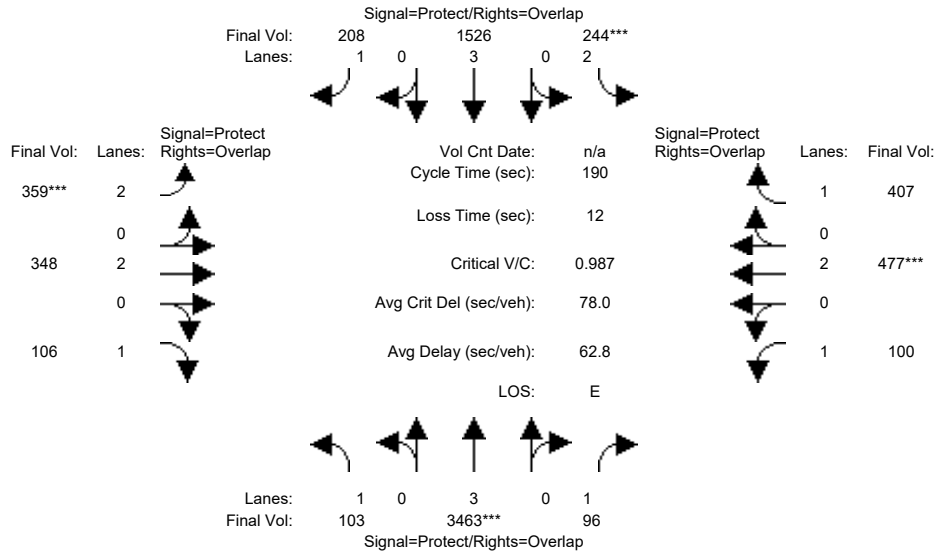
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.05	0.17	0.45	0.19	0.13	0.23	0.14	0.09	0.11	0.09
Crit Moves:	***			****			****			****		
Green Time:	11.0	78.7	97.5	34.3	102	127.0	25.0	46.2	57.2	18.8	40.0	74.3
Volume/Cap:	0.72	0.74	0.09	0.94	0.83	0.28	0.95	0.95	0.48	0.95	0.52	0.23
Delay/Veh:	110.1	42.5	17.7	100.1	27.9	5.0	113.6	88.8	54.9	138.0	67.1	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	110.1	42.5	17.7	100.1	27.9	5.0	113.6	88.8	54.9	138.0	67.1	38.9
LOS by Move:	F	D	B	F	C	A	F	F	D	F	E	D
HCM2k95thQ:	9	41	3	34	56	6	30	47	23	24	20	12

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #5414: (34) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	109	109	12	104	104	20	39	39	18	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	103	4074	96	244	1795	208	359	348	106	100	477	407
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	4074	96	244	1795	208	359	348	106	100	477	407
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	4074	96	244	1795	208	359	348	106	100	477	407
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	3463	96	244	1526	208	359	348	106	100	477	407
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	3463	96	244	1526	208	359	348	106	100	477	407
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	103	3463	96	244	1526	208	359	348	106	100	477	407

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

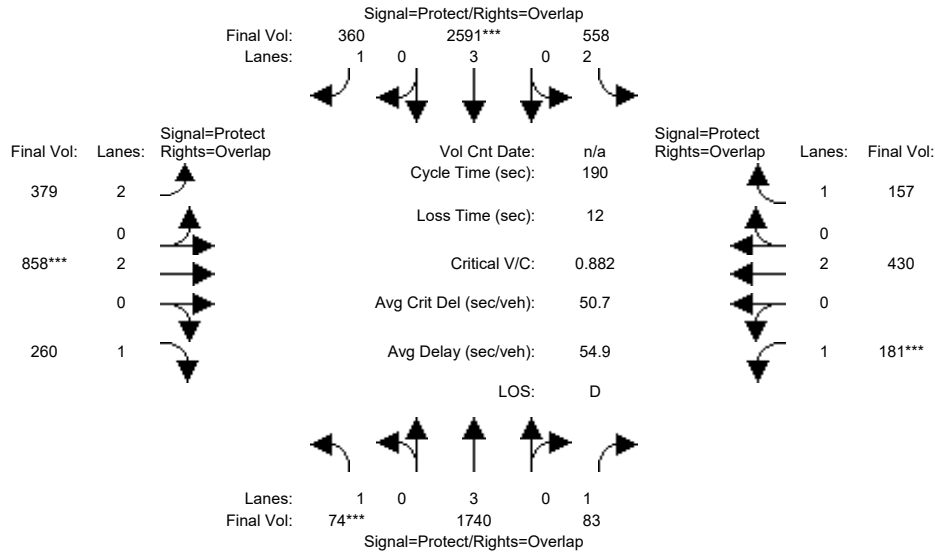
Capacity Analysis Module:												
Vol/Sat:	0.06	0.61	0.05	0.08	0.27	0.12	0.11	0.09	0.06	0.06	0.13	0.23
Crit Moves:	****			****			****			****		
Green Time:	17.0	109	127.0	12.0	104	124.0	20.0	39.0	56.0	18.0	37.0	49.0
Volume/Cap:	0.66	1.06	0.08	1.23	0.49	0.18	1.08	0.45	0.21	0.60	0.64	0.90
Delay/Veh:	93.5	59.9	4.2	227.1	18.4	5.7	158.3	66.5	50.5	88.7	72.4	89.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.5	59.9	4.2	227.1	18.4	5.7	158.3	66.5	50.5	88.7	72.4	89.1
LOS by Move:	F	E	A	F	B	A	F	E	D	F	E	F
HCM2k95thQ:	11	107	1	22	22	4	31	16	9	13	24	45

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #5414: (34) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	78	78	34	102	102	14	42	42	12	40	40
Y+R:	5.3	5.8	5.8	5.6	5.8	5.8	6.0	5.6	5.6	6.0	5.6	5.6

Volume Module:												
Base Vol:	74	2416	83	558	3549	360	379	858	260	181	430	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	2416	83	558	3549	360	379	858	260	181	430	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	2416	83	558	3549	360	379	858	260	181	430	157
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	1740	83	558	2591	360	379	858	260	181	430	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	1740	83	558	2591	360	379	858	260	181	430	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	1740	83	558	2591	360	379	858	260	181	430	157

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

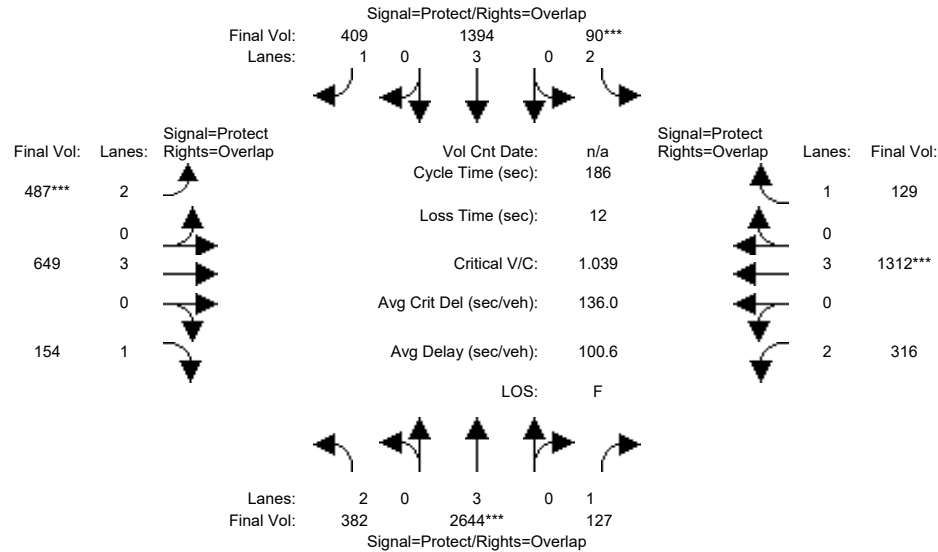
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.05	0.18	0.45	0.21	0.12	0.23	0.15	0.10	0.11	0.09
Crit Moves:	***			****			****			****		
Green Time:	11.0	78.7	99.1	34.3	102	125.6	23.6	44.6	55.6	20.4	41.4	75.7
Volume/Cap:	0.73	0.74	0.09	0.98	0.85	0.31	0.97	0.96	0.51	0.96	0.52	0.23
Delay/Veh:	111.5	42.5	16.7	110.3	28.7	5.7	119.5	93.3	56.7	138.9	66.2	38.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.5	42.5	16.7	110.3	28.7	5.7	119.5	93.3	56.7	138.9	66.2	38.0
LOS by Move:	F	D	B	F	C	A	F	F	E	F	E	D
HCM2k95thQ:	9	41	3	37	59	8	29	47	24	26	20	12

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

Patrick Henry Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #5416: (35) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	97	97	15	85	85	26	36	36	26	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	382	3111	127	90	1640	409	487	649	154	316	1312	129
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	3111	127	90	1640	409	487	649	154	316	1312	129
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	3111	127	90	1640	409	487	649	154	316	1312	129
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	2644	127	90	1394	409	487	649	154	316	1312	129
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	2644	127	90	1394	409	487	649	154	316	1312	129
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	382	2644	127	90	1394	409	487	649	154	316	1312	129

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	4731	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

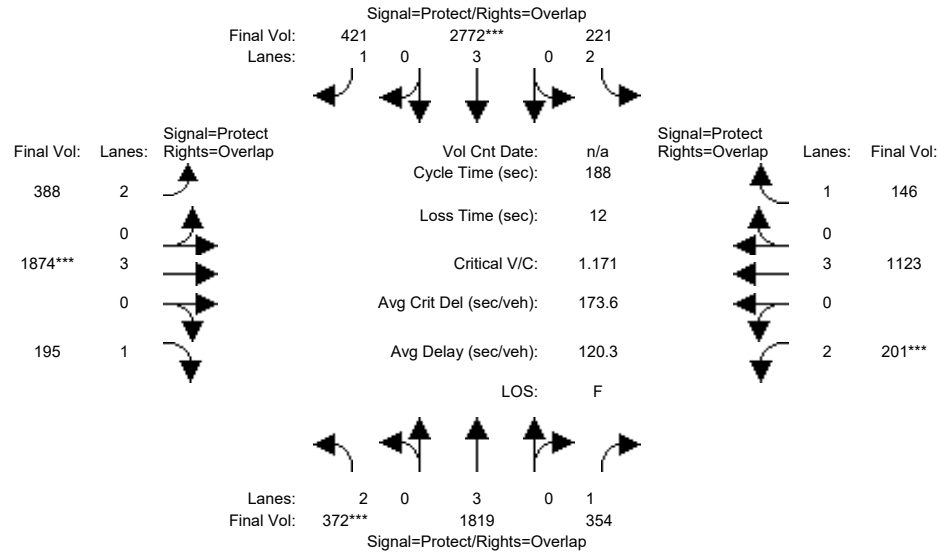
Vol/Sat:	0.12	0.56	0.07	0.03	0.24	0.23	0.15	0.11	0.09	0.10	0.23	0.07
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.0	97.0	123.0	15.0	85.0	111.0	26.0	36.0	63.0	26.0	36.0	51.0
Volume/Cap:	0.84	1.07	0.11	0.35	0.54	0.39	1.11	0.59	0.26	0.72	1.19	0.27
Delay/Veh:	98.7	118	26.5	81.8	43.4	27.6	154.9	69.1	44.8	82.1	169	53.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.7	118	26.5	81.8	43.4	27.6	154.9	69.1	44.8	82.1	169	53.2
LOS by Move:	F	F	C	F	D	C	F	E	D	F	F	D
HCM2k95thQ:	24	91	11	6	35	29	36	20	13	19	54	11

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

Patrick Henry Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #5416: (35) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	75	75	20	82	82	23	53	53	16	46	46
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6

Volume Module:

Base Vol:	372	2166	354	221	3380	421	388	1874	195	201	1123	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	372	2166	354	221	3380	421	388	1874	195	201	1123	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	372	2166	354	221	3380	421	388	1874	195	201	1123	146
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	372	1819	354	221	2772	421	388	1874	195	201	1123	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	1819	354	221	2772	421	388	1874	195	201	1123	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	372	1819	354	221	2772	421	388	1874	195	201	1123	146

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

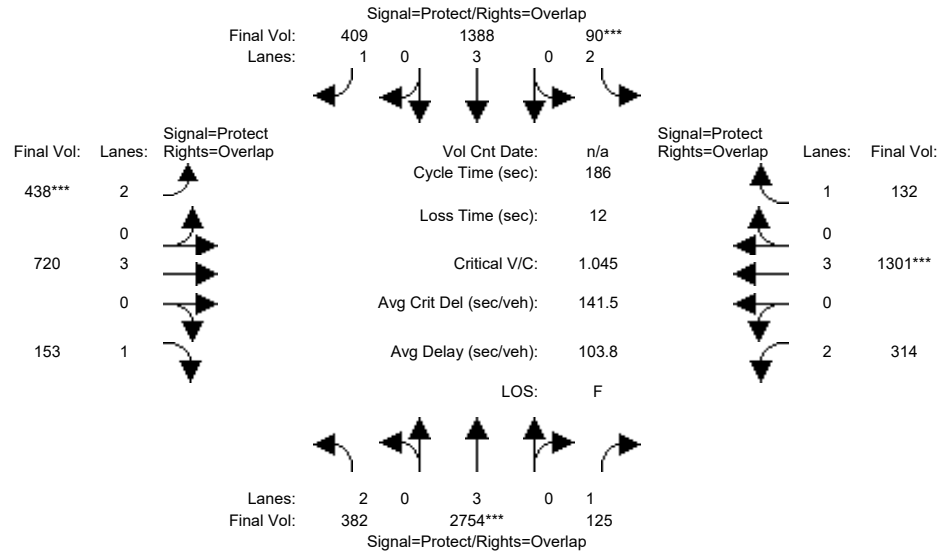
Vol/Sat:	0.12	0.32	0.20	0.07	0.59	0.24	0.12	0.33	0.11	0.06	0.20	0.08
Crit Moves:	****			****			****			****		
Green Time:	18.0	84.5	100.5	22.5	89.0	112.0	23.0	53.0	71.0	16.0	46.0	68.5
Volume/Cap:	1.24	0.71	0.38	0.59	1.24	0.40	1.01	1.17	0.30	0.75	0.81	0.23
Delay/Veh:	216.9	50.5	33.1	87.8	190	40.3	130.1	149	41.3	95.2	70.3	41.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	216.9	50.5	33.1	87.8	190	40.3	130.1	149	41.3	95.2	70.3	41.6
LOS by Move:	F	D	C	F	F	D	F	F	D	F	E	D
HCM2k95thQ:	32	49	27	14	109	36	26	71	15	14	35	12

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

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #5416: (35) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	97	97	15	85	85	26	36	36	26	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	382	3240	125	90	1633	409	438	720	153	314	1301	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	3240	125	90	1633	409	438	720	153	314	1301	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	3240	125	90	1633	409	438	720	153	314	1301	132
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	2754	125	90	1388	409	438	720	153	314	1301	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	2754	125	90	1388	409	438	720	153	314	1301	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	382	2754	125	90	1388	409	438	720	153	314	1301	132

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	4731	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

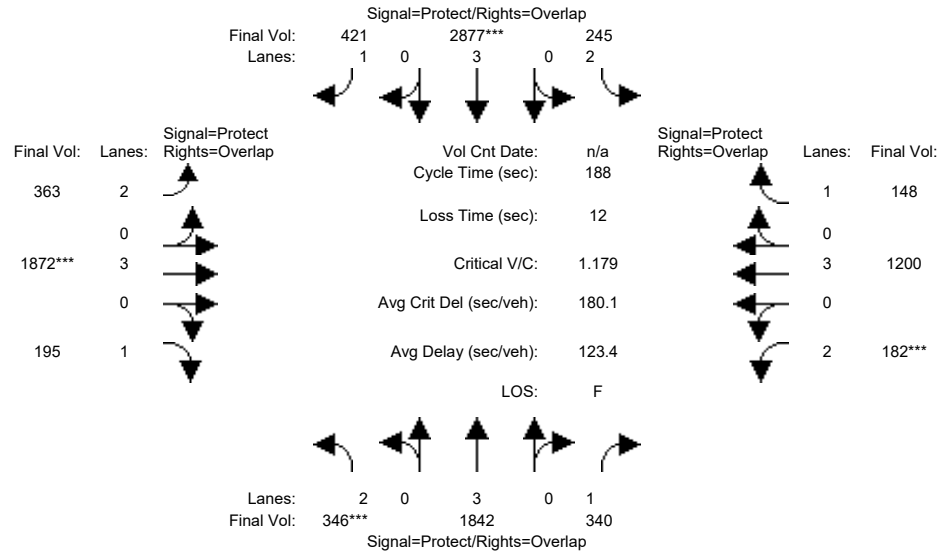
Vol/Sat:	0.12	0.58	0.07	0.03	0.24	0.23	0.14	0.13	0.09	0.10	0.23	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.0	97.0	123.0	15.0	85.0	111.0	26.0	36.0	63.0	26.0	36.0	51.0
Volume/Cap:	0.84	1.12	0.11	0.35	0.53	0.39	0.99	0.65	0.26	0.71	1.18	0.28
Delay/Veh:	98.7	135	26.5	81.8	43.4	27.6	121.4	70.6	44.8	81.9	165	53.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.7	135	26.5	81.8	43.4	27.6	121.4	70.6	44.8	81.9	165	53.3
LOS by Move:	F	F	C	F	D	C	F	E	D	F	F	D
HCM2k95thQ:	24	99	11	6	35	29	30	22	12	19	53	12

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

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2040 FC+Ph2 wo GS - PM

Intersection #5416: (35) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	75	75	20	82	82	23	53	53	16	46	46
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6

Volume Module:

Base Vol:	346	2193	340	245	3508	421	363	1872	195	182	1200	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	346	2193	340	245	3508	421	363	1872	195	182	1200	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	346	2193	340	245	3508	421	363	1872	195	182	1200	148
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	346	1842	340	245	2877	421	363	1872	195	182	1200	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	346	1842	340	245	2877	421	363	1872	195	182	1200	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	346	1842	340	245	2877	421	363	1872	195	182	1200	148

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

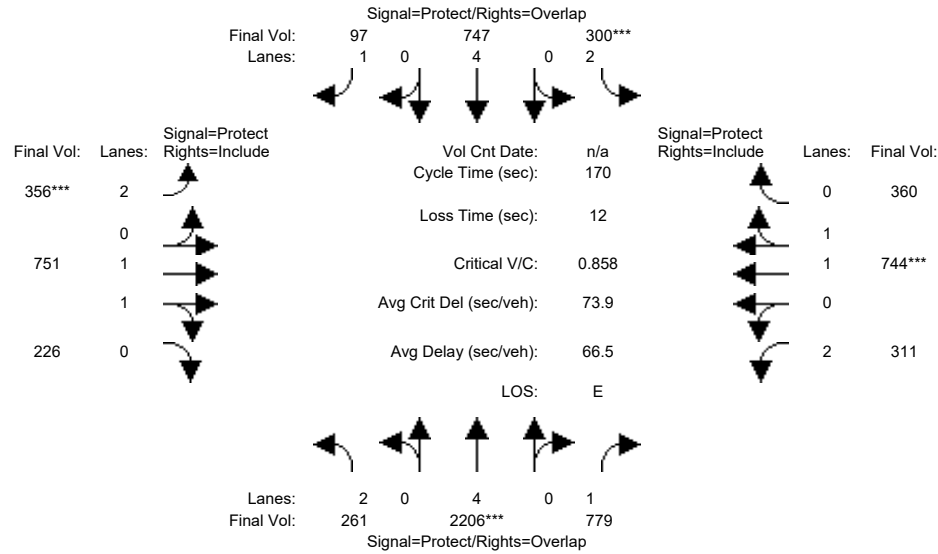
Vol/Sat:	0.11	0.32	0.19	0.08	0.61	0.24	0.12	0.33	0.11	0.06	0.21	0.08
Crit Moves:	****				****			****		****		
Green Time:	16.4	84.5	100.5	22.5	90.6	113.6	23.0	53.0	69.4	16.0	46.0	68.5
Volume/Cap:	1.26	0.72	0.36	0.65	1.26	0.40	0.94	1.16	0.30	0.68	0.86	0.23
Delay/Veh:	229.3	50.8	32.8	90.1	200	39.3	113.1	149	42.4	90.4	73.6	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	229.3	50.8	32.8	90.1	200	39.3	113.1	149	42.4	90.4	73.6	41.7
LOS by Move:	F	D	C	F	F	D	F	F	D	F	E	D
HCM2k95thQ:	31	50	26	15	116	35	23	70	15	12	38	12

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	73	73	16	69	69	23	38	38	23	38	38
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3

Volume Module:

Base Vol:	261	2206	779	300	747	97	356	751	226	311	744	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	2206	779	300	747	97	356	751	226	311	744	360
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	261	2206	779	300	747	97	356	751	226	311	744	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	2206	779	300	747	97	356	751	226	311	744	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	2206	779	300	747	97	356	751	226	311	744	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	261	2206	779	300	747	97	356	751	226	311	744	360

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.52	0.48	2.00	1.33	0.67
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2843	856	3150	2493	1206

Capacity Analysis Module:

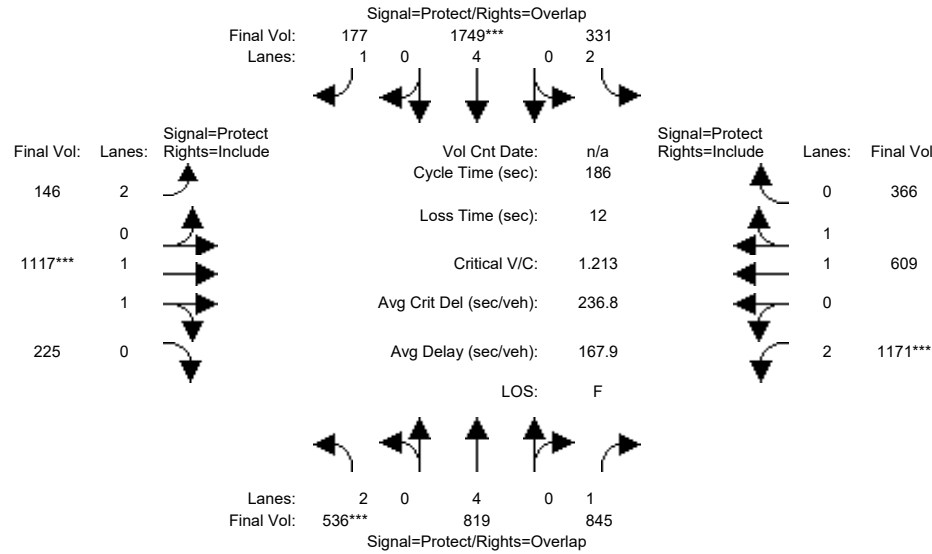
Vol/Sat:	0.08	0.29	0.45	0.10	0.10	0.06	0.11	0.26	0.26	0.10	0.30	0.30
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.4	73.0	96.4	16.0	70.6	93.6	23.0	45.6	45.6	23.4	46.0	46.0
Volume/Cap:	0.76	0.68	0.79	1.01	0.24	0.10	0.84	0.98	0.98	0.72	1.10	1.10
Delay/Veh:	83.6	39.6	32.9	132.3	32.3	18.2	85.0	86.4	86.4	75.9	123	123.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.6	39.6	32.9	132.3	32.3	18.2	85.0	86.4	86.4	75.9	123	123.0
LOS by Move:	F	D	C	F	C	B	F	F	F	E	F	F
HCM2k95thQ:	14	39	56	21	14	7	21	48	48	18	59	59

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	52	52	25	68	68	39	46	46	37	44	44
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2

Volume Module:

Base Vol:	536	819	845	331	1749	177	146	1117	225	1171	609	366
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	536	819	845	331	1749	177	146	1117	225	1171	609	366
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	536	819	845	331	1749	177	146	1117	225	1171	609	366
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	536	819	845	331	1749	177	146	1117	225	1171	609	366
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	536	819	845	331	1749	177	146	1117	225	1171	609	366
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	536	819	845	331	1749	177	146	1117	225	1171	609	366

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.66	0.34	2.00	1.23	0.77
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3079	620	3150	2310	1388

Capacity Analysis Module:

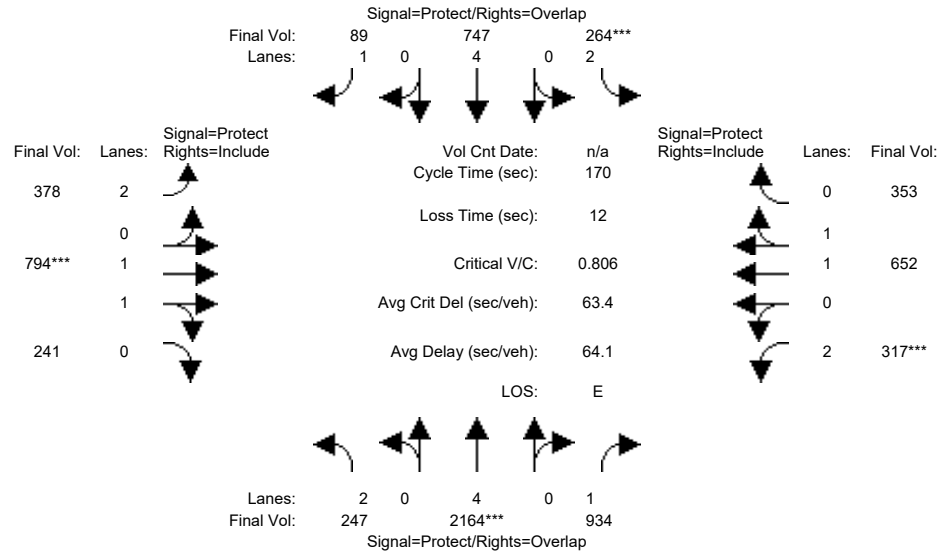
Vol/Sat:	0.17	0.11	0.48	0.11	0.23	0.10	0.05	0.36	0.36	0.37	0.26	0.26
Crit Moves:	****			****			****			****		
Green Time:	19.0	58.8	99.8	28.2	68.0	107.0	39.0	46.0	46.0	41.0	48.0	48.0
Volume/Cap:	1.67	0.34	0.90	0.69	0.63	0.18	0.22	1.47	1.47	1.69	1.02	1.02
Delay/Veh:	396.5	48.9	50.2	79.1	49.1	18.7	61.1	286	286.1	387.6	104	103.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	396.5	48.9	50.2	79.1	49.1	18.7	61.1	286	286.1	387.6	104	103.7
LOS by Move:	F	D	D	E	D	B	E	F	F	F	F	F
HCM2k95thQ:	53	17	77	20	36	13	8	99	99	112	53	53

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	73	73	16	69	69	23	38	38	23	38	38
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3

Volume Module:

Base Vol:	247	2164	934	264	747	89	378	794	241	317	652	353
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	2164	934	264	747	89	378	794	241	317	652	353
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	2164	934	264	747	89	378	794	241	317	652	353
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	247	2164	934	264	747	89	378	794	241	317	652	353
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	2164	934	264	747	89	378	794	241	317	652	353
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	247	2164	934	264	747	89	378	794	241	317	652	353

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.52	0.48	2.00	1.28	0.72
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2838	861	3150	2399	1299

Capacity Analysis Module:

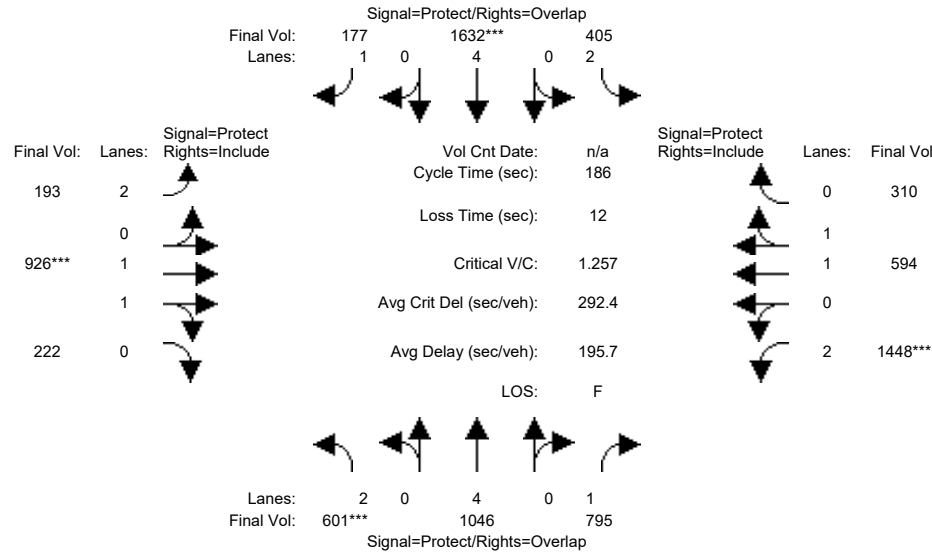
Vol/Sat:	0.08	0.28	0.53	0.08	0.10	0.05	0.12	0.28	0.28	0.10	0.27	0.27
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.4	73.0	96.0	16.0	70.6	93.6	23.0	46.0	46.0	23.0	46.0	46.0
Volume/Cap:	0.72	0.66	0.95	0.89	0.24	0.09	0.89	1.03	1.03	0.74	1.00	1.00
Delay/Veh:	80.8	39.2	51.5	102.6	32.3	18.1	91.8	99.6	99.6	77.6	91.5	91.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	39.2	51.5	102.6	32.3	18.1	91.8	99.6	99.6	77.6	91.5	91.5
LOS by Move:	F	D	D	F	C	B	F	F	F	E	F	F
HCM2k95thQ:	13	38	74	17	14	6	23	53	53	18	50	50

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	52	52	25	68	68	39	46	46	37	44	44
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2

Volume Module:

Base Vol:	601	1046	795	405	1632	177	193	926	222	1448	594	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	601	1046	795	405	1632	177	193	926	222	1448	594	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	601	1046	795	405	1632	177	193	926	222	1448	594	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	601	1046	795	405	1632	177	193	926	222	1448	594	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	601	1046	795	405	1632	177	193	926	222	1448	594	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	601	1046	795	405	1632	177	193	926	222	1448	594	310

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.60	0.40	2.00	1.30	0.70
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2984	715	3150	2430	1268

Capacity Analysis Module:

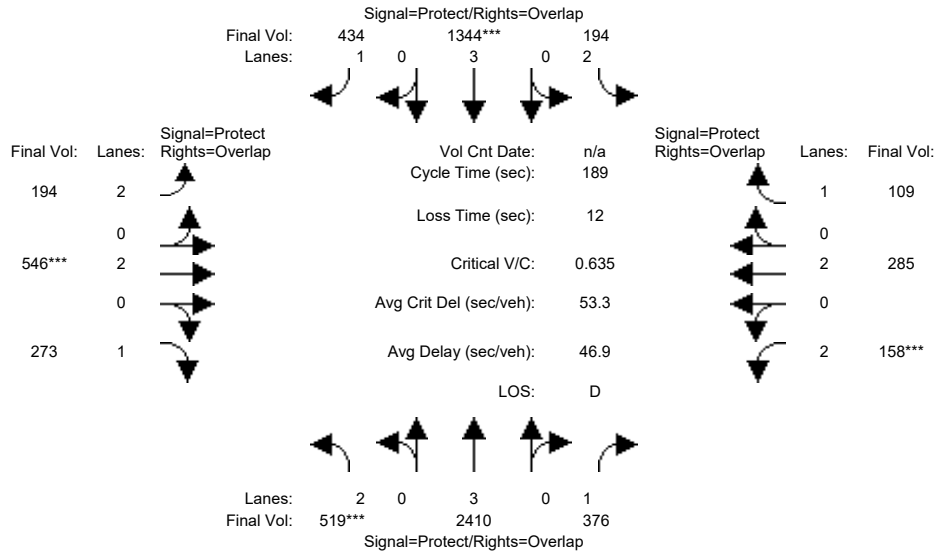
Vol/Sat:	0.19	0.14	0.45	0.13	0.21	0.10	0.06	0.31	0.31	0.46	0.24	0.24
Crit Moves:	****			****			****			****		
Green Time:	19.0	58.8	99.8	28.2	68.0	108.2	40.2	46.0	46.0	41.0	46.8	46.8
Volume/Cap:	1.87	0.44	0.85	0.85	0.59	0.17	0.28	1.25	1.25	2.09	0.97	0.97
Delay/Veh:	485.7	50.6	43.9	89.9	48.0	18.2	61.1	194	193.6	565.9	91.5	91.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	485.7	50.6	43.9	89.9	48.0	18.2	61.1	194	193.6	565.9	91.5	91.5
LOS by Move:	F	D	D	F	D	B	E	F	F	F	F	F
HCM2k95thQ:	63	22	69	26	34	13	10	74	74	155	47	47

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #5611: (5) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	100	100	17	92	92	15	34	34	14	32	32
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7

Volume Module:												
Base Vol:	519	2770	376	194	1545	434	194	546	273	158	285	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	519	2770	376	194	1545	434	194	546	273	158	285	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	519	2770	376	194	1545	434	194	546	273	158	285	109
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	519	2410	376	194	1344	434	194	546	273	158	285	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	519	2410	376	194	1344	434	194	546	273	158	285	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	519	2410	376	194	1344	434	194	546	273	158	285	109

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750

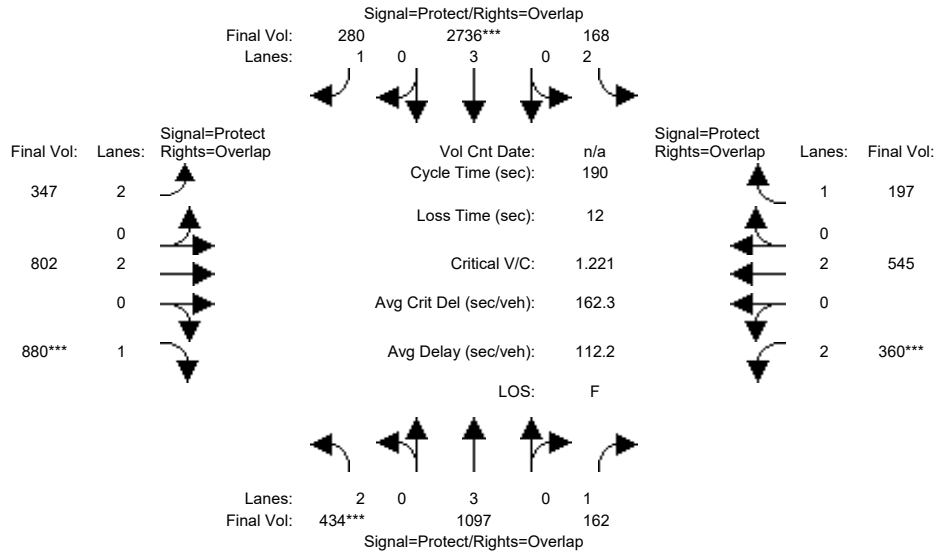
Capacity Analysis Module:												
Vol/Sat:	0.16	0.42	0.21	0.06	0.24	0.25	0.06	0.14	0.17	0.05	0.08	0.06
Crit Moves:	***				***			***			***	
Green Time:	37.0	110	124.3	18.7	92.0	107.3	15.3	34.0	71.0	14.0	32.7	51.4
Volume/Cap:	0.84	0.72	0.33	0.62	0.48	0.44	0.76	0.80	0.45	0.68	0.43	0.23
Delay/Veh:	83.7	39.6	21.7	85.5	25.8	15.5	97.5	80.8	45.0	93.0	70.3	53.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.7	39.6	21.7	85.5	25.8	15.5	97.5	80.8	45.0	93.0	70.3	53.6
LOS by Move:	F	D	C	F	C	B	F	F	D	F	E	D
HCM2k95thQ:	33	60	26	12	23	18	15	29	23	10	13	10

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #5611: (5) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7

Volume Module:												
Base Vol:	434	1638	162	168	3420	280	347	802	880	360	545	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	434	1638	162	168	3420	280	347	802	880	360	545	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	434	1638	162	168	3420	280	347	802	880	360	545	197
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	434	1097	162	168	2736	280	347	802	880	360	545	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	434	1097	162	168	2736	280	347	802	880	360	545	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	434	1097	162	168	2736	280	347	802	880	360	545	197

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750

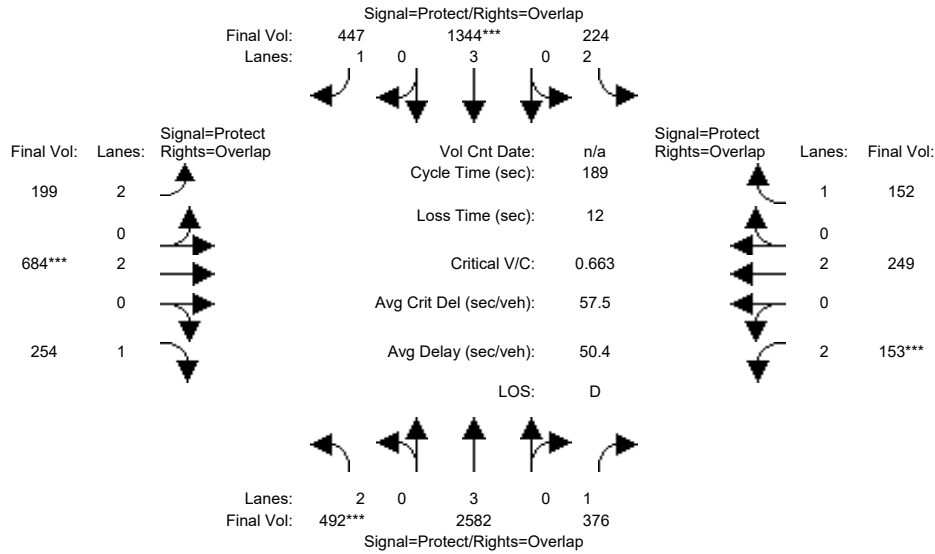
Capacity Analysis Module:												
Vol/Sat:	0.14	0.19	0.09	0.05	0.48	0.16	0.11	0.21	0.55	0.11	0.14	0.11
Crit Moves:	***			***			***		***	***		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	1.19	0.43	0.16	0.68	1.15	0.28	0.74	0.76	1.39	0.90	0.56	0.34
Delay/Veh:	193.6	29.5	11.6	92.3	139	28.6	83.2	65.8	243.6	105.4	62.2	47.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	193.6	29.5	11.6	92.3	139	28.6	83.2	65.8	243.6	105.4	62.2	47.7
LOS by Move:	F	C	B	F	F	C	F	E	F	F	E	D
HCM2k95thQ:	38	20	5	11	104	21	23	37	131	22	23	16

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #5611: (5) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	100	100	17	92	92	15	34	34	14	32	32
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7

Volume Module:												
Base Vol:	492	2968	376	224	1545	447	199	684	254	153	249	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	2968	376	224	1545	447	199	684	254	153	249	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	2968	376	224	1545	447	199	684	254	153	249	152
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	492	2582	376	224	1344	447	199	684	254	153	249	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	2582	376	224	1344	447	199	684	254	153	249	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	492	2582	376	224	1344	447	199	684	254	153	249	152

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750

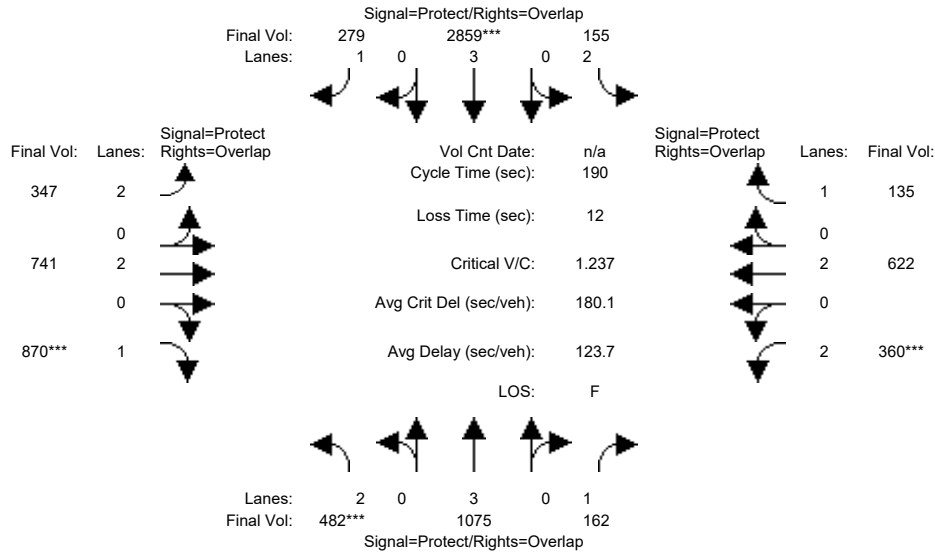
Capacity Analysis Module:												
Vol/Sat:	0.16	0.45	0.21	0.07	0.24	0.26	0.06	0.18	0.16	0.05	0.07	0.09
Crit Moves:	***				***			***			***	
Green Time:	33.0	107	120.8	18.2	92.0	108.6	16.6	38.0	71.0	14.0	35.4	53.6
Volume/Cap:	0.89	0.80	0.34	0.74	0.48	0.44	0.72	0.89	0.42	0.66	0.35	0.31
Delay/Veh:	93.4	45.0	23.3	92.5	25.8	14.8	92.8	86.6	44.3	91.8	67.1	53.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.4	45.0	23.3	92.5	25.8	14.8	92.8	86.6	44.3	91.8	67.1	53.5
LOS by Move:	F	D	C	F	C	B	F	F	D	F	E	D
HCM2k95thQ:	33	68	26	15	23	18	15	37	21	9	11	13

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #5611: (5) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7

Volume Module:												
Base Vol:	482	1604	162	155	3574	279	347	741	870	360	622	135
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	482	1604	162	155	3574	279	347	741	870	360	622	135
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	482	1604	162	155	3574	279	347	741	870	360	622	135
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	482	1075	162	155	2859	279	347	741	870	360	622	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	482	1075	162	155	2859	279	347	741	870	360	622	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	482	1075	162	155	2859	279	347	741	870	360	622	135

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750

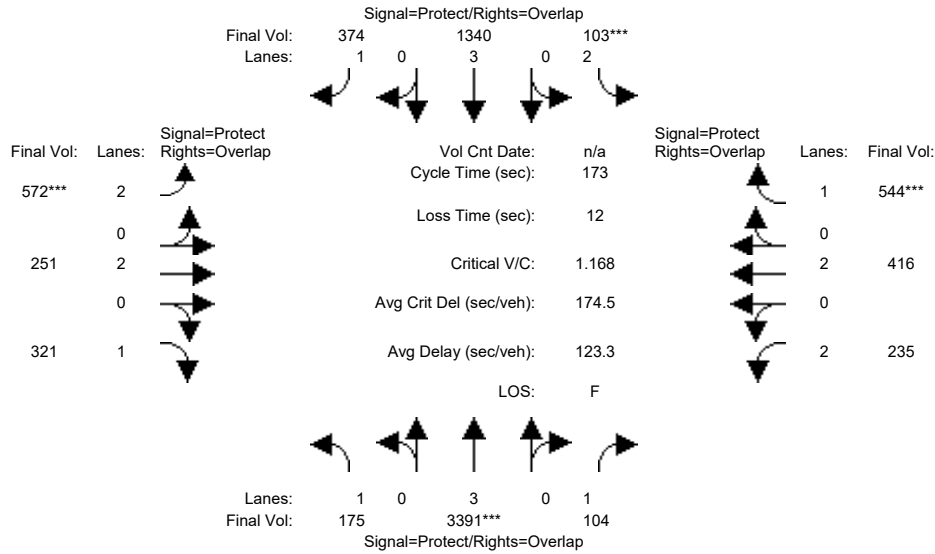
Capacity Analysis Module:												
Vol/Sat:	0.15	0.19	0.09	0.05	0.50	0.16	0.11	0.20	0.54	0.11	0.16	0.08
Crit Moves:	***			****					****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	1.32	0.42	0.16	0.62	1.21	0.28	0.74	0.70	1.38	0.90	0.64	0.23
Delay/Veh:	246.7	29.3	11.6	89.6	161	28.6	83.2	63.4	236.7	105.4	64.4	45.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	246.7	29.3	11.6	89.6	161	28.6	83.2	63.4	236.7	105.4	64.4	45.8
LOS by Move:	F	C	B	F	F	C	F	E	F	F	E	D
HCM2k95thQ:	44	20	5	10	113	21	23	33	129	22	26	11

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #5613: (52) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module: 8:00 AM - 9:00 AM												
Base Vol:	175	3898	104	103	1540	374	572	251	321	235	416	544
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	175	3898	104	103	1540	374	572	251	321	235	416	544
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	175	3898	104	103	1540	374	572	251	321	235	416	544
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	175	3391	104	103	1340	374	572	251	321	235	416	544
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	3391	104	103	1340	374	572	251	321	235	416	544
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	175	3391	104	103	1340	374	572	251	321	235	416	544

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

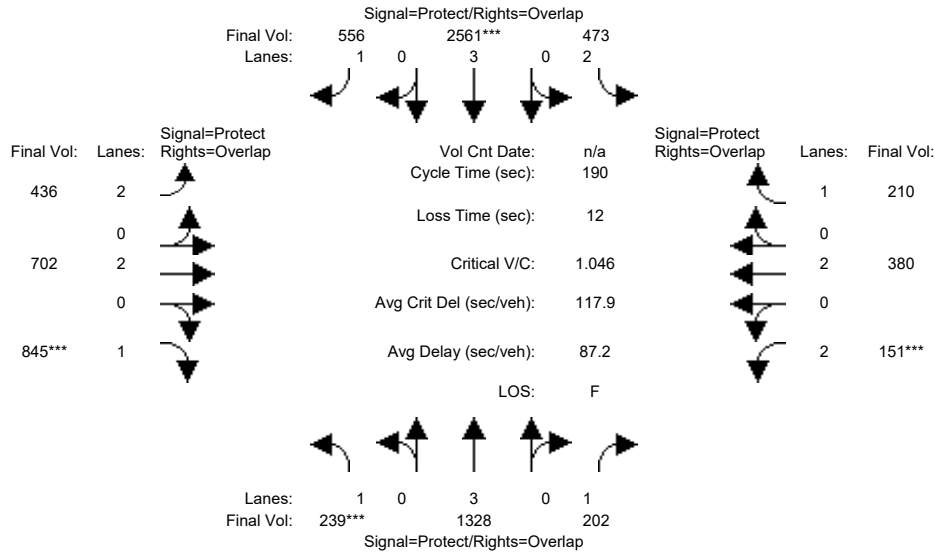
Capacity Analysis Module:												
Vol/Sat:	0.10	0.59	0.06	0.03	0.24	0.21	0.18	0.07	0.18	0.07	0.11	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	14.1	80.5	97.8	13.2	79.7	102.8	23.1	38.5	52.6	17.3	32.5	45.7
Volume/Cap:	1.23	1.28	0.11	0.43	0.51	0.36	1.36	0.30	0.60	0.75	0.58	1.18
Delay/Veh:	228.4	166	11.4	77.5	27.2	10.9	251.9	56.2	53.3	85.1	65.3	163.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	228.4	166	11.4	77.5	27.2	10.9	251.9	56.2	53.3	85.1	65.3	163.7
LOS by Move:	F	F	B	E	C	B	F	E	D	F	E	F
HCM2k95thQ:	26	134	3	6	23	12	50	11	28	16	19	69

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #5613: (52) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 5:00 PM - 6:00 PM												
Base Vol:	239	1660	202	473	3242	556	436	702	845	151	380	210
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	1660	202	473	3242	556	436	702	845	151	380	210
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	1660	202	473	3242	556	436	702	845	151	380	210
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	1328	202	473	2561	556	436	702	845	151	380	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	1328	202	473	2561	556	436	702	845	151	380	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	239	1328	202	473	2561	556	436	702	845	151	380	210

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

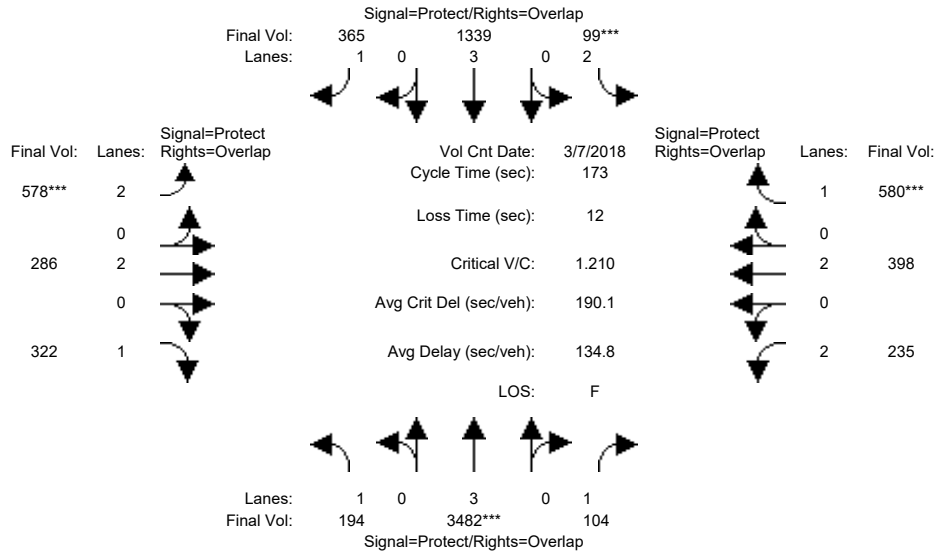
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.12	0.15	0.45	0.32	0.14	0.18	0.48	0.05	0.10	0.12
Crit Moves:	***			***			***			***		
Green Time:	18.1	90.0	104.0	28.1	100	125.9	25.9	45.9	64.0	14.0	34.0	62.1
Volume/Cap:	1.43	0.49	0.21	1.02	0.85	0.48	1.02	0.76	1.43	0.65	0.56	0.37
Delay/Veh:	311.8	27.8	15.2	126.5	51.9	24.7	129.4	70.9	267.7	92.0	72.2	49.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	311.8	27.8	15.2	126.5	51.9	24.7	129.4	70.9	267.7	92.0	72.2	49.3
LOS by Move:	F	C	B	F	D	C	F	E	F	F	E	D
HCM2k95thQ:	41	24	8	31	68	38	34	34	130	12	19	18

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #5613: (52) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:	>>	Count	Date:	7 Mar 2018	<<	8:00 AM - 9:00 AM						
Base Vol:	194	4002	104	99	1539	365	578	286	322	235	398	580
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	4002	104	99	1539	365	578	286	322	235	398	580
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	4002	104	99	1539	365	578	286	322	235	398	580
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	194	3482	104	99	1339	365	578	286	322	235	398	580
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	3482	104	99	1339	365	578	286	322	235	398	580
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	194	3482	104	99	1339	365	578	286	322	235	398	580

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

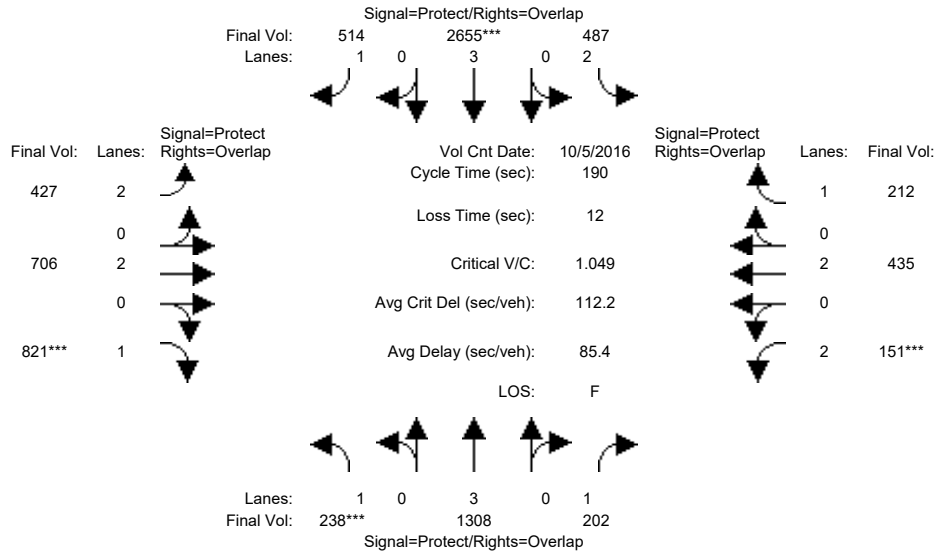
Capacity Analysis Module:												
Vol/Sat:	0.11	0.61	0.06	0.03	0.23	0.21	0.18	0.08	0.18	0.07	0.10	0.33
Crit Moves:	****			****			****			****		
Green Time:	14.1	80.5	97.8	13.2	79.7	102.8	23.1	38.5	52.6	17.3	32.5	45.7
Volume/Cap:	1.36	1.31	0.11	0.41	0.51	0.35	1.37	0.34	0.61	0.75	0.56	1.25
Delay/Veh:	280.1	181	11.4	77.3	27.2	10.8	257.9	56.8	53.3	85.1	64.7	194.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	280.1	181	11.4	77.3	27.2	10.8	257.9	56.8	53.3	85.1	64.7	194.9
LOS by Move:	F	F	B	E	C	B	F	E	D	F	E	F
HCM2k95thQ:	31	141	3	6	23	12	51	12	28	16	18	77

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #5613: (52) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	5 Oct 2016	<<	5:00 PM - 6:00 PM						
Base Vol:	238	1635	202	487	3361	514	427	706	821	151	435	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	238	1635	202	487	3361	514	427	706	821	151	435	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	238	1635	202	487	3361	514	427	706	821	151	435	212
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	238	1308	202	487	2655	514	427	706	821	151	435	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	238	1308	202	487	2655	514	427	706	821	151	435	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	238	1308	202	487	2655	514	427	706	821	151	435	212

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

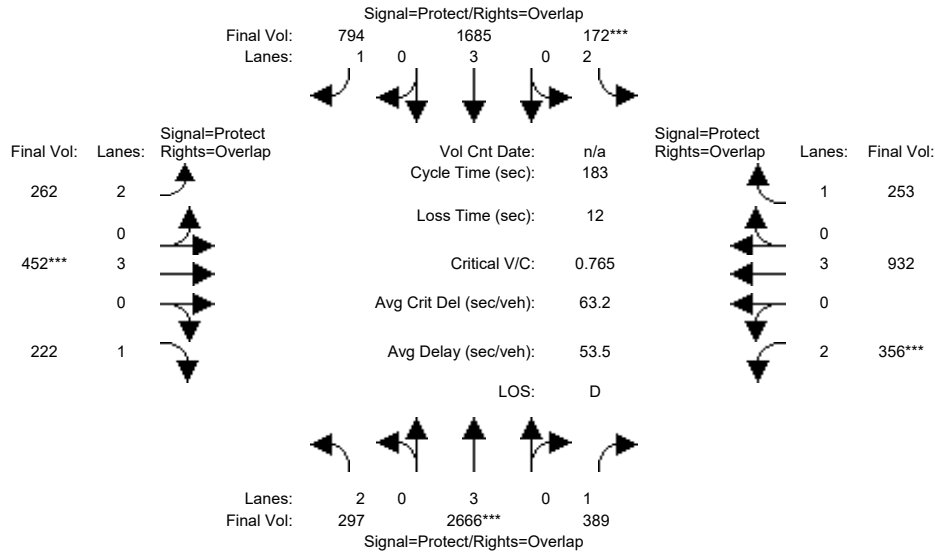
Capacity Analysis Module:												
Vol/Sat:	0.14	0.23	0.12	0.15	0.47	0.29	0.14	0.19	0.47	0.05	0.11	0.12
Crit Moves:	***			***			***			***		
Green Time:	18.6	90.0	104.0	28.6	100	125.4	25.4	45.4	64.0	14.0	34.0	62.6
Volume/Cap:	1.39	0.48	0.21	1.03	0.89	0.44	1.01	0.78	1.39	0.65	0.64	0.37
Delay/Veh:	294.1	27.6	15.2	129.7	54.4	24.1	129.2	71.8	250.0	92.0	74.4	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	294.1	27.6	15.2	129.7	54.4	24.1	129.2	71.8	250.0	92.0	74.4	49.0
LOS by Move:	F	C	B	F	D	C	F	E	F	F	E	D
HCM2k95thQ:	40	24	8	32	72	35	33	34	123	12	22	18

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #5625: (53) Lawrence Expwy & Homestead Rd



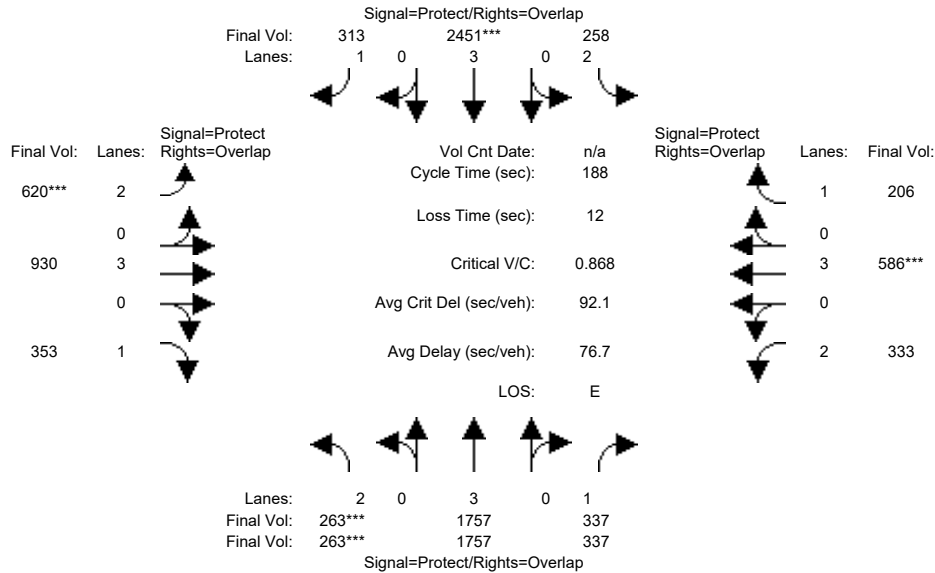
Street Name:	Lawrence Expwy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	85	85	13	75	75	15	40	40	21	46	46
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9
Volume Module: 8:00 AM - 9:00 AM												
Base Vol:	297	3064	389	172	1937	794	262	452	222	356	932	253
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	297	3064	389	172	1937	794	262	452	222	356	932	253
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	297	3064	389	172	1937	794	262	452	222	356	932	253
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	297	2666	389	172	1685	794	262	452	222	356	932	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	297	2666	389	172	1685	794	262	452	222	356	932	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	297	2666	389	172	1685	794	262	452	222	356	932	253
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.47	0.22	0.05	0.30	0.45	0.08	0.08	0.13	0.11	0.16	0.14
Crit Moves:	****			****			****			****		
Green Time:	21.2	96.6	117.2	13.0	88.4	103.2	14.8	40.4	61.6	20.6	46.1	59.1
Volume/Cap:	0.81	0.89	0.35	0.77	0.61	0.80	1.03	0.36	0.38	1.00	0.65	0.45
Delay/Veh:	92.0	52.5	22.7	98.4	27.9	25.7	147.9	60.5	46.5	129.9	62.3	49.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.0	52.5	22.7	98.4	27.9	25.7	147.9	60.5	46.5	129.9	62.3	49.6
LOS by Move:	F	D	C	F	C	C	F	E	D	F	E	D
HCM2k95thQ:	17	67	26	12	31	51	23	13	18	28	28	21

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #5625: (53) Lawrence Expwy & Homestead Rd

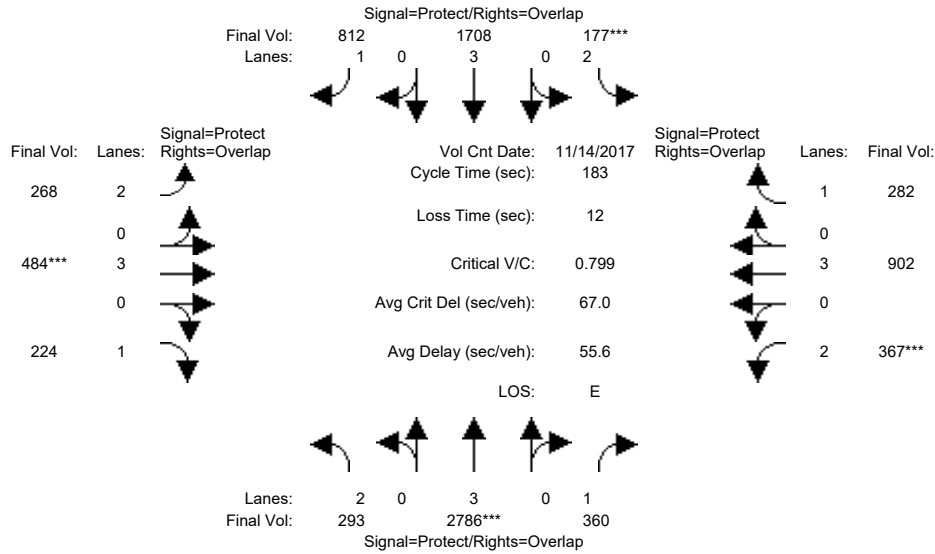


Street Name:	Lawrence Expwy						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	14	80	80	20	91	91	22	42	42	17	37	37
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9
Volume Module: 5:15 PM - 6:15 PM												
Base Vol:	263	2196	337	258	3102	313	620	930	353	333	586	206
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	263	2196	337	258	3102	313	620	930	353	333	586	206
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	263	2196	337	258	3102	313	620	930	353	333	586	206
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	263	1757	337	258	2451	313	620	930	353	333	586	206
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	1757	337	258	2451	313	620	930	353	333	586	206
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	263	1757	337	258	2451	313	620	930	353	333	586	206
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.19	0.08	0.43	0.18	0.20	0.16	0.20	0.11	0.10	0.12
Crit Moves:	****			****			****			****		
Green Time:	14.3	84.2	106.9	21.1	91.0	124.7	33.7	48.0	62.3	22.7	37.0	58.1
Volume/Cap:	1.10	0.69	0.34	0.73	0.89	0.27	1.10	0.64	0.61	0.88	0.52	0.38
Delay/Veh:	178.4	64.6	40.9	95.1	75.3	30.1	144.6	63.3	54.5	100.9	68.0	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	178.4	64.6	40.9	95.1	75.3	30.1	144.6	63.3	54.5	100.9	68.0	51.3
LOS by Move:	F	E	D	F	E	C	F	E	D	F	E	D
HCM2k95thQ:	21	49	29	17	73	27	47	28	31	25	19	18
Note:	Queue reported is the number of cars per lane.											

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #5625: (53) Lawrence Expwy & Homestead Rd



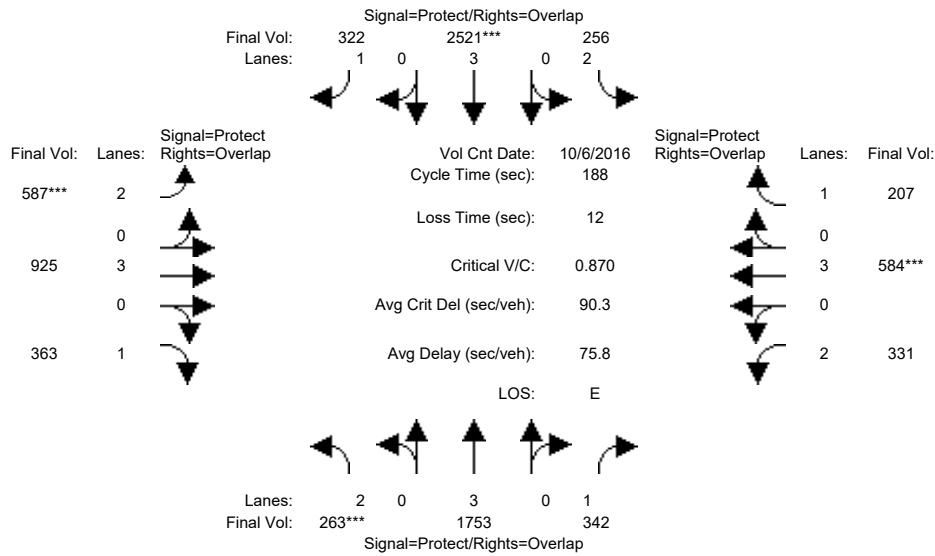
Street Name:	Lawrence Expwy						Homestead Rd					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	85	85	13	75	75	15	40	40	21	46	46
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9
Volume Module: >> Count Date: 14 Nov 2017 << 8:00 AM - 9:00 AM												
Base Vol:	293	3202	360	177	1963	812	268	484	224	367	902	282
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	293	3202	360	177	1963	812	268	484	224	367	902	282
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	293	3202	360	177	1963	812	268	484	224	367	902	282
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	293	2786	360	177	1708	812	268	484	224	367	902	282
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	293	2786	360	177	1708	812	268	484	224	367	902	282
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	293	2786	360	177	1708	812	268	484	224	367	902	282
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.49	0.21	0.06	0.30	0.46	0.09	0.08	0.13	0.12	0.16	0.16
Crit Moves:	****			****			****			****		
Green Time:	21.2	96.6	117.2	13.0	88.4	103.2	14.8	40.4	61.6	20.6	46.1	59.1
Volume/Cap:	0.80	0.93	0.32	0.79	0.62	0.82	1.05	0.38	0.38	1.03	0.63	0.50
Delay/Veh:	90.9	56.6	22.2	100.8	28.1	26.9	154.7	60.9	46.6	138.2	61.7	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.9	56.6	22.2	100.8	28.1	26.9	154.7	60.9	46.6	138.2	61.7	50.7
LOS by Move:	F	E	C	F	C	C	F	E	D	F	E	D
HCM2k95thQ:	17	72	24	12	32	53	24	14	18	29	27	24

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #5625: (53) Lawrence Expwy & Homestead Rd



Street Name:	Lawrence Expwy						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	14	80	80	20	91	91	22	42	42	17	37	37
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9

Volume Module:	>> Count	Date:	6 Oct 2016	<< 5:15 PM	6:15 PM
Base Vol:	263 2191 342	256 3191 322	587 925 363	331 584 207	
Growth Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Initial Bse:	263 2191 342	256 3191 322	587 925 363	331 584 207	
Added Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
ATI:	0 0 0	0 0 0	0 0 0	0 0 0	
Initial Fut:	263 2191 342	256 3191 322	587 925 363	331 584 207	
User Adj:	1.00 0.80 1.00	1.00 0.79 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
PHF Volume:	263 1753 342	256 2521 322	587 925 363	331 584 207	
Reduct Vol:	0 0 0	0 0 0	0 0 0	0 0 0	
Reduced Vol:	263 1753 342	256 2521 322	587 925 363	331 584 207	
PCE Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
MLF Adj:	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	1.00 1.00 1.00	
Final Volume:	263 1753 342	256 2521 322	587 925 363	331 584 207	

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

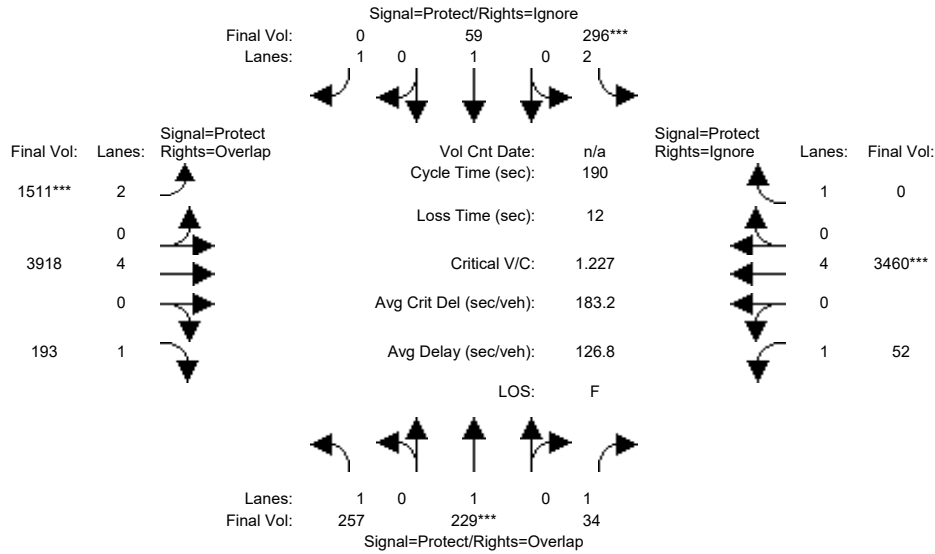
Capacity Analysis Module:												
Vol/Sat:	0.08	0.31	0.20	0.08	0.44	0.18	0.19	0.16	0.21	0.11	0.10	0.12
Crit Moves:	***			****			****			****		
Green Time:	14.9	84.7	107.1	21.2	91.0	124.1	33.1	47.7	62.6	22.4	37.0	58.2
Volume/Cap:	1.06	0.68	0.34	0.72	0.91	0.28	1.06	0.64	0.62	0.88	0.52	0.38
Delay/Veh:	164.4	64.2	40.9	94.5	78.2	30.6	131.5	63.5	54.9	102.1	68.0	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	164.4	64.2	40.9	94.5	78.2	30.6	131.5	63.5	54.9	102.1	68.0	51.3
LOS by Move:	F	E	D	F	E	C	F	E	D	F	E	D
HCM2k95thQ:	20	49	30	17	76	27	43	28	32	25	19	18

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #5805: (32) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	11	11	10	11	11	60	122	122	12	74	74
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8

Volume Module:

Base Vol:	257	229	34	296	59	360	1511	3918	193	52	3460	683
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	229	34	296	59	360	1511	3918	193	52	3460	683
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	229	34	296	59	360	1511	3918	193	52	3460	683
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	257	229	34	296	59	0	1511	3918	193	52	3460	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	229	34	296	59	0	1511	3918	193	52	3460	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	257	229	34	296	59	0	1511	3918	193	52	3460	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750

Capacity Analysis Module:

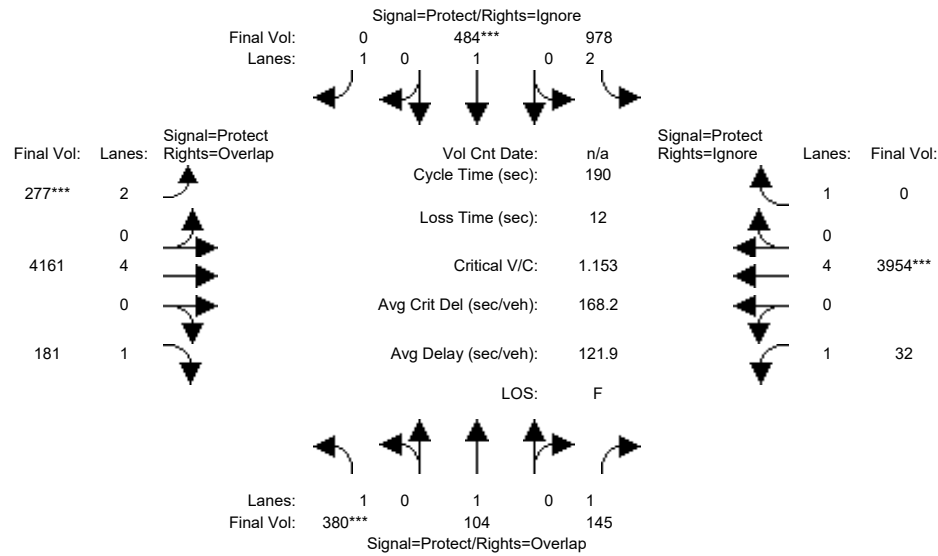
Vol/Sat:	0.15	0.12	0.02	0.09	0.03	0.00	0.48	0.52	0.11	0.03	0.46	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	21.1	18.1	31.1	14.1	11.0	0.0	71.9	133	153.9	13.1	74.0	0.0
Volume/Cap:	1.32	1.27	0.12	1.27	0.54	0.00	1.27	0.74	0.14	0.43	1.17	0.00
Delay/Veh:	259.8	243	67.9	238.0	92.2	0.0	210.5	45.8	14.8	91.6	163	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	259.8	243	67.9	238.0	92.2	0.0	210.5	45.8	14.8	91.6	163	0.0
LOS by Move:	F	F	E	F	F	A	F	D	B	F	F	A
HCM2k95thQ:	43	36	4	30	8	0	115	78	16	7	101	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #5805: (32) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	11	11	10	11	11	24	95	95	9	80	80
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8

Volume Module: 4:45 - 5:45 PM

Base Vol:	380	104	145	978	484	903	277	4161	181	32	3954	426
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	380	104	145	978	484	903	277	4161	181	32	3954	426
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	380	104	145	978	484	903	277	4161	181	32	3954	426
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	380	104	145	978	484	0	277	4161	181	32	3954	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	380	104	145	978	484	0	277	4161	181	32	3954	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	380	104	145	978	484	0	277	4161	181	32	3954	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750

Capacity Analysis Module:

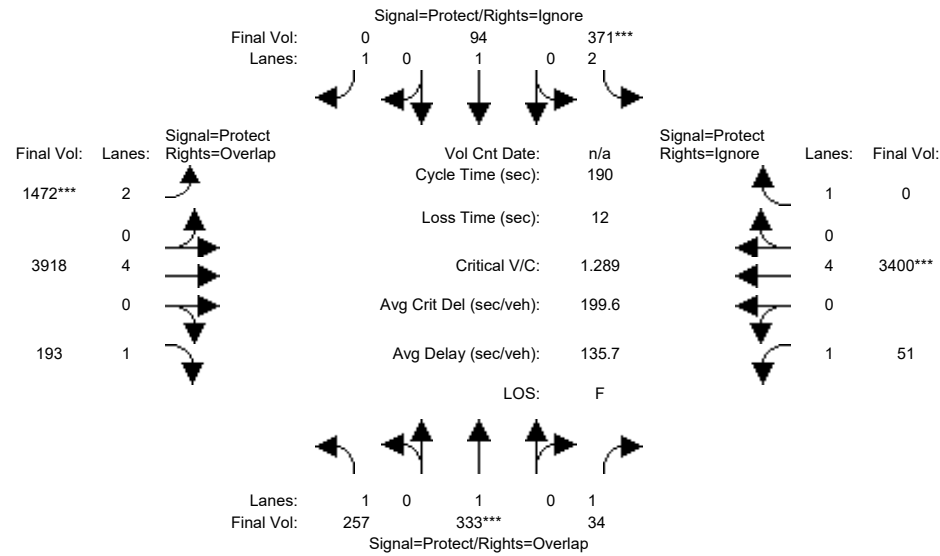
Vol/Sat:	0.22	0.05	0.08	0.31	0.25	0.00	0.09	0.55	0.10	0.02	0.52	0.00
Crit Moves:	****			****			****			****		
Green Time:	33.7	12.6	21.6	60.6	39.5	0.0	24.0	95.8	129.5	9.0	80.8	0.0
Volume/Cap:	1.22	0.82	0.73	0.97	1.22	0.00	0.70	1.09	0.15	0.39	1.22	0.00
Delay/Veh:	204.3	121	94.1	85.8	197	0.0	84.8	79.9	3.6	90.8	167	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	204.3	121	94.1	85.8	197	0.0	84.8	79.9	3.6	90.8	167	0.0
LOS by Move:	F	F	F	F	F	A	F	E	A	F	F	A
HCM2k95thQ:	56	15	19	60	63	0	19	110	3	5	120	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #5805: (32) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	11	11	10	11	11	60	122	122	12	74	74
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8

Volume Module:

Base Vol:	257	333	34	371	94	528	1472	3918	193	51	3400	633
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	257	333	34	371	94	528	1472	3918	193	51	3400	633
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	257	333	34	371	94	528	1472	3918	193	51	3400	633
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	257	333	34	371	94	0	1472	3918	193	51	3400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	257	333	34	371	94	0	1472	3918	193	51	3400	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	257	333	34	371	94	0	1472	3918	193	51	3400	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750

Capacity Analysis Module:

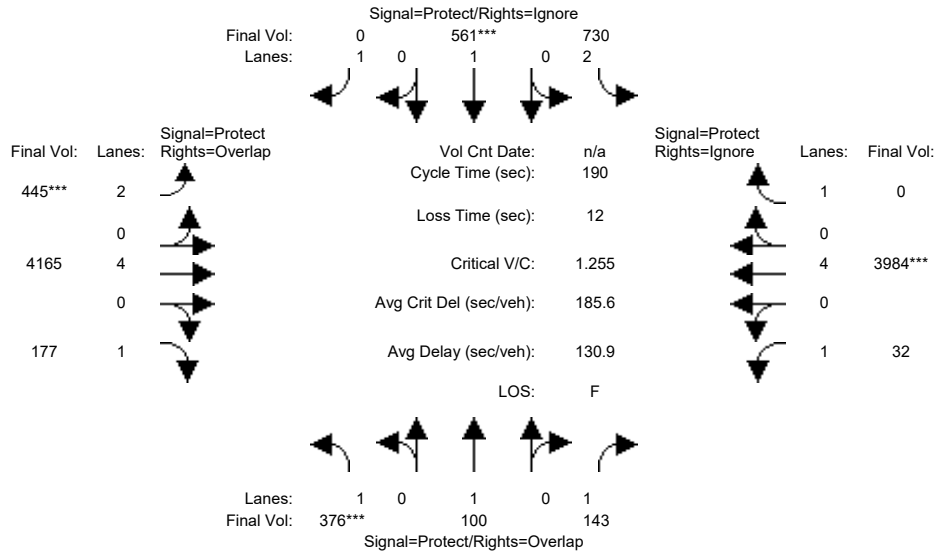
Vol/Sat:	0.15	0.18	0.02	0.12	0.05	0.00	0.47	0.52	0.11	0.03	0.45	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	28.7	24.0	36.3	16.1	11.3	0.0	63.9	126	154.3	12.4	74.0	0.0
Volume/Cap:	0.97	1.39	0.10	1.39	0.83	0.00	1.39	0.78	0.14	0.45	1.15	0.00
Delay/Veh:	127.2	282	63.5	283.5	126	0.0	265.3	52.7	14.7	92.3	154	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	127.2	282	63.5	283.5	126	0.0	265.3	52.7	14.7	92.3	154	0.0
LOS by Move:	F	F	E	F	F	A	F	D	B	F	F	A
HCM2k95thQ:	34	51	4	37	14	0	122	80	16	7	97	0

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

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #5805: (32) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	11	11	10	11	11	24	95	95	9	80	80
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8

Volume Module: 4:45 - 5:45 PM

Base Vol:	376	100	143	730	561	1225	445	4165	177	32	3984	198
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	376	100	143	730	561	1225	445	4165	177	32	3984	198
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	100	143	730	561	1225	445	4165	177	32	3984	198
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	376	100	143	730	561	0	445	4165	177	32	3984	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	376	100	143	730	561	0	445	4165	177	32	3984	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	376	100	143	730	561	0	445	4165	177	32	3984	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750

Capacity Analysis Module:

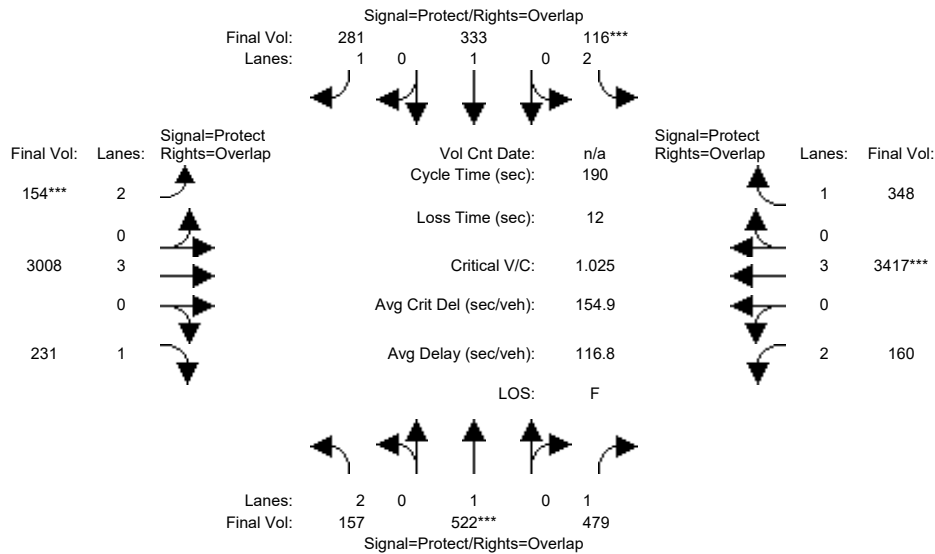
Vol/Sat:	0.21	0.05	0.08	0.23	0.30	0.00	0.14	0.55	0.10	0.02	0.52	0.00
Crit Moves:	****			****			****			****		
Green Time:	31.2	15.9	24.2	58.1	42.8	0.0	24.0	95.7	126.9	8.3	80.0	0.0
Volume/Cap:	1.31	0.63	0.64	0.76	1.31	0.00	1.12	1.09	0.15	0.42	1.25	0.00
Delay/Veh:	241.6	92.0	85.1	63.1	229	0.0	164.3	80.5	4.5	92.2	177	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	241.6	92.0	85.1	63.1	229	0.0	164.3	80.5	4.5	92.2	177	0.0
LOS by Move:	F	F	F	E	F	A	F	F	A	F	F	A
HCM2k95thQ:	58	13	17	39	76	0	37	110	3	5	123	0

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #5806: (45) DE LA CRUZ BL / MONTAGUE EXP



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	157	522	479	116	333	281	154	3458	231	160	3928	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	522	479	116	333	281	154	3458	231	160	3928	348
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	157	522	479	116	333	281	154	3458	231	160	3928	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	522	479	116	333	281	154	3008	231	160	3417	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	522	479	116	333	281	154	3008	231	160	3417	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	157	522	479	116	333	281	154	3008	231	160	3417	348

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

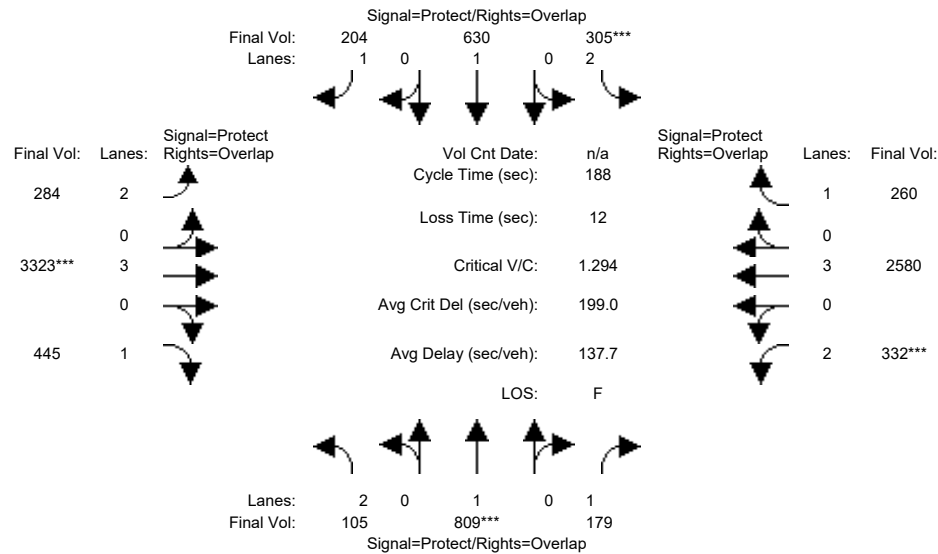
Vol/Sat:	0.05	0.27	0.27	0.04	0.18	0.16	0.05	0.53	0.13	0.05	0.60	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.5	49.2	64.0	13.1	37.4	53.4	16.0	91.0	115.5	14.8	89.8	102.9
Volume/Cap:	0.39	1.06	0.81	0.53	0.89	0.57	0.58	1.10	0.22	0.65	1.27	0.37
Delay/Veh:	76.5	128	66.0	88.1	96.6	60.1	87.0	102	16.9	91.2	164	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.5	128	66.0	88.1	96.6	60.1	87.0	102	16.9	91.2	164	17.6
LOS by Move:	E	F	E	F	F	E	F	F	B	F	F	B
HCM2k95thQ:	10	58	48	9	37	29	11	108	12	12	142	15

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #5806: (45) DE LA CRUZ BL / MONTAGUE EXP



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	39	39	20	46	46	22	85	85	22	85	85
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	105	809	179	305	630	204	284	4154	445	332	3794	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	809	179	305	630	204	284	4154	445	332	3794	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	809	179	305	630	204	284	4154	445	332	3794	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	105	809	179	305	630	204	284	3323	445	332	2580	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	809	179	305	630	204	284	3323	445	332	2580	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	105	809	179	305	630	204	284	3323	445	332	2580	260

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

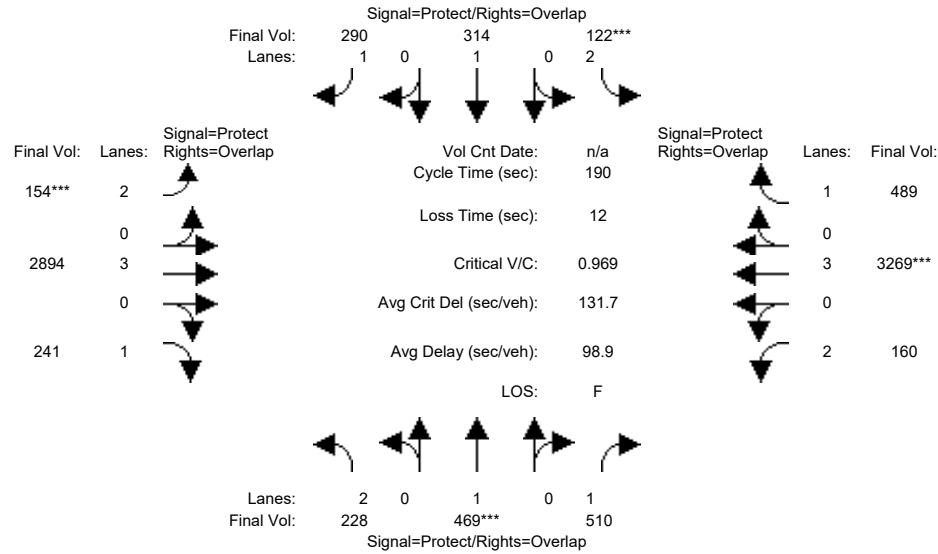
Vol/Sat:	0.03	0.43	0.10	0.10	0.33	0.12	0.09	0.58	0.25	0.11	0.45	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.0	49.0	71.0	20.0	57.0	79.0	22.0	85.0	97.0	22.0	85.0	105.0
Volume/Cap:	0.52	1.63	0.27	0.91	1.09	0.28	0.77	1.29	0.49	0.90	1.00	0.27
Delay/Veh:	87.7	364	40.8	110.8	131	36.0	90.1	176	22.3	106.1	79.1	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.7	364	40.8	110.8	131	36.0	90.1	176	22.3	106.1	79.1	28.6
LOS by Move:	F	F	D	F	F	D	F	F	C	F	E	C
HCM2k95thQ:	7	125	14	24	71	15	20	140	23	25	85	19

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #5806: (45) DE LA CRUZ BL / MONTAGUE EXP



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	228	469	510	122	314	290	154	3326	241	160	3758	489
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	228	469	510	122	314	290	154	3326	241	160	3758	489
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	228	469	510	122	314	290	154	3326	241	160	3758	489
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	228	469	510	122	314	290	154	2894	241	160	3269	489
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	228	469	510	122	314	290	154	2894	241	160	3269	489
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	228	469	510	122	314	290	154	2894	241	160	3269	489

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

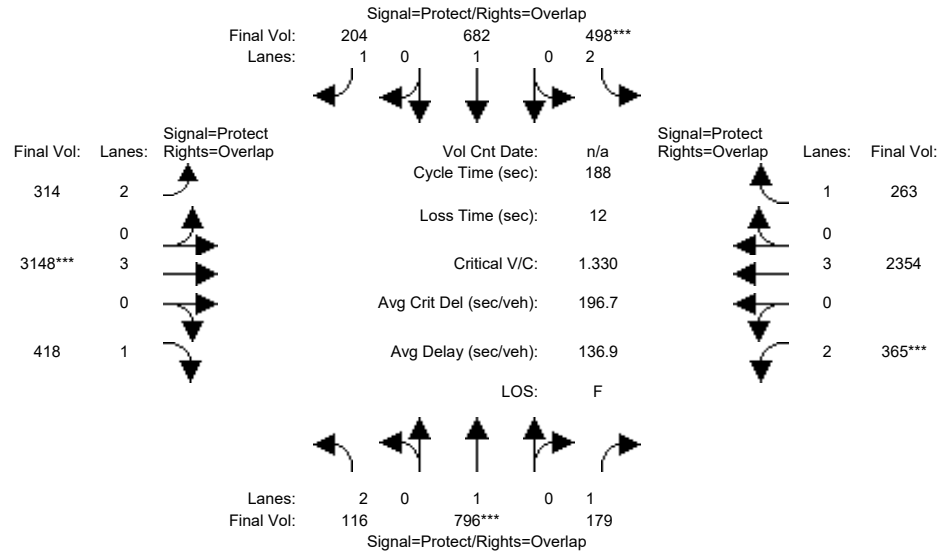
Vol/Sat:	0.07	0.25	0.29	0.04	0.17	0.17	0.05	0.51	0.14	0.05	0.57	0.28
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.5	49.2	64.0	13.1	37.4	53.4	16.0	91.0	115.5	14.8	89.8	102.9
Volume/Cap:	0.56	0.95	0.87	0.56	0.84	0.59	0.58	1.06	0.23	0.65	1.21	0.52
Delay/Veh:	79.5	98.3	71.7	89.0	88.9	60.8	87.0	85.3	17.1	91.2	140	19.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.5	98.3	71.7	89.0	88.9	60.8	87.0	85.3	17.1	91.2	140	19.8
LOS by Move:	E	F	E	F	F	E	F	F	B	F	F	B
HCM2k95thQ:	15	48	52	10	34	30	11	100	13	12	130	24

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #5806: (45) DE LA CRUZ BL / MONTAGUE EXP



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	39	39	20	46	46	22	85	85	22	85	85
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	116	796	179	498	682	204	314	3935	418	365	3462	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	116	796	179	498	682	204	314	3935	418	365	3462	263
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	116	796	179	498	682	204	314	3935	418	365	3462	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	796	179	498	682	204	314	3148	418	365	2354	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	796	179	498	682	204	314	3148	418	365	2354	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	116	796	179	498	682	204	314	3148	418	365	2354	263

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

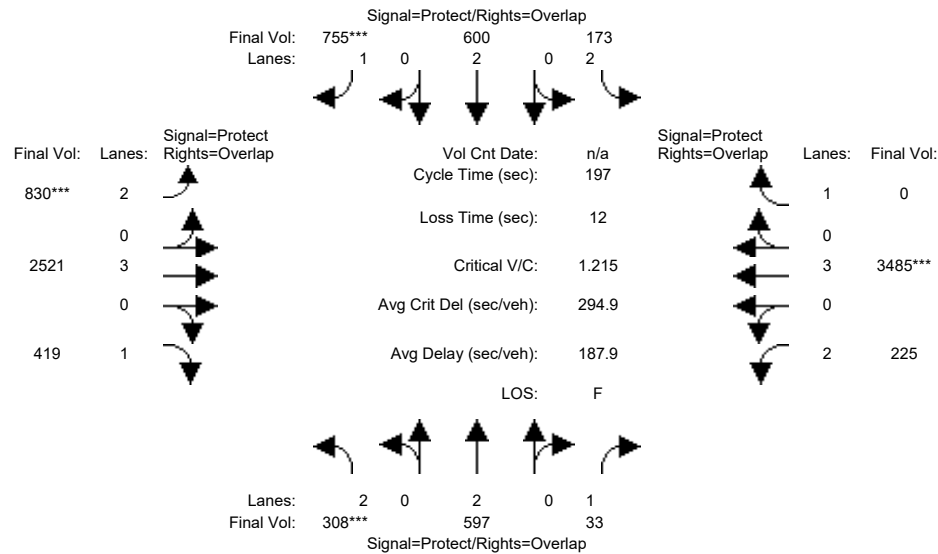
Vol/Sat:	0.04	0.42	0.10	0.16	0.36	0.12	0.10	0.55	0.24	0.12	0.41	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.0	49.0	71.0	20.0	57.0	79.0	22.0	85.0	97.0	22.0	85.0	105.0
Volume/Cap:	0.58	1.61	0.27	1.49	1.18	0.28	0.85	1.22	0.46	0.99	0.91	0.27
Delay/Veh:	89.6	352	40.8	318.1	165	36.0	98.5	146	21.8	127.0	62.6	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.6	352	40.8	318.1	165	36.0	98.5	146	21.8	127.0	62.6	28.7
LOS by Move:	F	F	D	F	F	D	F	F	C	F	E	C
HCM2k95thQ:	8	122	14	49	82	15	23	125	21	29	71	20

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #5807: (47) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8

Volume Module:

Base Vol:	308	597	33	173	600	755	830	2898	419	225	4006	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	308	597	33	173	600	755	830	2898	419	225	4006	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	308	597	33	173	600	755	830	2898	419	225	4006	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	308	597	33	173	600	755	830	2521	419	225	3485	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	308	597	33	173	600	755	830	2521	419	225	3485	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	308	597	33	173	600	755	830	2521	419	225	3485	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

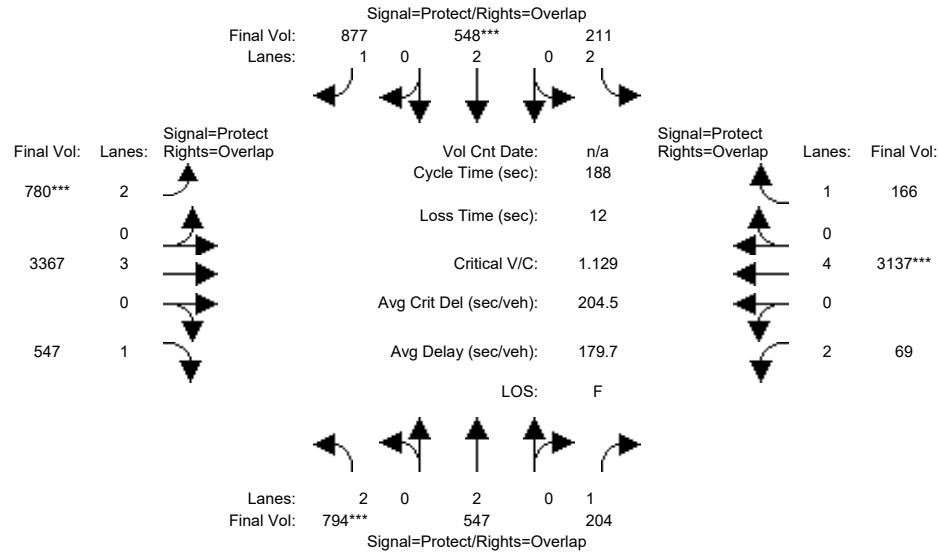
Vol/Sat:	0.10	0.16	0.02	0.05	0.16	0.43	0.26	0.44	0.24	0.07	0.61	0.00
Crit Moves:	****					****	****				****	
Green Time:	16.1	42.1	54.8	22.4	48.3	82.3	34.0	96.2	112.3	12.7	74.9	0.0
Volume/Cap:	1.20	0.74	0.07	0.48	0.64	1.03	1.53	0.91	0.42	1.11	1.61	0.00
Delay/Veh:	210.4	75.8	52.4	82.9	68.2	99.3	327.7	51.0	24.2	187.0	337	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	210.4	75.8	52.4	82.9	68.2	99.3	327.7	51.0	24.2	187.0	337	0.0
LOS by Move:	F	E	D	F	E	F	F	D	C	F	F	A
HCM2k95thQ:	27	29	3	12	29	87	77	72	26	17	178	0

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #5807: (47) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	38	38	32	48	48	29	84	84	10	65	65
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8

Volume Module:

Base Vol:	794	547	204	211	548	877	780	4373	547	69	3137	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	794	547	204	211	548	877	780	4373	547	69	3137	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	794	547	204	211	548	877	780	4373	547	69	3137	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	794	547	204	211	548	877	780	3367	547	69	3137	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	794	547	204	211	548	877	780	3367	547	69	3137	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	794	547	204	211	548	877	780	3367	547	69	3137	166

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	7600	1750

Capacity Analysis Module:

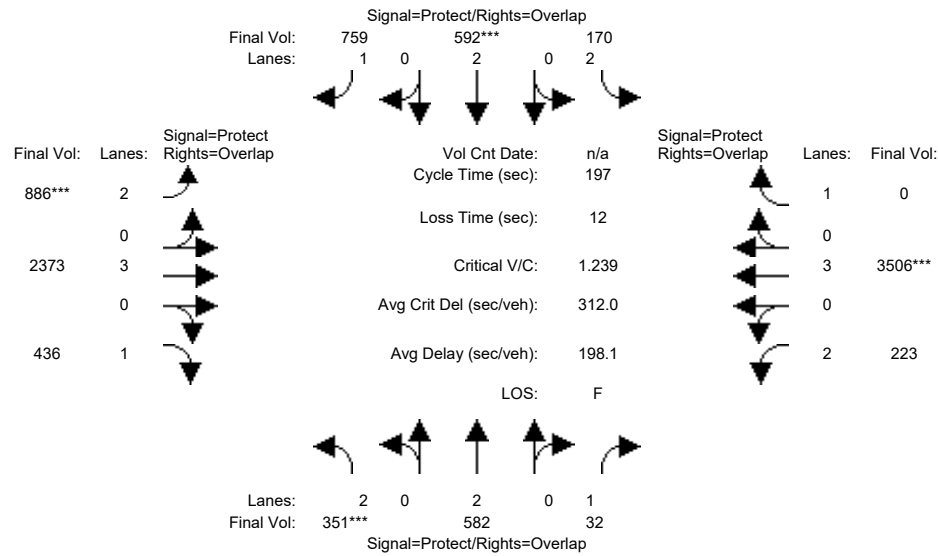
Vol/Sat:	0.25	0.14	0.12	0.07	0.14	0.50	0.25	0.59	0.31	0.02	0.41	0.09
Crit Moves:	****				****		****				****	
Green Time:	31.8	43.3	53.3	36.5	48.0	79.2	31.2	86.2	118.0	10.0	65.0	101.5
Volume/Cap:	1.49	0.62	0.41	0.35	0.56	1.19	1.49	1.29	0.50	0.41	1.19	0.18
Delay/Veh:	308.9	66.5	55.2	65.8	61.7	152.8	319.8	212	40.6	91.0	174	39.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	308.9	66.5	55.2	65.8	61.7	152.8	319.8	212	40.6	91.0	174	39.3
LOS by Move:	F	E	E	E	E	F	F	F	D	F	F	D
HCM2k95thQ:	72	25	18	12	24	111	69	138	46	5	90	15

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #5807: (47) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8

Volume Module:												
Base Vol:	351	582	32	170	592	759	886	2728	436	223	4030	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	582	32	170	592	759	886	2728	436	223	4030	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	582	32	170	592	759	886	2728	436	223	4030	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	351	582	32	170	592	759	886	2373	436	223	3506	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	582	32	170	592	759	886	2373	436	223	3506	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	351	582	32	170	592	759	886	2373	436	223	3506	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

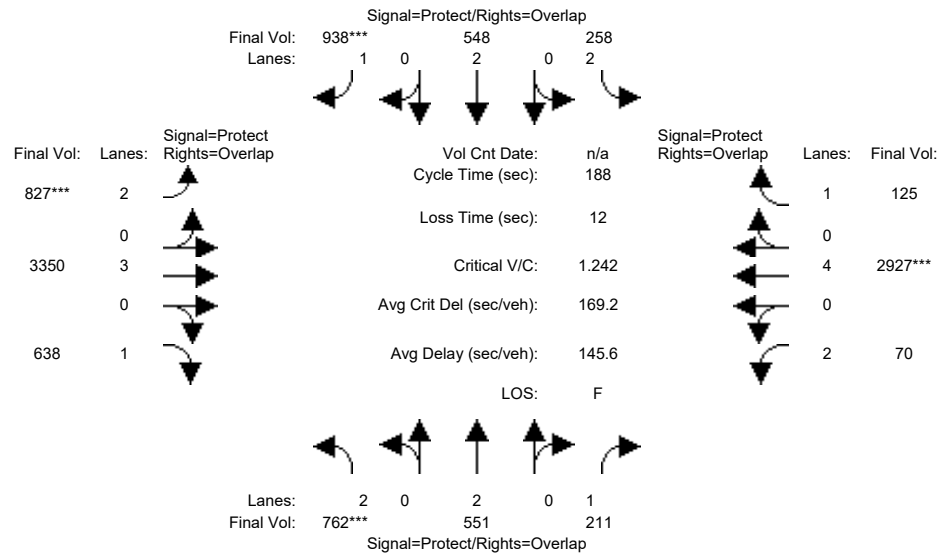
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.02	0.05	0.16	0.43	0.28	0.42	0.25	0.07	0.62	0.00
Crit Moves:	****			****			****			****		
Green Time:	16.1	42.1	54.8	22.4	48.3	82.3	34.0	96.2	112.3	12.7	74.9	0.0
Volume/Cap:	1.36	0.72	0.07	0.47	0.64	1.04	1.63	0.85	0.44	1.10	1.62	0.00
Delay/Veh:	277.2	75.0	52.3	82.8	67.9	100.9	373.1	46.9	24.6	183.8	341	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	277.2	75.0	52.3	82.8	67.9	100.9	373.1	46.9	24.6	183.8	341	0.0
LOS by Move:	F	E	D	F	E	F	F	D	C	F	F	A
HCM2k95thQ:	34	28	3	12	28	87	85	64	27	17	180	0

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #5807: (47) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	38	38	32	48	48	29	84	84	10	65	65
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8

Volume Module:

Base Vol:	762	551	211	258	548	938	827	4350	638	70	2927	125
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	762	551	211	258	548	938	827	4350	638	70	2927	125
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	762	551	211	258	548	938	827	4350	638	70	2927	125
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	762	551	211	258	548	938	827	3350	638	70	2927	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	762	551	211	258	548	938	827	3350	638	70	2927	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	762	551	211	258	548	938	827	3350	638	70	2927	125

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	7600	1750

Capacity Analysis Module:

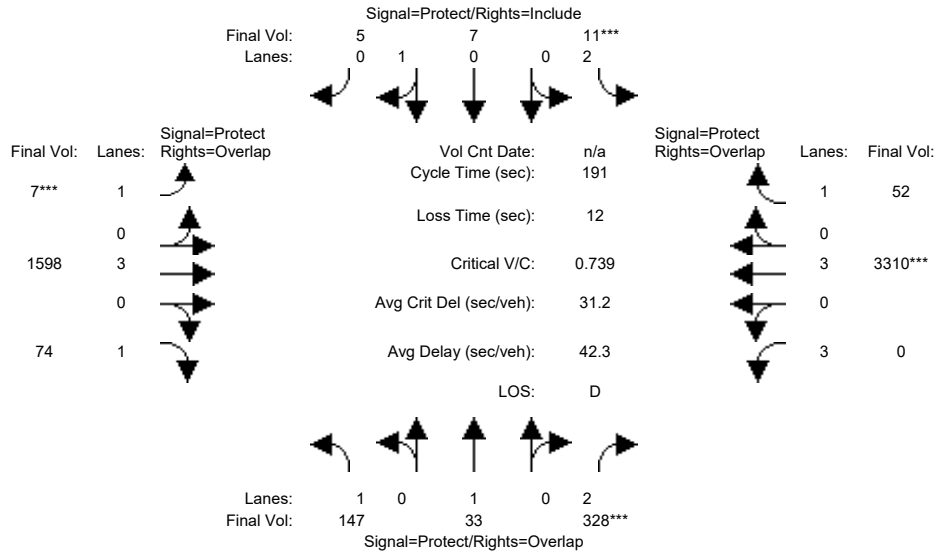
Vol/Sat:	0.24	0.15	0.12	0.08	0.14	0.54	0.26	0.59	0.36	0.02	0.39	0.07
Crit Moves:	****					****	****				****	
Green Time:	34.5	39.9	49.9	33.6	48.0	85.5	37.5	92.5	127.0	10.0	65.0	98.6
Volume/Cap:	1.32	0.68	0.45	0.46	0.56	1.18	1.32	1.19	0.54	0.42	1.11	0.14
Delay/Veh:	231.6	70.6	58.4	69.6	61.7	144.7	241.7	170	37.7	91.1	140	39.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	231.6	70.6	58.4	69.6	61.7	144.7	241.7	170	37.7	91.1	140	39.8
LOS by Move:	F	E	E	E	E	F	F	F	D	F	F	D
HCM2k95thQ:	62	26	19	15	24	117	66	126	52	5	78	12

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #5808: (49) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	94	10	7	100	10
Y+R:	5.8	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8

Volume Module:												
Base Vol:	147	33	377	11	7	5	7	1837	74	0	3805	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	33	377	11	7	5	7	1837	74	0	3805	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	33	377	11	7	5	7	1837	74	0	3805	52
User Adj:	1.00	1.00	0.87	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	33	328	11	7	5	7	1598	74	0	3310	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	33	328	11	7	5	7	1598	74	0	3310	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	147	33	328	11	7	5	7	1598	74	0	3310	52

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.58	0.42	1.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	3150	3150	1050	750	1750	5700	1750	4551	5700	1750

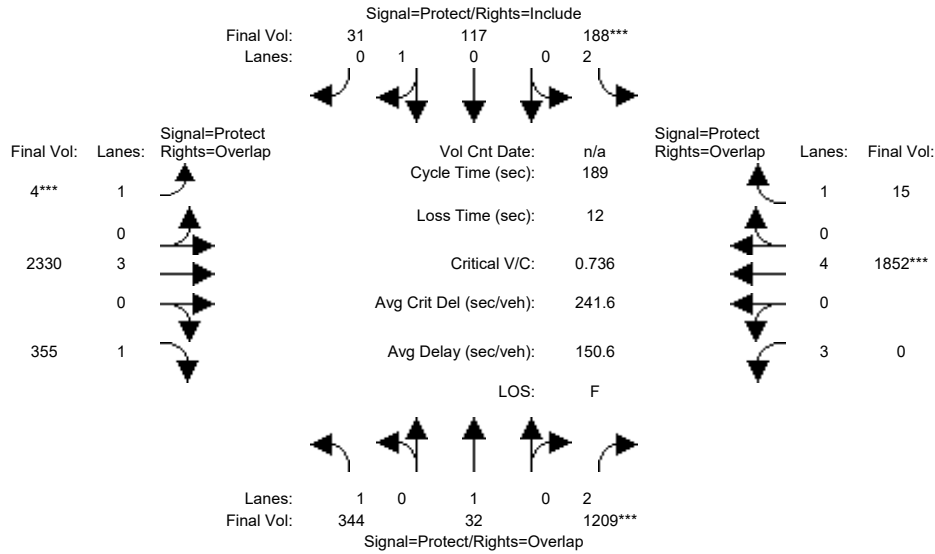
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.10	0.00	0.01	0.01	0.00	0.28	0.04	0.00	0.58	0.03
Crit Moves:			****	****			****			****		
Green Time:	17.1	21.8	90.5	6.1	14.5	14.5	10.1	66.3	83.4	68.7	124	130.3
Volume/Cap:	0.94	0.15	0.22	0.11	0.09	0.09	0.08	0.81	0.10	0.00	0.89	0.04
Delay/Veh:	140.2	76.6	29.6	90.3	82.4	82.4	86.4	59.1	31.7	0.0	31.0	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	140.2	76.6	29.6	90.3	82.4	82.4	86.4	59.1	31.7	0.0	31.0	10.0
LOS by Move:	F	E	C	F	F	F	F	E	C	A	C	A
HCM2k95thQ:	19	3	12	1	1	1	1	46	5	0	76	2

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #5808: (49) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	22	22	25	35	35	7	77	77	40	111	111
Y+R:	5.9	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8

Volume Module:												
Base Vol:	344	32	1474	188	117	31	4	2949	355	0	1852	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	344	32	1474	188	117	31	4	2949	355	0	1852	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	32	1474	188	117	31	4	2949	355	0	1852	15
User Adj:	1.00	1.00	0.82	1.00	1.00	1.00	1.00	0.79	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	344	32	1209	188	117	31	4	2330	355	0	1852	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	32	1209	188	117	31	4	2330	355	0	1852	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	344	32	1209	188	117	31	4	2330	355	0	1852	15

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.79	0.21	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1423	377	1750	5700	1750	4551	7600	1750

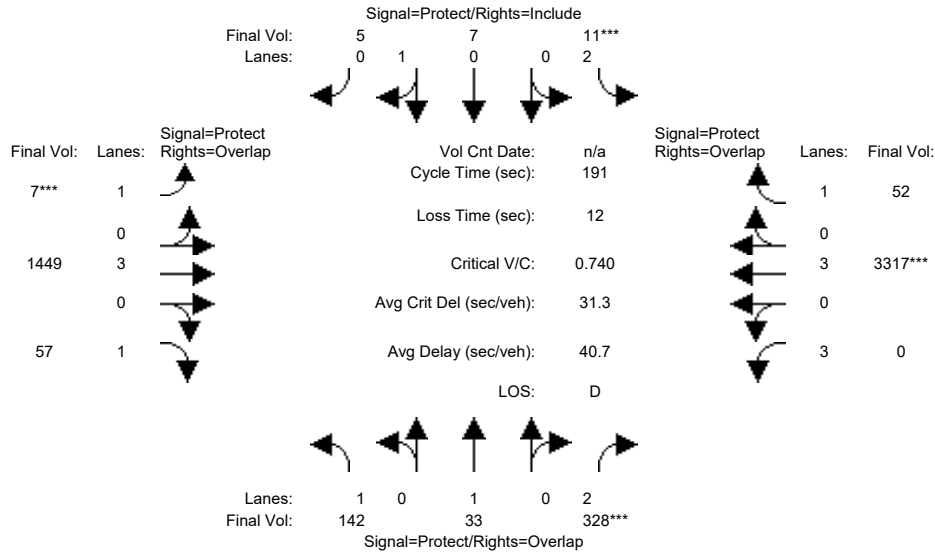
Capacity Analysis Module:												
Vol/Sat:	0.20	0.02	0.38	0.06	0.08	0.08	0.00	0.41	0.20	0.00	0.24	0.01
Crit Moves:			****	****			****			****		
Green Time:	24.0	34.0	34.0	25.0	35.0	35.0	7.0	118	142.0	0.0	111	136.0
Volume/Cap:	1.55	0.09	2.13	0.45	0.44	0.44	0.06	0.65	0.27	0.00	0.41	0.01
Delay/Veh:	350.2	64.8	593.2	76.4	69.3	69.3	88.2	23.0	7.4	0.0	29.2	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	350.2	64.8	593.2	76.4	69.3	69.3	88.2	23.0	7.4	0.0	29.2	12.9
LOS by Move:	F	E	F	E	E	E	F	C	A	A	C	B
HCM2k95thQ:	59	3	132	12	15	15	0	44	12	0	31	1

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #5808: (49) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	94	10	7	100	10
Y+R:	5.8	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8

Volume Module:												
Base Vol:	142	33	377	11	7	5	7	1665	57	0	3813	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	142	33	377	11	7	5	7	1665	57	0	3813	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	142	33	377	11	7	5	7	1665	57	0	3813	52
User Adj:	1.00	1.00	0.87	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	142	33	328	11	7	5	7	1449	57	0	3317	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	142	33	328	11	7	5	7	1449	57	0	3317	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	142	33	328	11	7	5	7	1449	57	0	3317	52

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.58	0.42	1.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	3150	3150	1050	750	1750	5700	1750	4551	5700	1750

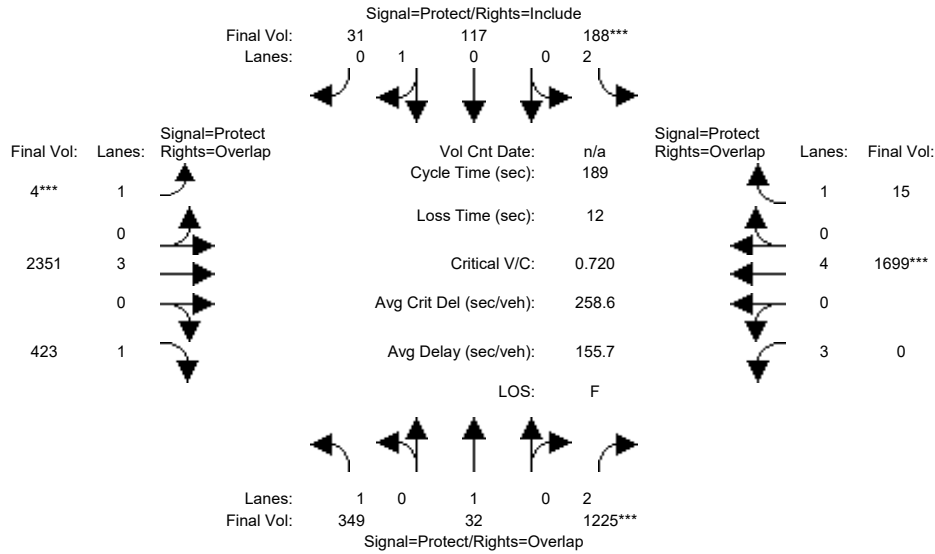
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.10	0.00	0.01	0.01	0.00	0.25	0.03	0.00	0.58	0.03
Crit Moves:			****	****			****			****		
Green Time:	17.1	21.8	90.5	6.1	14.5	14.5	10.1	66.3	83.4	68.7	124	130.3
Volume/Cap:	0.91	0.15	0.22	0.11	0.09	0.09	0.08	0.73	0.07	0.00	0.89	0.04
Delay/Veh:	131.7	76.6	29.6	90.3	82.4	82.4	86.4	56.0	31.4	0.0	31.2	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	131.7	76.6	29.6	90.3	82.4	82.4	86.4	56.0	31.4	0.0	31.2	10.0
LOS by Move:	F	E	C	F	F	F	F	E	C	A	C	A
HCM2k95thQ:	18	3	12	1	1	1	1	41	4	0	77	2

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #5808: (49) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	22	22	25	35	35	7	77	77	40	111	111
Y+R:	5.9	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8

Volume Module:												
Base Vol:	349	32	1494	188	117	31	4	2976	423	0	1699	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	349	32	1494	188	117	31	4	2976	423	0	1699	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	349	32	1494	188	117	31	4	2976	423	0	1699	15
User Adj:	1.00	1.00	0.82	1.00	1.00	1.00	1.00	0.79	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	349	32	1225	188	117	31	4	2351	423	0	1699	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	349	32	1225	188	117	31	4	2351	423	0	1699	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	349	32	1225	188	117	31	4	2351	423	0	1699	15

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.79	0.21	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1423	377	1750	5700	1750	4551	7600	1750

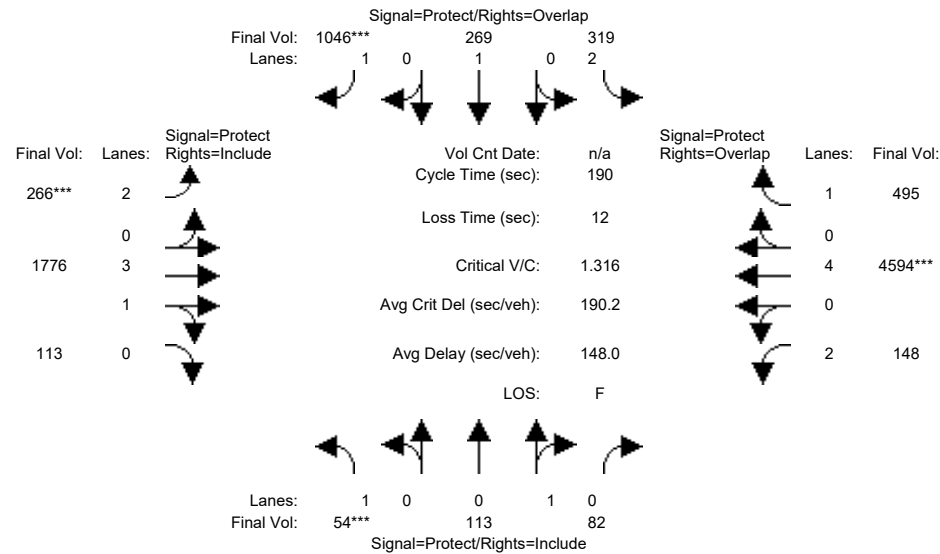
Capacity Analysis Module:												
Vol/Sat:	0.20	0.02	0.39	0.06	0.08	0.08	0.00	0.41	0.24	0.00	0.22	0.01
Crit Moves:			****	****			****			****		
Green Time:	24.0	34.0	34.0	25.0	35.0	35.0	7.0	118	142.0	0.0	111	136.0
Volume/Cap:	1.57	0.09	2.16	0.45	0.44	0.44	0.06	0.66	0.32	0.00	0.38	0.01
Delay/Veh:	359.9	64.8	606.2	76.4	69.3	69.3	88.2	23.2	7.8	0.0	28.5	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	359.9	64.8	606.2	76.4	69.3	69.3	88.2	23.2	7.8	0.0	28.5	12.9
LOS by Move:	F	E	F	E	E	E	F	C	A	A	C	B
HCM2k95thQ:	60	3	135	12	15	15	0	46	16	0	29	1

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #5809: (50) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	102	10	7	104	10
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8

Volume Module: 7:00-9:00

Base Vol:	54	113	82	319	269	1046	266	1776	113	148	4594	495
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	113	82	319	269	1046	266	1776	113	148	4594	495
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	113	82	319	269	1046	266	1776	113	148	4594	495
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	113	82	319	269	1046	266	1776	113	148	4594	495
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	113	82	319	269	1046	266	1776	113	148	4594	495
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	54	113	82	319	269	1046	266	1776	113	148	4594	495

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.58	0.42	2.00	1.00	1.00	2.00	3.75	0.25	2.00	4.00	1.00
Final Sat.:	1750	1043	757	3150	1900	1750	3150	7051	449	3150	7600	1750

Capacity Analysis Module:

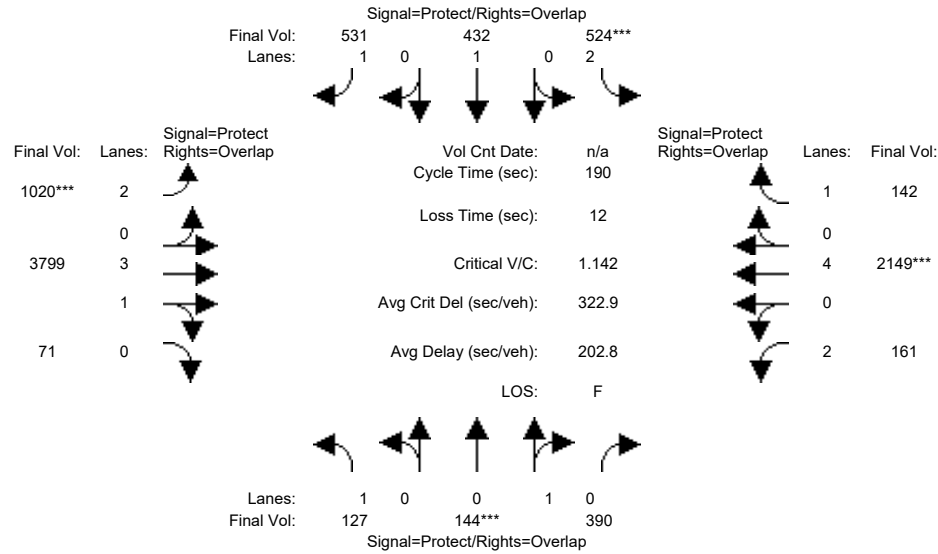
Vol/Sat:	0.03	0.11	0.11	0.10	0.14	0.60	0.08	0.25	0.25	0.05	0.60	0.28
Crit Moves:	****					****	****			****		
Green Time:	13.3	28.8	28.8	11.9	27.6	47.1	19.5	111	110.5	16.2	108	119.4
Volume/Cap:	0.44	0.71	0.71	1.62	0.97	2.41	0.82	0.43	0.43	0.55	1.07	0.45
Delay/Veh:	87.3	85.4	85.4	389.2	128	713.5	99.1	22.3	22.3	85.8	77.6	18.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	85.4	85.4	389.2	128	713.5	99.1	22.3	22.3	85.8	77.6	18.6
LOS by Move:	F	F	F	F	F	F	F	C	C	F	E	B
HCM2k95thQ:	7	22	22	34	31	216	17	26	26	11	118	27

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #5809: (50) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	23	23	28	40	40	15	103	103	14	102	102
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8

Volume Module:

Base Vol:	127	144	390	524	432	531	1020	3799	71	161	2149	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	144	390	524	432	531	1020	3799	71	161	2149	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	144	390	524	432	531	1020	3799	71	161	2149	142
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	144	390	524	432	531	1020	3799	71	161	2149	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	144	390	524	432	531	1020	3799	71	161	2149	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	144	390	524	432	531	1020	3799	71	161	2149	142

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.74	0.95	0.83	1.00	0.92
Lanes:	1.00	0.27	0.73	2.00	1.00	1.00	2.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1750	485	1315	3150	1900	1750	3150	5548	104	3150	7600	1750

Capacity Analysis Module:

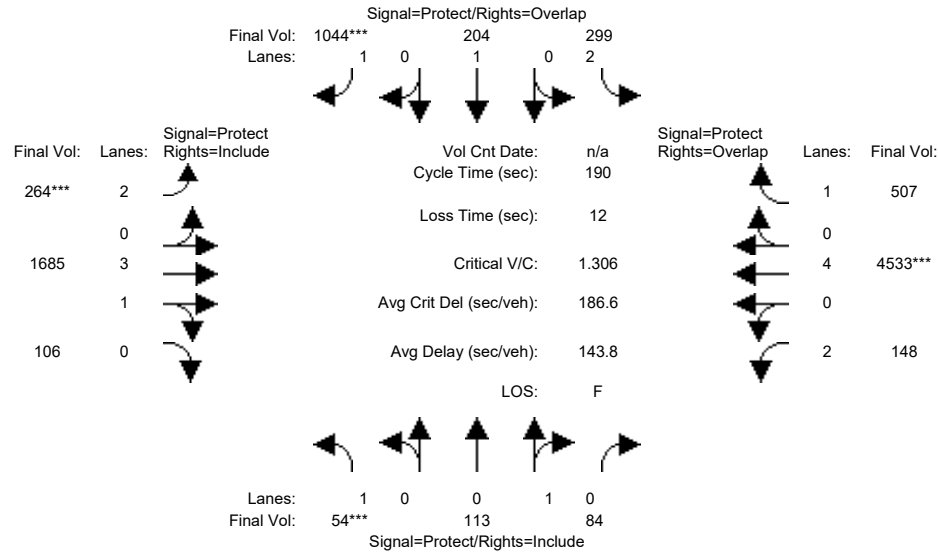
Vol/Sat:	0.07	0.30	0.30	0.17	0.23	0.30	0.32	0.68	0.68	0.05	0.28	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.3	23.0	37.0	28.0	38.7	63.7	25.0	113	125.3	14.0	102	130.0
Volume/Cap:	1.12	2.45	1.52	1.13	1.12	0.91	2.46	1.15	1.04	0.69	0.53	0.12
Delay/Veh:	208.3	750	326.1	163.0	157	78.0	755.5	148	99.9	99.2	50.5	25.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	208.3	750	326.1	163.0	157	78.0	755.5	148	99.9	99.2	50.5	25.2
LOS by Move:	F	F	F	F	F	E	F	F	F	F	D	C
HCM2k95thQ:	22	110	86	40	51	54	119	108	126	13	44	13

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #5809: (50) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	102	10	7	104	10
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8

Volume Module: 7:00-9:00

Base Vol:	54	113	84	299	204	1044	264	1685	106	148	4533	507
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	113	84	299	204	1044	264	1685	106	148	4533	507
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	113	84	299	204	1044	264	1685	106	148	4533	507
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	113	84	299	204	1044	264	1685	106	148	4533	507
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	113	84	299	204	1044	264	1685	106	148	4533	507
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	54	113	84	299	204	1044	264	1685	106	148	4533	507

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.57	0.43	2.00	1.00	1.00	2.00	3.75	0.25	2.00	4.00	1.00
Final Sat.:	1750	1032	768	3150	1900	1750	3150	7055	444	3150	7600	1750

Capacity Analysis Module:

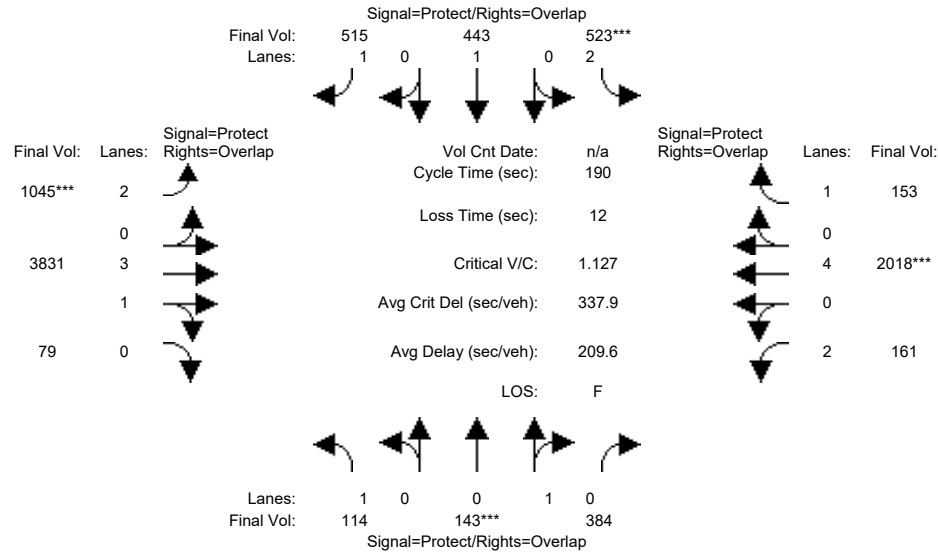
Vol/Sat:	0.03	0.11	0.11	0.09	0.11	0.60	0.08	0.24	0.24	0.05	0.60	0.29
Crit Moves:	****					****	****				****	
Green Time:	13.3	28.8	28.8	11.9	27.6	47.1	19.5	111	110.5	16.2	108	119.4
Volume/Cap:	0.44	0.72	0.72	1.52	0.74	2.41	0.82	0.41	0.41	0.55	1.05	0.46
Delay/Veh:	87.3	85.9	85.9	345.7	87.8	711.4	98.4	21.9	21.9	85.8	72.1	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	85.9	85.9	345.7	87.8	711.4	98.4	21.9	21.9	85.8	72.1	18.8
LOS by Move:	F	F	F	F	F	F	F	C	C	F	E	B
HCM2k95thQ:	7	23	23	31	21	216	17	24	24	11	115	28

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #5809: (50) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	23	23	28	40	40	15	103	103	14	102	102
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8

Volume Module:

Base Vol:	114	143	384	523	443	515	1045	3831	79	161	2018	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	143	384	523	443	515	1045	3831	79	161	2018	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	143	384	523	443	515	1045	3831	79	161	2018	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	143	384	523	443	515	1045	3831	79	161	2018	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	143	384	523	443	515	1045	3831	79	161	2018	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	143	384	523	443	515	1045	3831	79	161	2018	153

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.74	0.95	0.83	1.00	0.92
Lanes:	1.00	0.27	0.73	2.00	1.00	1.00	2.00	3.94	0.06	2.00	4.00	1.00
Final Sat.:	1750	488	1312	3150	1900	1750	3150	5540	114	3150	7600	1750

Capacity Analysis Module:

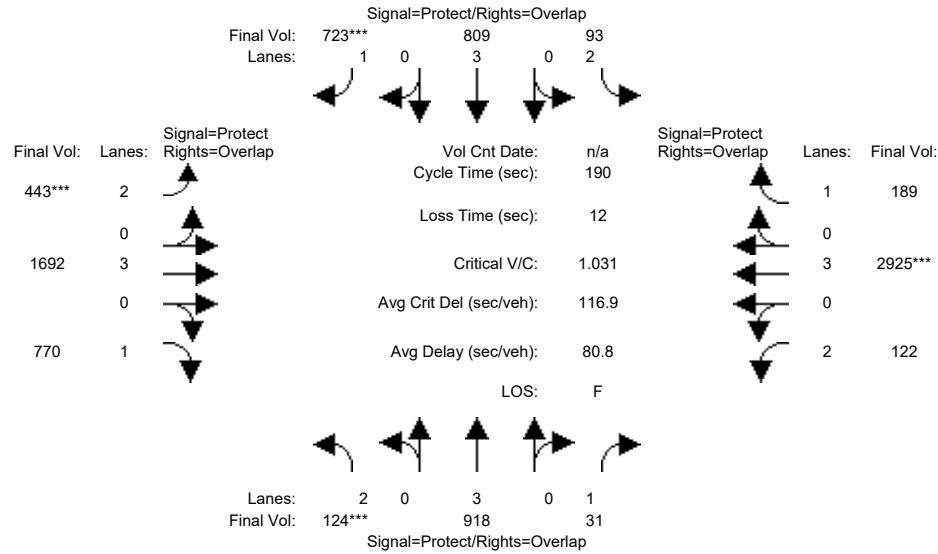
Vol/Sat:	0.07	0.29	0.29	0.17	0.23	0.29	0.33	0.69	0.69	0.05	0.27	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.1	23.0	37.0	28.0	39.9	64.9	25.0	113	124.1	14.0	102	130.0
Volume/Cap:	1.11	2.42	1.50	1.13	1.11	0.86	2.52	1.16	1.06	0.69	0.49	0.13
Delay/Veh:	211.4	736	317.5	162.2	154	70.6	782.5	153	107.5	99.2	49.3	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	211.4	736	317.5	162.2	154	70.6	782.5	153	107.5	99.2	49.3	25.4
LOS by Move:	F	F	F	F	F	E	F	F	F	F	D	C
HCM2k95thQ:	21	108	85	40	52	50	123	111	130	13	41	14

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - AM

Intersection #5812: (48) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	100	10	7	100	10
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	124	918	31	93	809	723	443	1945	770	122	3362	189
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	918	31	93	809	723	443	1945	770	122	3362	189
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	918	31	93	809	723	443	1945	770	122	3362	189
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	918	31	93	809	723	443	1692	770	122	2925	189
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	918	31	93	809	723	443	1692	770	122	2925	189
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	124	918	31	93	809	723	443	1692	770	122	2925	189

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

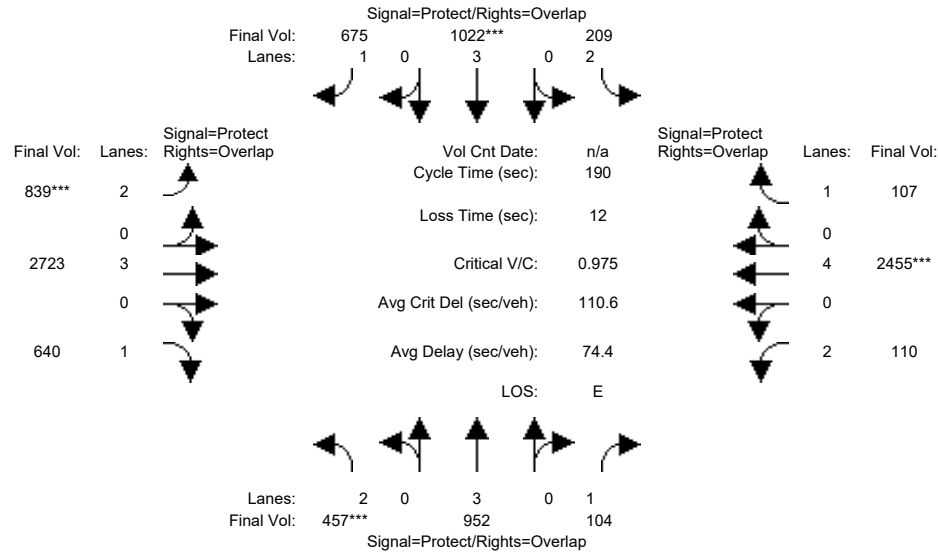
Vol/Sat:	0.04	0.16	0.02	0.03	0.14	0.41	0.14	0.30	0.44	0.04	0.51	0.11
Crit Moves:	****					****	****				****	
Green Time:	15.6	38.0	48.8	12.8	35.2	64.5	29.3	106	121.8	10.8	87.9	100.7
Volume/Cap:	0.48	0.81	0.07	0.44	0.77	1.22	0.91	0.53	0.69	0.68	1.11	0.20
Delay/Veh:	84.7	76.8	53.5	86.6	76.9	175.1	100.5	26.5	23.7	98.2	106	23.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.7	76.8	53.5	86.6	76.9	175.1	100.5	26.5	23.7	98.2	106	23.6
LOS by Move:	F	E	D	F	E	F	F	C	C	F	F	C
HCM2k95thQ:	8	30	3	6	27	95	27	33	47	10	106	12

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC NoProj - PM

Intersection #5812: (48) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	457	952	104	209	1022	675	839	3362	640	110	2455	107
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	457	952	104	209	1022	675	839	3362	640	110	2455	107
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	457	952	104	209	1022	675	839	3362	640	110	2455	107
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	457	952	104	209	1022	675	839	2723	640	110	2455	107
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	457	952	104	209	1022	675	839	2723	640	110	2455	107
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	457	952	104	209	1022	675	839	2723	640	110	2455	107

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	7600	1750

Capacity Analysis Module:

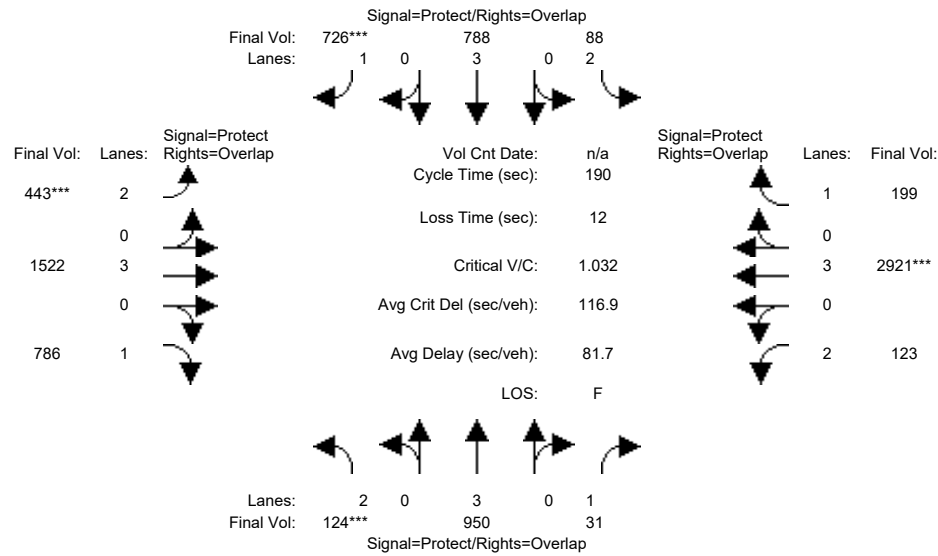
Vol/Sat:	0.15	0.17	0.06	0.07	0.18	0.39	0.27	0.48	0.37	0.03	0.32	0.06
Crit Moves:	****				****		****				****	
Green Time:	20.8	48.6	60.6	13.2	41.0	79.2	38.2	104	125.1	11.9	78.0	91.2
Volume/Cap:	1.32	0.65	0.19	0.96	0.83	0.93	1.32	0.87	0.56	0.56	0.79	0.13
Delay/Veh:	249.7	64.2	47.0	136.8	76.1	70.3	232.9	28.3	7.8	89.9	57.3	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	249.7	64.2	47.0	136.8	76.1	70.3	232.9	28.3	7.8	89.9	57.3	33.4
LOS by Move:	F	E	D	F	E	E	F	C	A	F	E	C
HCM2k95thQ:	40	28	9	16	33	67	66	57	17	9	53	9

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - AM

Intersection #5812: (48) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	100	10	7	100	10
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	124	950	31	88	788	726	443	1749	786	123	3358	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	950	31	88	788	726	443	1749	786	123	3358	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	950	31	88	788	726	443	1749	786	123	3358	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	950	31	88	788	726	443	1522	786	123	2921	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	950	31	88	788	726	443	1522	786	123	2921	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	124	950	31	88	788	726	443	1522	786	123	2921	199

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

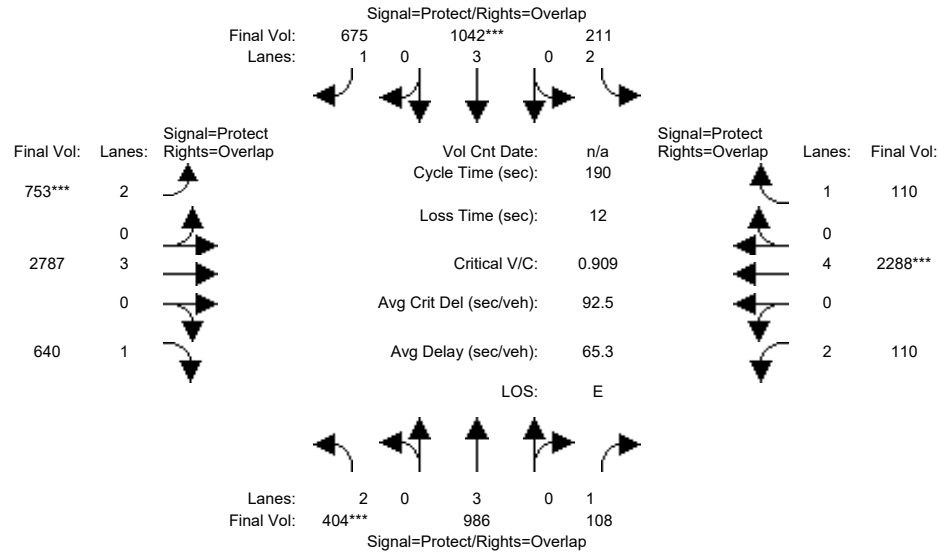
Vol/Sat:	0.04	0.17	0.02	0.03	0.14	0.41	0.14	0.27	0.45	0.04	0.51	0.11
Crit Moves:	****					****	****				****	
Green Time:	15.6	38.0	48.8	12.8	35.2	64.5	29.3	106	121.8	10.8	87.9	100.7
Volume/Cap:	0.48	0.83	0.07	0.41	0.75	1.22	0.91	0.48	0.70	0.69	1.11	0.21
Delay/Veh:	84.7	78.4	53.5	86.3	76.1	177.2	100.5	25.3	24.2	98.6	106	23.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.7	78.4	53.5	86.3	76.1	177.2	100.5	25.3	24.2	98.6	106	23.8
LOS by Move:	F	E	D	F	E	F	F	C	C	F	F	C
HCM2k95thQ:	8	32	3	6	26	96	27	29	49	11	106	12

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 FC+Ph2 wo GS - PM

Intersection #5812: (48) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	404	986	108	211	1042	675	753	3441	640	110	2288	110
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	404	986	108	211	1042	675	753	3441	640	110	2288	110
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	404	986	108	211	1042	675	753	3441	640	110	2288	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	404	986	108	211	1042	675	753	2787	640	110	2288	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	986	108	211	1042	675	753	2787	640	110	2288	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	404	986	108	211	1042	675	753	2787	640	110	2288	110

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	7600	1750

Capacity Analysis Module:

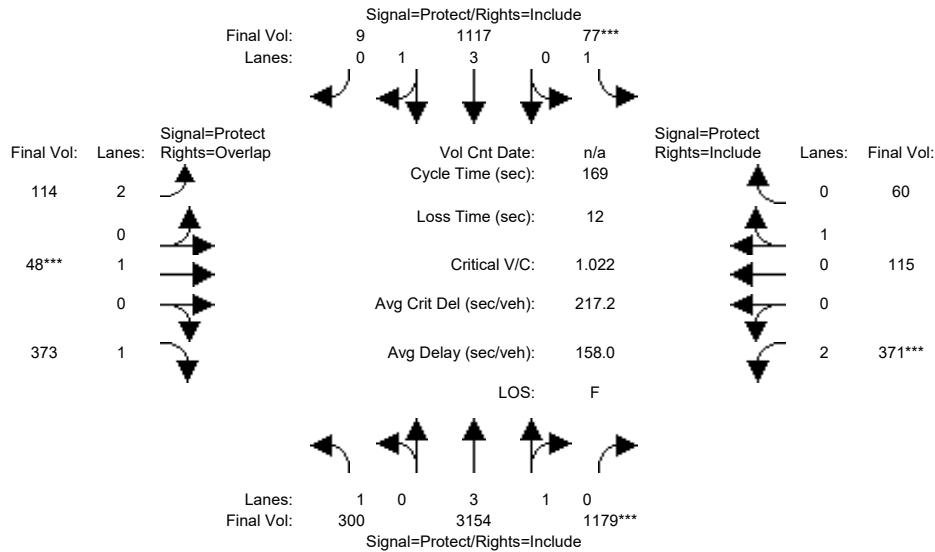
Vol/Sat:	0.13	0.17	0.06	0.07	0.18	0.39	0.24	0.49	0.37	0.03	0.30	0.06
Crit Moves:	****			****			****			****		
Green Time:	20.6	48.5	60.4	13.1	41.0	79.4	38.4	104	125.0	12.0	78.0	91.1
Volume/Cap:	1.18	0.68	0.19	0.97	0.85	0.92	1.18	0.89	0.56	0.55	0.73	0.13
Delay/Veh:	192.9	65.0	47.3	140.3	77.2	69.7	173.5	29.3	7.8	89.8	55.0	33.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	192.9	65.0	47.3	140.3	77.2	69.7	173.5	29.3	7.8	89.8	55.0	33.4
LOS by Move:	F	E	D	F	E	E	F	C	A	F	E	C
HCM2k95thQ:	33	29	9	16	34	67	53	60	17	9	48	9

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #25: (2) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	33	71	71	12	50	50	12	37	37	26	51	51
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1

Volume Module:												
Base Vol:	300	3154	1179	77	1117	9	114	48	373	371	115	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	3154	1179	77	1117	9	114	48	373	371	115	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	3154	1179	77	1117	9	114	48	373	371	115	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	3154	1179	77	1117	9	114	48	373	371	115	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	3154	1179	77	1117	9	114	48	373	371	115	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	300	3154	1179	77	1117	9	114	48	373	371	115	60

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.00	1.00	1.00	3.97	0.03	2.00	1.00	1.00	2.00	0.66	0.34
Final Sat.:	1750	5700	1750	1750	7440	60	1575	760	1225	2205	473	247

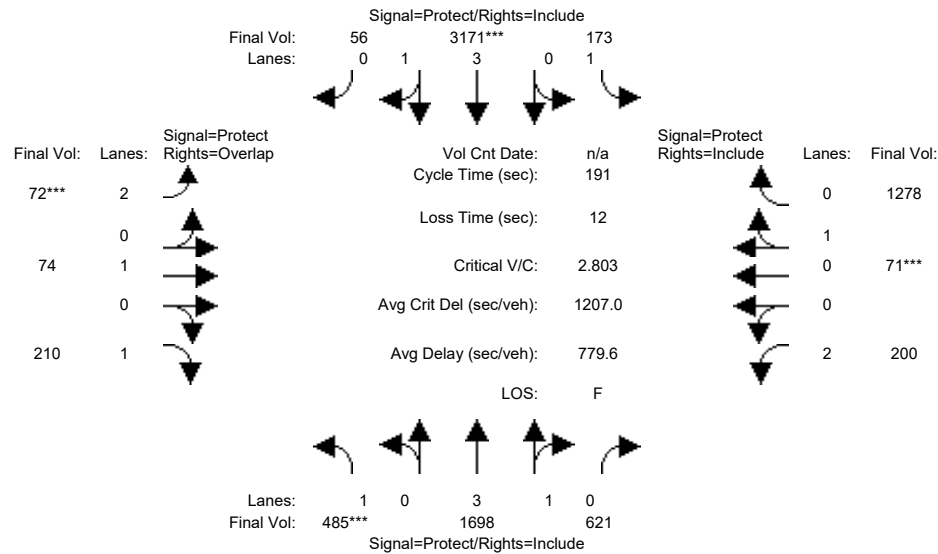
Capacity Analysis Module:												
Vol/Sat:	0.17	0.55	0.67	0.04	0.15	0.15	0.07	0.06	0.30	0.17	0.24	0.24
Crit Moves:			****	****			****			****		
Green Time:	33.1	71.4	82.3	11.7	49.5	49.5	11.5	36.7	69.8	26.3	51.5	51.5
Volume/Cap:	0.88	1.31	1.38	0.64	0.51	0.51	1.06	0.29	0.74	1.08	0.80	0.80
Delay/Veh:	87.6	198	227.7	87.2	52.8	52.8	184.1	56.3	47.5	143.4	72.2	72.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	198	227.7	87.2	52.8	52.8	184.1	56.3	47.5	143.4	72.2	72.2
LOS by Move:	F	F	F	F	D	D	F	E	D	F	E	E
HCM2k95thQ:	29	124	159	9	23	23	12	5	32	29	20	20

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #25: (2) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	59	89	89	28	58	58	13	30	30	20	37	37
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1

Volume Module:												
Base Vol:	485	1698	621	173	3171	56	72	74	210	200	71	1278
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	1698	621	173	3171	56	72	74	210	200	71	1278
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	1698	621	173	3171	56	72	74	210	200	71	1278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	1698	621	173	3171	56	72	74	210	200	71	1278
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1698	621	173	3171	56	72	74	210	200	71	1278
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	485	1698	621	173	3171	56	72	74	210	200	71	1278

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.00	1.00	1.00	3.93	0.07	2.00	1.00	1.00	2.00	0.05	0.95
Final Sat.:	1750	5700	1750	1750	7370	130	1575	760	1225	2205	38	682

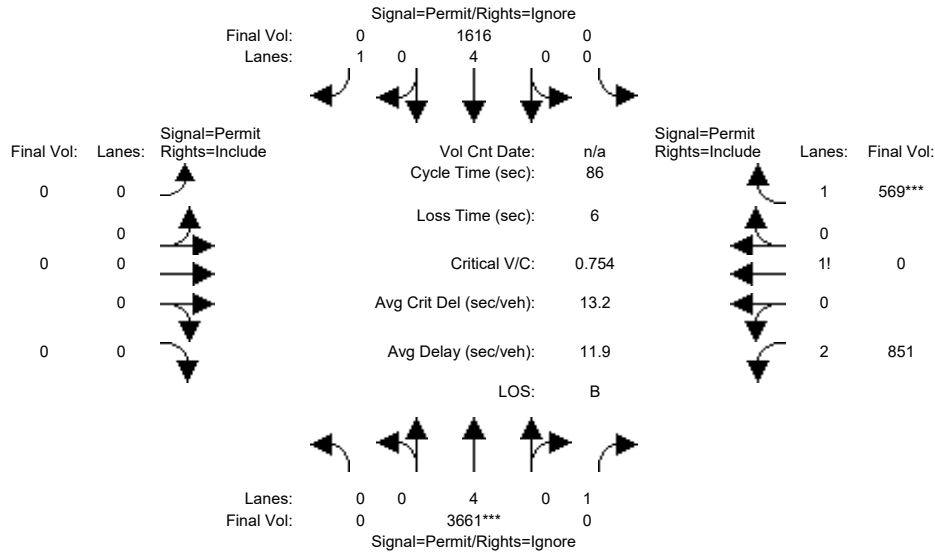
Capacity Analysis Module:												
Vol/Sat:	0.28	0.30	0.35	0.10	0.43	0.43	0.05	0.10	0.17	0.09	1.87	1.87
Crit Moves:	***				****		****				****	
Green Time:	58.6	89.1	89.1	27.7	57.6	57.6	12.9	30.3	88.9	20.2	37.6	37.6
Volume/Cap:	0.90	0.64	0.76	0.68	1.43	1.43	0.68	0.61	0.37	0.86	9.52	9.52
Delay/Veh:	80.8	31.9	35.5	84.9	266	265.6	103.1	84.0	33.3	109.6	3923	3923
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	31.9	35.5	84.9	266	265.6	103.1	84.0	33.3	109.6	3923	3923
LOS by Move:	F	C	D	F	F	F	F	F	C	F	F	F
HCM2k95thQ:	49	34	46	19	114	114	7	10	16	17	354	354

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #26: (3) Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	52	0	0	52	0	0	0	0	23	23	23
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0

Volume Module:												
Base Vol:	0	3661	0	0	1616	505	0	0	0	851	0	569
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3661	0	0	1616	505	0	0	0	851	0	569
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3661	0	0	1616	505	0	0	0	851	0	569
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3661	0	0	1616	0	0	0	0	851	0	569
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3661	0	0	1616	0	0	0	0	851	0	569
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	3661	0	0	1616	0	0	0	0	851	0	569

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.84	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.52	0.00	1.48
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4044	0	2588

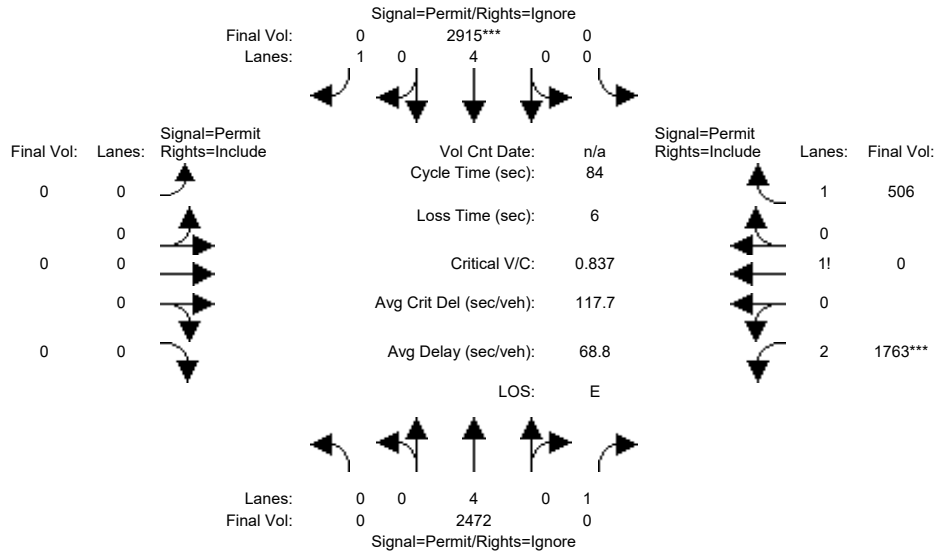
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.21	0.00	0.22
Crit Moves:	****											
Green Time:	0.0	52.1	0.0	0.0	52.1	0.0	0.0	0.0	0.0	23.0	23.0	27.9
Volume/Cap:	0.00	0.80	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.79	0.00	0.68
Delay/Veh:	0.0	8.2	0.0	0.0	4.8	0.0	0.0	0.0	0.0	31.6	0.0	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	0.0	0.0	4.8	0.0	0.0	0.0	0.0	31.6	0.0	26.1
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2k95thQ:	0	24	0	0	6	0	0	0	0	22	0	19

Note: Queue reported is the number of cars per lane.

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2040 PH2+FC PM wo Conn

Intersection #26: (3) Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	0	52	0	0	52	0	0	0	0	22	22	22
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0

Volume Module:												
Base Vol:	0	2472	0	0	2915	349	0	0	0	1763	0	506
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2472	0	0	2915	349	0	0	0	1763	0	506
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2472	0	0	2915	349	0	0	0	1763	0	506
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2472	0	0	2915	0	0	0	0	1763	0	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2472	0	0	2915	0	0	0	0	1763	0	506
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2472	0	0	2915	0	0	0	0	1763	0	506

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.87	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.71	0.00	1.29
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4474	0	2255

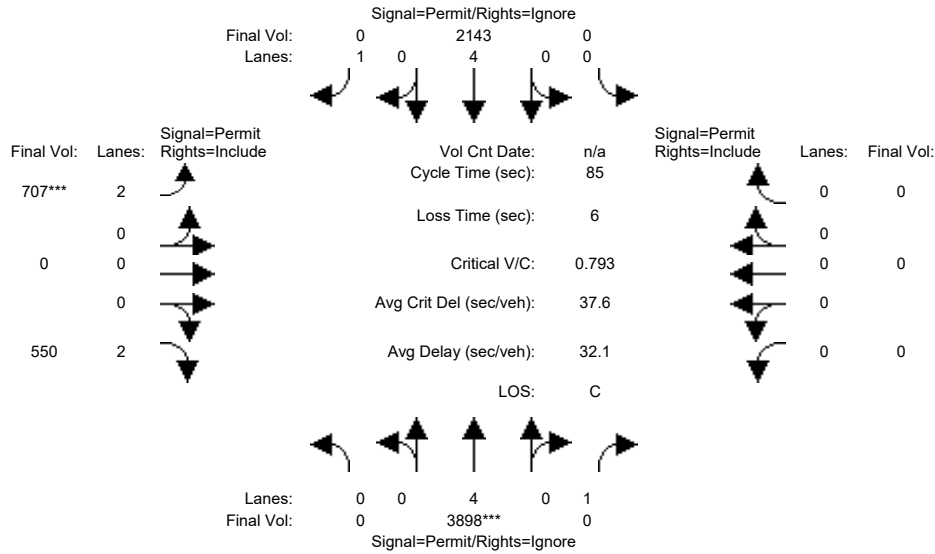
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.38	0.00	0.00	0.00	0.00	0.39	0.00	0.22
Crit Moves:					****						****	
Green Time:	0.0	51.8	0.0	0.0	51.8	0.0	0.0	0.0	0.0	22.0	22.0	22.0
Volume/Cap:	0.00	0.53	0.00	0.00	0.62	0.00	0.00	0.00	0.00	1.50	0.00	0.86
Delay/Veh:	0.0	13.2	0.0	0.0	5.6	0.0	0.0	0.0	0.0	261.6	0.0	32.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.2	0.0	0.0	5.6	0.0	0.0	0.0	0.0	261.6	0.0	32.5
LOS by Move:	A	B	A	A	A	A	A	A	A	F	A	C
HCM2k95thQ:	0	21	0	0	12	0	0	0	0	79	0	24

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #27: (4) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0

Volume Module:												
Base Vol:	0	3898	1082	0	2143	0	707	0	550	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3898	1082	0	2143	0	707	0	550	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3898	1082	0	2143	0	707	0	550	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3898	0	0	2143	0	707	0	550	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3898	0	0	2143	0	707	0	550	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	3898	0	0	2143	0	707	0	550	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0

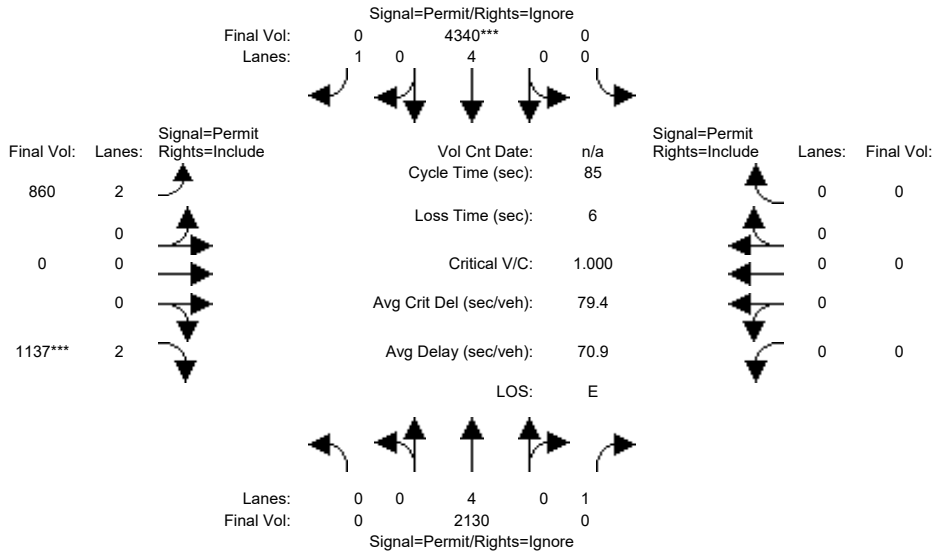
Capacity Analysis Module:												
Vol/Sat:	0.00	0.51	0.00	0.00	0.28	0.00	0.22	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****						****					
Green Time:	0.0	60.2	0.0	0.0	59.8	0.0	13.5	13.5	13.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.72	0.00	0.00	0.40	0.00	1.41	0.00	1.10	0.00	0.00	0.00
Delay/Veh:	0.0	2.1	0.0	0.0	1.3	0.0	233.4	0.0	105.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	2.1	0.0	0.0	1.3	0.0	233.4	0.0	105.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	12	0	0	4	0	46	0	29	0	0	0

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #27: (4) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0

Volume Module:												
Base Vol:	0	2130	424	0	4340	0	860	0	1137	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2130	424	0	4340	0	860	0	1137	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2130	424	0	4340	0	860	0	1137	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2130	0	0	4340	0	860	0	1137	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2130	0	0	4340	0	860	0	1137	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	2130	0	0	4340	0	860	0	1137	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0

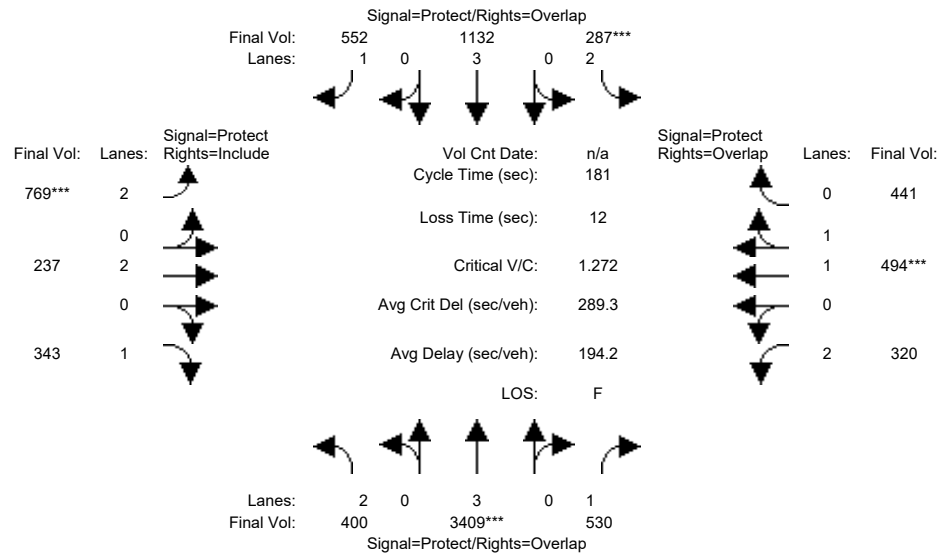
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.57	0.00	0.27	0.00	0.36	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	63.4	0.0	0.0	63.8	0.0	17.5	17.5	17.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.38	0.00	0.00	0.76	0.00	1.33	0.00	1.75	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.6	0.0	192.2	0.0	380.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.6	0.0	192.2	0.0	380.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	4	0	51	0	85	0	0	0

Note: Queue reported is the number of cars per lane.

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2040 PH2+FC AM wo Conn

Intersection #30: (51) Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	101	101	17	93	93	13	29	29	11	27	27
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module: 8:00 AM - 9:00 AM												
Base Vol:	400	3918	530	287	1301	552	769	237	343	320	494	441
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	3918	530	287	1301	552	769	237	343	320	494	441
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	400	3918	530	287	1301	552	769	237	343	320	494	441
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	400	3409	530	287	1132	552	769	237	343	320	494	441
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	3409	530	287	1132	552	769	237	343	320	494	441
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	400	3409	530	287	1132	552	769	237	343	320	494	441

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.94
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.03	0.97
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	1940	1732

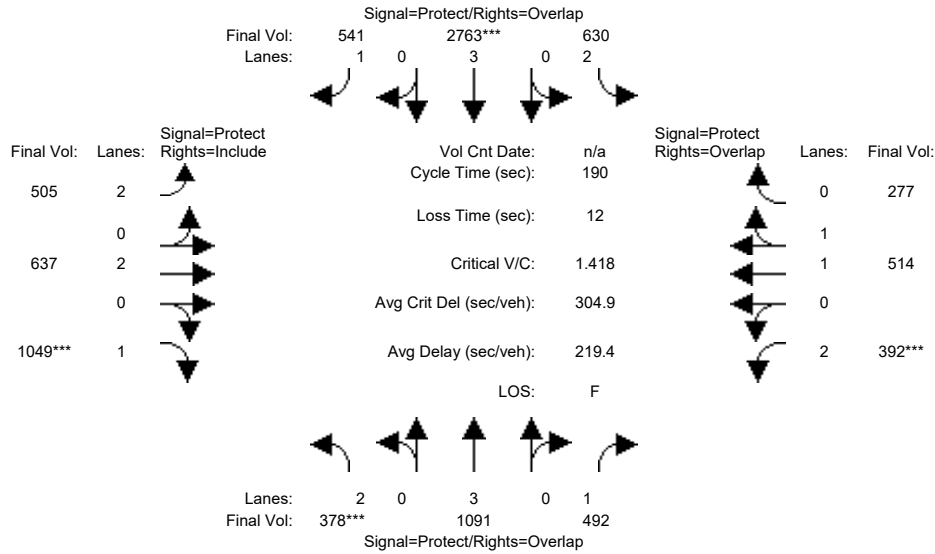
Capacity Analysis Module:												
Vol/Sat:	0.13	0.60	0.30	0.09	0.20	0.32	0.24	0.06	0.20	0.10	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	25.2	101	111.8	17.1	93.1	105.9	12.8	28.8	28.8	10.8	26.9	44.0
Volume/Cap:	0.91	1.07	0.49	0.96	0.39	0.54	3.45	0.39	1.23	1.70	1.71	1.05
Delay/Veh:	99.9	65.9	10.4	124.0	19.9	14.4	1199	68.7	207.7	422.6	406	111.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	99.9	65.9	10.4	124.0	19.9	14.4	1199	68.7	207.7	422.6	406	111.9
LOS by Move:	F	E	B	F	B	B	F	E	F	F	F	F
HCM2k95thQ:	22	103	16	23	16	23	98	11	48	34	76	47

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #30: (51) Lawrence Expwy & Kifer Rd



Street Name:	Lawrence Expwy						Kifer Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	80	85	32	103	103	16	33	33	22	39	39
Y+R:	5.9	6.2	6.2	6.1	6.2	6.2	5.8	5.5	5.5	5.9	5.5	5.5

Volume Module: 4:15 PM - 5:15 PM												
Base Vol:	378	1364	492	630	3497	541	505	637	1049	392	514	277
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	378	1364	492	630	3497	541	505	637	1049	392	514	277
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	378	1364	492	630	3497	541	505	637	1049	392	514	277
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	378	1091	492	630	2763	541	505	637	1049	392	514	277
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	378	1091	492	630	2763	541	505	637	1049	392	514	277
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	378	1091	492	630	2763	541	505	637	1049	392	514	277

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	1.28	0.72
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	3150	2403	1295

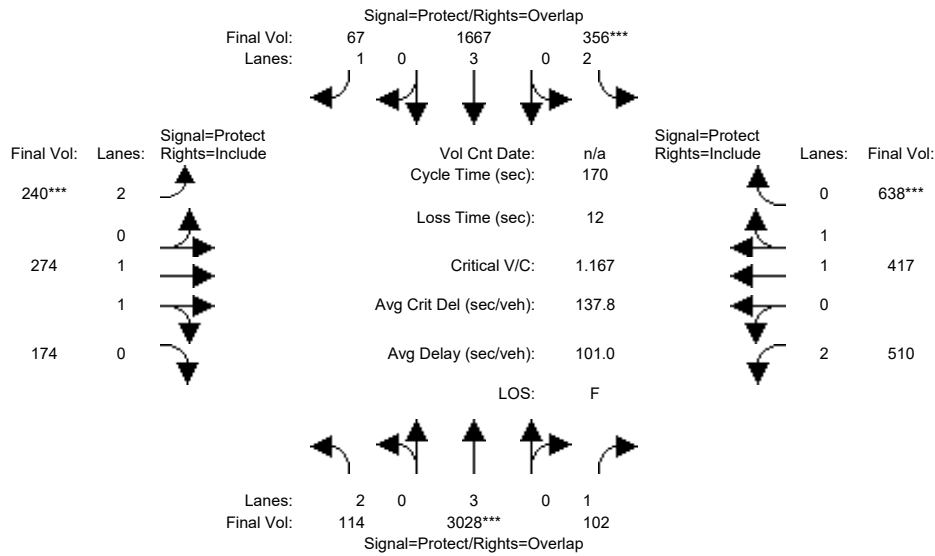
Capacity Analysis Module:												
Vol/Sat:	0.12	0.19	0.28	0.20	0.48	0.31	0.16	0.17	0.60	0.12	0.21	0.21
Crit Moves:	***			****					****	****		
Green Time:	8.9	79.9	101.6	31.9	103	118.9	15.8	33.0	44.3	21.7	38.9	70.8
Volume/Cap:	2.56	0.46	0.53	1.19	0.89	0.49	1.93	0.97	2.57	1.09	1.04	0.57
Delay/Veh:	816.8	58.7	51.1	193.3	72.8	41.1	518.0	104	786.5	157.8	121	48.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	816.8	58.7	51.1	193.3	72.8	41.1	518.0	104	786.5	157.8	121	48.2
LOS by Move:	F	E	D	F	E	D	F	F	F	F	F	D
HCM2k95thQ:	48	31	44	51	82	46	56	35	222	30	46	31

Note: Queue reported is the number of cars per lane.

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2040 PH2+FC AM wo Conn

Intersection #35: (54) Lawrence Expwy & Pruneridge Ave



Street Name:	Lawrence Expwy						Pruneridge Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	81	81	16	83	83	13	24	24	26	37	37
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9

Volume Module: 7:30 AM - 8:30 AM												
Base Vol:	114	3480	102	356	1916	67	240	274	174	510	417	638
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	3480	102	356	1916	67	240	274	174	510	417	638
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	3480	102	356	1916	67	240	274	174	510	417	638
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	3028	102	356	1667	67	240	274	174	510	417	638
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	3028	102	356	1667	67	240	274	174	510	417	638
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	3028	102	356	1667	67	240	274	174	510	417	638

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.20	0.80	2.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2262	1436	3150	1900	1750

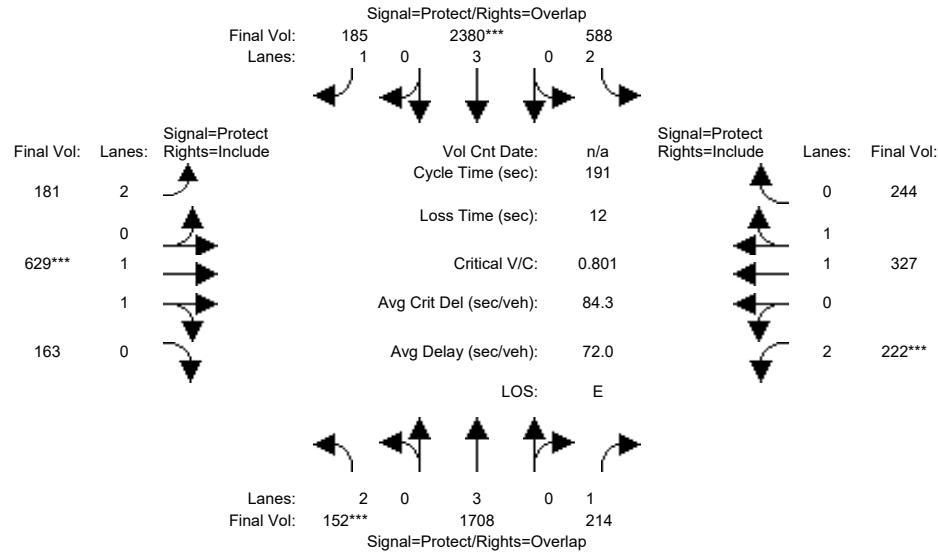
Capacity Analysis Module:												
Vol/Sat:	0.04	0.53	0.06	0.11	0.29	0.04	0.08	0.12	0.12	0.16	0.22	0.36
Crit Moves:	****			****			****			****		
Green Time:	13.9	81.4	106.9	15.5	83.0	95.4	12.4	23.6	23.6	25.5	36.8	48.7
Volume/Cap:	0.44	1.11	0.09	1.24	0.60	0.07	1.05	0.87	0.87	1.08	1.01	1.27
Delay/Veh:	75.6	109	18.1	211.0	25.0	11.3	150.5	86.9	86.9	136.7	97.9	192.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.6	109	18.1	211.0	25.0	11.3	150.5	86.9	86.9	136.7	97.9	192.7
LOS by Move:	E	F	B	F	C	B	F	F	F	F	F	F
HCM2k95thQ:	7	101	7	29	28	2	21	25	25	37	45	84

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
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2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #35: (54) Lawrence Expwy & Pruneridge Ave



Street Name:	Lawrence Expwy						Pruneridge Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	82	82	37	106	106	15	30	30	18	33	33
Y+R:	6.1	6.2	6.2	6.1	6.2	6.2	5.7	5.9	5.9	5.8	5.9	5.9

Volume Module: 4:30 PM - 5:30 PM												
Base Vol:	152	2135	214	588	3013	185	181	629	163	222	327	244
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	152	2135	214	588	3013	185	181	629	163	222	327	244
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	152	2135	214	588	3013	185	181	629	163	222	327	244
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	152	1708	214	588	2380	185	181	629	163	222	327	244
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	152	1708	214	588	2380	185	181	629	163	222	327	244
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	152	1708	214	588	2380	185	181	629	163	222	327	244

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.58	0.42	2.00	1.12	0.88
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	2938	761	3150	2118	1580

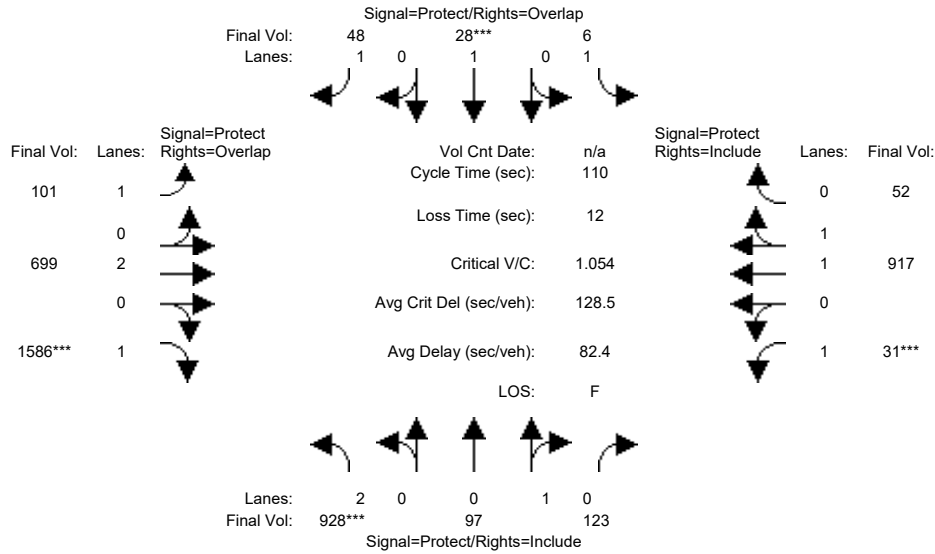
Capacity Analysis Module:												
Vol/Sat:	0.05	0.30	0.12	0.19	0.42	0.11	0.06	0.21	0.21	0.07	0.15	0.15
Crit Moves:	***			****			****			****		
Green Time:	13.0	81.5	99.8	37.1	106	120.8	15.2	29.6	29.6	18.3	32.8	32.8
Volume/Cap:	0.71	0.70	0.23	0.96	0.76	0.17	0.72	1.38	1.38	0.74	0.90	0.90
Delay/Veh:	97.6	39.7	18.3	103.1	23.2	7.1	95.7	263	263.0	93.1	93.2	93.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.6	39.7	18.3	103.1	23.2	7.1	95.7	263	263.0	93.1	93.2	93.2
LOS by Move:	F	D	B	F	C	A	F	F	F	F	F	F
HCM2k95thQ:	11	39	9	35	43	4	14	61	61	17	33	33

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #40: (6) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1

Volume Module:												
Base Vol:	882	92	117	6	27	46	96	664	1507	29	871	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	882	92	117	6	27	46	96	664	1507	29	871	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	882	92	117	6	27	46	96	664	1507	29	871	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	928	97	123	6	28	48	101	699	1586	31	917	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	928	97	123	6	28	48	101	699	1586	31	917	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	928	97	123	6	28	48	101	699	1586	31	917	52

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	0.44	0.56	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	3150	792	1008	1750	1900	1750	1750	3800	1750	1750	3503	197

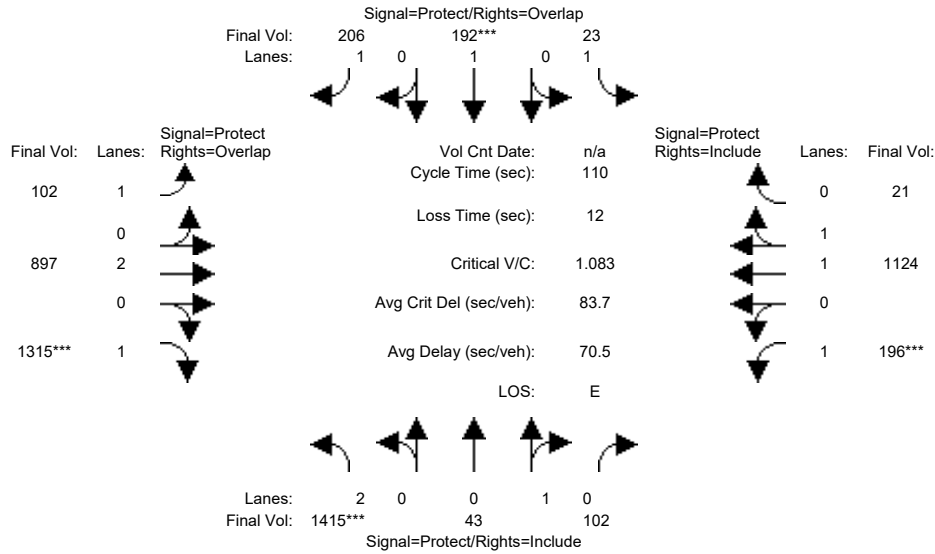
Capacity Analysis Module:												
Vol/Sat:	0.29	0.12	0.12	0.00	0.01	0.03	0.06	0.18	0.91	0.02	0.26	0.26
Crit Moves:	***			***					***	***		
Green Time:	26.7	24.0	24.0	10.7	8.0	21.8	13.8	55.3	82.0	8.0	49.6	49.6
Volume/Cap:	1.22	0.56	0.56	0.04	0.21	0.14	0.46	0.37	1.22	0.24	0.58	0.58
Delay/Veh:	150.7	40.2	40.2	45.1	48.7	36.6	46.2	16.8	118.4	49.1	23.0	23.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	150.7	40.2	40.2	45.1	48.7	36.6	46.2	16.8	118.4	49.1	23.0	23.0
LOS by Move:	F	D	D	D	D	D	D	B	F	D	C	C
HCM2k95thQ:	54	14	14	0	2	3	7	13	144	2	22	22

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #40: (6) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1

Volume Module:												
Base Vol:	1373	42	99	22	186	200	99	870	1276	190	1090	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1373	42	99	22	186	200	99	870	1276	190	1090	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1373	42	99	22	186	200	99	870	1276	190	1090	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	1415	43	102	23	192	206	102	897	1315	196	1124	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1415	43	102	23	192	206	102	897	1315	196	1124	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1415	43	102	23	192	206	102	897	1315	196	1124	21

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.30	0.70	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	536	1264	1750	1900	1750	1750	3800	1750	1750	3633	67

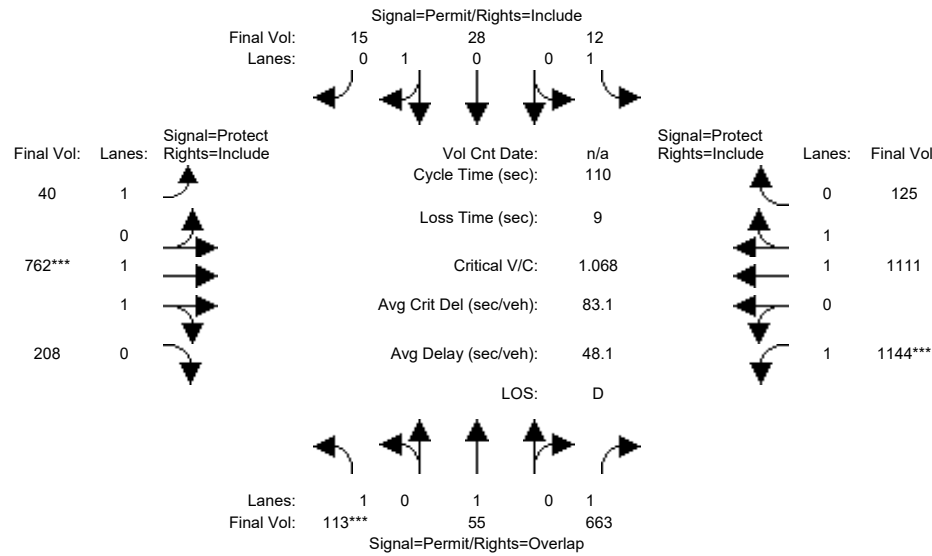
Capacity Analysis Module:												
Vol/Sat:	0.45	0.08	0.08	0.01	0.10	0.12	0.06	0.24	0.75	0.11	0.31	0.31
Crit Moves:	***			****			****		****	****		
Green Time:	45.7	33.4	33.4	22.5	10.3	18.3	8.0	30.7	76.4	11.4	34.1	34.1
Volume/Cap:	1.08	0.27	0.27	0.06	1.08	0.71	0.80	0.85	1.08	1.08	1.00	1.00
Delay/Veh:	82.7	29.3	29.3	35.3	141	51.3	79.3	43.8	68.1	140.0	64.1	64.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.7	29.3	29.3	35.3	141	51.3	79.3	43.8	68.1	140.0	64.1	64.1
LOS by Move:	F	C	C	D	F	D	E	D	E	F	E	E
HCM2k95thQ:	64	8	8	1	21	16	8	27	98	19	40	40

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #41: (7) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:

Base Vol:	105	51	617	11	26	14	37	709	193	1064	1033	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	51	617	11	26	14	37	709	193	1064	1033	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	51	617	11	26	14	37	709	193	1064	1033	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	113	55	663	12	28	15	40	762	208	1144	1111	125
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	55	663	12	28	15	40	762	208	1144	1111	125
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	113	55	663	12	28	15	40	762	208	1144	1111	125

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.65	0.35	1.00	1.56	0.44	1.00	1.79	0.21
Final Sat.:	1750	1900	1750	1750	1170	630	1750	2908	792	1750	3326	374

Capacity Analysis Module:

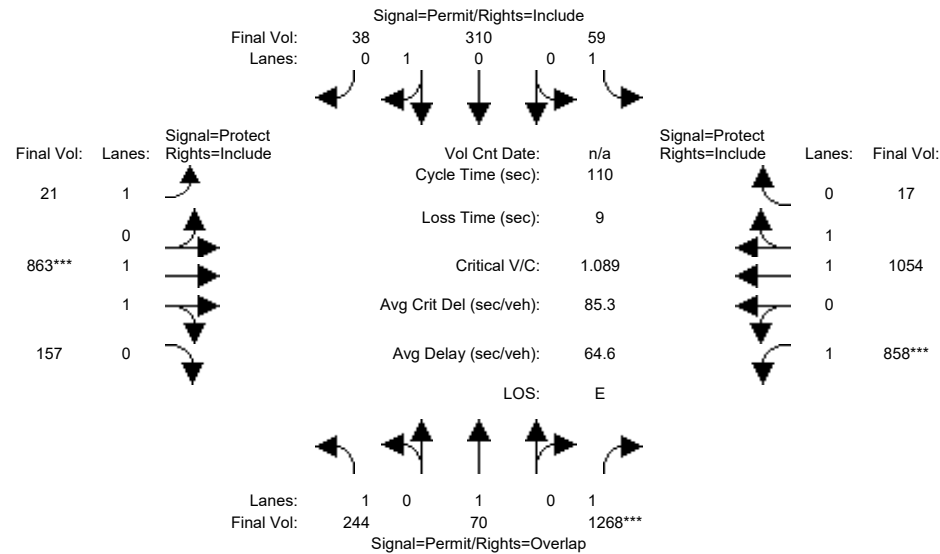
Vol/Sat:	0.06	0.03	0.38	0.01	0.02	0.02	0.02	0.26	0.26	0.65	0.33	0.33
Crit Moves:	****							****		****		
Green Time:	6.6	6.6	74.0	6.6	6.6	6.6	11.3	27.0	27.0	67.3	83.0	83.0
Volume/Cap:	1.07	0.48	0.56	0.11	0.40	0.40	0.22	1.07	1.07	1.07	0.44	0.44
Delay/Veh:	158.7	53.1	10.1	49.4	52.1	52.1	45.9	91.2	91.2	68.8	5.1	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	158.7	53.1	10.1	49.4	52.1	52.1	45.9	91.2	91.2	68.8	5.1	5.1
LOS by Move:	F	D	B	D	D	D	D	F	F	E	A	A
HCM2k95thQ:	15	5	23	1	4	4	3	38	38	81	14	14

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #41: (7) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:												
Base Vol:	234	67	1217	57	298	36	20	828	151	824	1012	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	67	1217	57	298	36	20	828	151	824	1012	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	67	1217	57	298	36	20	828	151	824	1012	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	244	70	1268	59	310	38	21	863	157	858	1054	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	70	1268	59	310	38	21	863	157	858	1054	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	244	70	1268	59	310	38	21	863	157	858	1054	17

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	0.89	0.11	1.00	1.68	0.32	1.00	1.97	0.03
Final Sat.:	1750	1900	1750	1750	1606	194	1750	3129	571	1750	3642	58

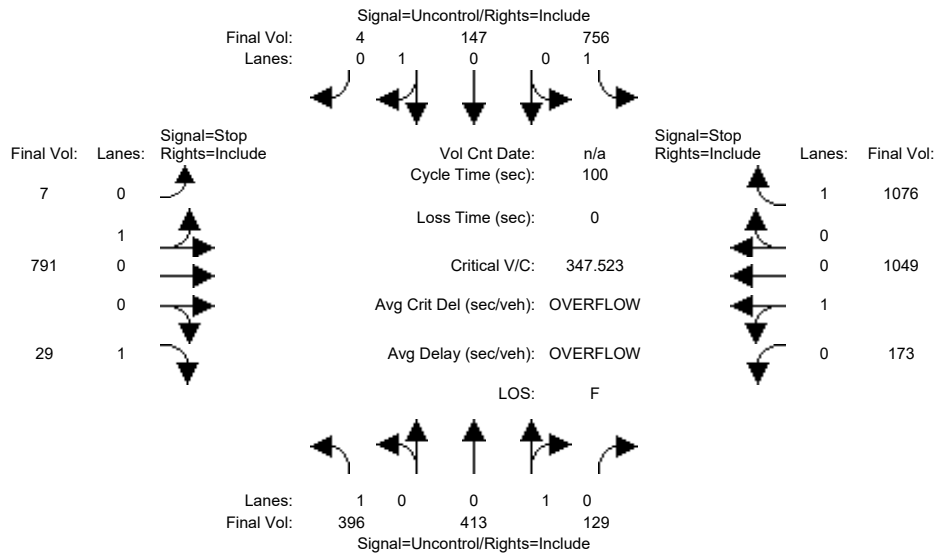
Capacity Analysis Module:												
Vol/Sat:	0.14	0.04	0.72	0.03	0.19	0.19	0.01	0.28	0.28	0.49	0.29	0.29
Crit Moves:			****					****		****		
Green Time:	23.6	23.6	73.2	23.6	23.6	23.6	10.5	27.8	27.8	49.5	66.9	66.9
Volume/Cap:	0.65	0.17	1.09	0.16	0.90	0.90	0.12	1.09	1.09	1.09	0.48	0.48
Delay/Veh:	43.3	35.4	72.6	35.3	65.2	65.2	45.9	97.8	97.8	89.3	12.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	35.4	72.6	35.3	65.2	65.2	45.9	97.8	97.8	89.3	12.1	12.1
LOS by Move:	D	D	E	D	E	E	D	F	F	F	B	B
HCM2k95thQ:	17	4	97	4	27	27	1	39	39	61	17	17

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #42: (8) Old Ironsides Dr & Old Glory Ln



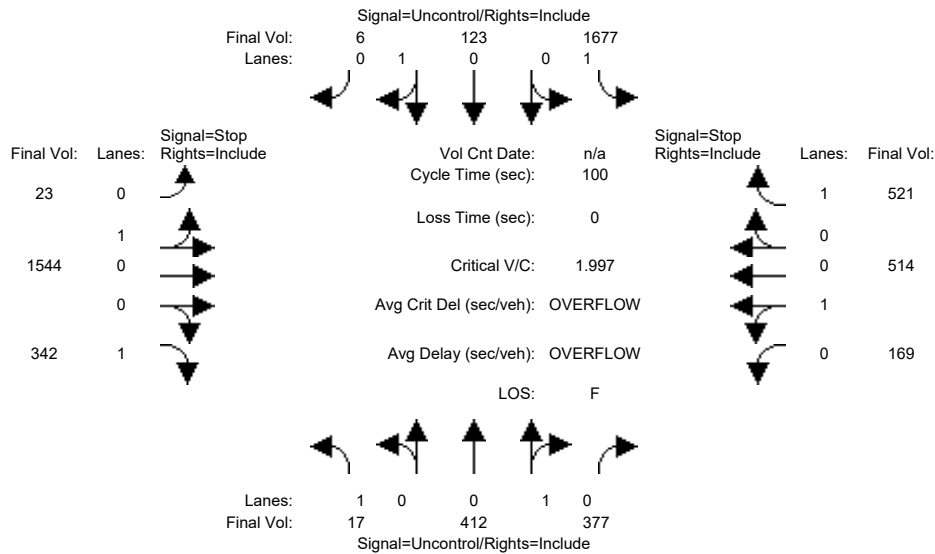
Street Name:	Old Ironsides Dr						Old Glory Ln								
Approach:	North Bound			South Bound			East Bound			West Bound					
Movement:	L	T	R	L	T	R	L	T	R	L	T	R			
Volume Module:															
Base Vol:	356	372	116	680	132	4	6	712	26	156	944	968			
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Initial Bse:	356	372	116	680	132	4	6	712	26	156	944	968			
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
ATI:	0	0	0	0	0	0	0	0	0	0	0	0			
Initial Fut:	356	372	116	680	132	4	6	712	26	156	944	968			
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90			
PHF Volume:	396	413	129	756	147	4	7	791	29	173	1049	1076			
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0			
FinalVolume:	396	413	129	756	147	4	7	791	29	173	1049	1076			
Critical Gap Module:															
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.1	6.5	6.2	7.1	6.5	6.2			
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3			
Capacity Module:															
Cnflct Vol:	151	xxxx	xxxxx	542	xxxx	xxxxx	3991	2993	149	3339	2931	478			
Potent Cap.:	1442	xxxx	xxxxx	1037	xxxx	xxxxx	2	14	903	5	15	592			
Move Cap.:	1442	xxxx	xxxxx	1037	xxxx	xxxxx	0	3	903	0	3	592			
Volume/Cap:	0.27	xxxx	xxxx	0.73	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx	1.82			
Level Of Service Module:															
2Way95thQ:	1.1	xxxx	xxxxx	6.8	xxxx	xxxxx	xxxx	xxxx	0.1	xxxx	xxxx	66.5			
Control Del:	8.4	xxxx	xxxxx	17.2	xxxx	xxxxx	xxxxxx	xxxx	9.1	xxxxxx	xxxx	392.2			
LOS by Move:	A	*	*	C	*	*	*	*	A	*	*	F			
Movement:	LT	-	LTR	-	RT	LT	-	LTR	-	RT	LT	-	LTR	-	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0	xxxx	xxxxxx	0	xxxx	xxxxxx			
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx			
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*			
ApproachDel:	xxxxxxx			xxxxxxx			+Inf			+Inf					
ApproachLOS:	*			*			F			F					

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #42: (8) Old Ironsides Dr & Old Glory Ln



Street Name: Old Ironsides Dr Old Glory Ln
 Approach: North Bound South Bound East Bound West Bound
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	Old Ironsides Dr			Old Ironsides Dr			Old Glory Ln			Old Glory Ln		
	L	T	R	L	T	R	L	T	R	L	T	R
Base Vol:	15	371	339	1509	111	5	21	1390	308	152	463	469
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	371	339	1509	111	5	21	1390	308	152	463	469
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	371	339	1509	111	5	21	1390	308	152	463	469
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	17	412	377	1677	123	6	23	1544	342	169	514	521
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	17	412	377	1677	123	6	23	1544	342	169	514	521

Critical Gap Module:	Old Ironsides Dr			Old Ironsides Dr			Old Glory Ln			Old Glory Ln		
	L	T	R	L	T	R	L	T	R	L	T	R
Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.1	6.5	6.2	7.1	6.5	6.2
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	Old Ironsides Dr			Old Ironsides Dr			Old Glory Ln			Old Glory Ln		
	L	T	R	L	T	R	L	T	R	L	T	R
Cnflct Vol:	129	xxxx	xxxxxx	789	xxxx	xxxxxx	4631	4302	126	5057	4116	601
Potent Cap.:	1469	xxxx	xxxxxx	840	xxxx	xxxxxx	1	2	930	0	2	504
Move Cap.:	1469	xxxx	xxxxxx	840	xxxx	xxxxxx	0	0	930	0	0	504
Volume/Cap:	0.01	xxxx	xxxx	2.00	xxxx	xxxx	xxxx	xxxx	0.37	xxxx	xxxx	1.03

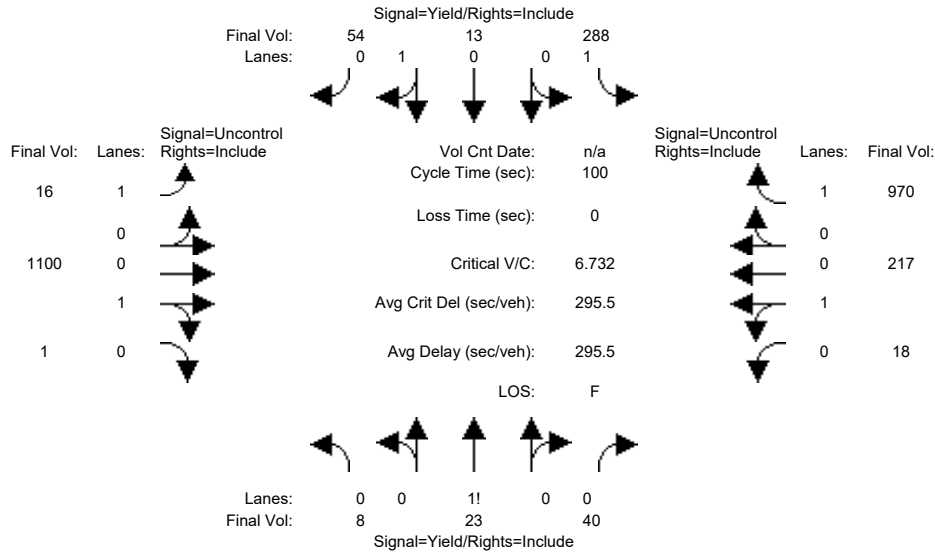
Level Of Service Module:	Old Ironsides Dr			Old Ironsides Dr			Old Glory Ln			Old Glory Ln		
	L	T	R	L	T	R	L	T	R	L	T	R
2Way95thQ:	0.0	xxxx	xxxxxx	110	xxxx	xxxxxx	xxxx	xxxx	1.7	xxxx	xxxx	15.1
Control Del:	7.5	xxxx	xxxxxx	466.1	xxxx	xxxxxx	xxxxxx	xxxx	11.1	xxxxxx	xxxx	77.8
LOS by Move:	A	*	*	F	*	*	*	*	B	*	*	F
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	0	xxxx	xxxxxx	0	xxxx	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxxx	xxxxxxx		xxxxxxx			+Inf		+Inf			
ApproachLOS:	*	*		*			F		F			

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #43: (9) Old Ironsides Dr & Patrick Henry Dr



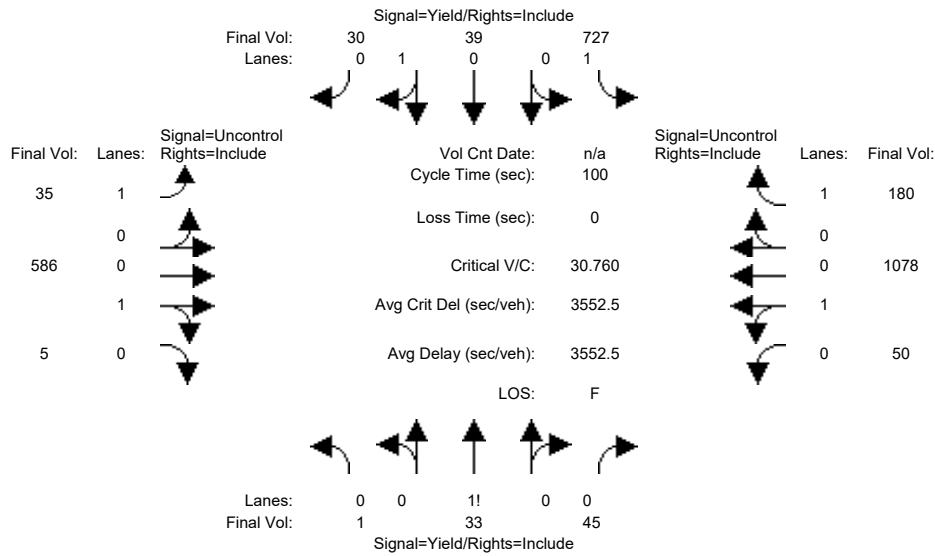
Street Name:	Old Ironsides Dr						Patrick Henry Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	7	21	36	259	12	49	14	990	1	16	195	873
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	21	36	259	12	49	14	990	1	16	195	873
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	7	21	36	259	12	49	14	990	1	16	195	873
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	8	23	40	288	13	54	16	1100	1	18	217	970
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	8	23	40	288	13	54	16	1100	1	18	217	970
Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx
Capacity Module:												
Cnflct Vol:	1903	2354	1101	1416	1384	217	1187	xxxx	xxxxxx	1101	xxxx	xxxxxx
Potent Cap.:	53	36	260	116	145	828	596	xxxx	xxxxxx	642	xxxx	xxxxxx
Move Cap.:	44	34	260	43	137	828	596	xxxx	xxxxxx	642	xxxx	xxxxxx
Volume/Cap:	0.18	0.68	0.15	6.73	0.10	0.07	0.03	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxxx	33.8	xxxx	xxxxxx	0.1	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	2764	xxxx	xxxxxx	11.2	xxxx	xxxxxx	10.8	xxxx	xxxxxx
LOS by Move:	*	*	*	F	*	*	B	*	*	B	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	70	xxxxxx	xxxx	xxxx	416	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	5.2	xxxxxx	xxxxxx	xxxx	0.6	xxxxxx	xxxx	xxxxxx	0.1	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	211	xxxxxx	xxxxxx	xxxx	15.3	xxxxxx	xxxx	xxxxxx	10.8	xxxx	xxxxxx
Shared LOS:	*	F	*	*	*	C	*	*	*	B	*	*
ApproachDel:	211.3			2240.2			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*		*	*	*	

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #43: (9) Old Ironsides Dr & Patrick Henry Dr



Street Name:	Old Ironsides Dr						Patrick Henry Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	1	30	41	669	36	28	32	539	5	46	992	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	30	41	669	36	28	32	539	5	46	992	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	30	41	669	36	28	32	539	5	46	992	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	33	45	727	39	30	35	586	5	50	1078	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	1	33	45	727	39	30	35	586	5	50	1078	180

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	7.1	6.5	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	1961	2017	589	1875	1839	1078	1259	xxxx	xxxxxx	591	xxxx	xxxxxx
Potent Cap.:	48	59	512	55	76	268	559	xxxx	xxxxxx	994	xxxx	xxxxxx
Move Cap.:	21	53	512	24	68	268	559	xxxx	xxxxxx	994	xxxx	xxxxxx
Volume/Cap:	0.05	0.62	0.09	30.76	0.58	0.11	0.06	xxxx	xxxx	0.05	xxxx	xxxx

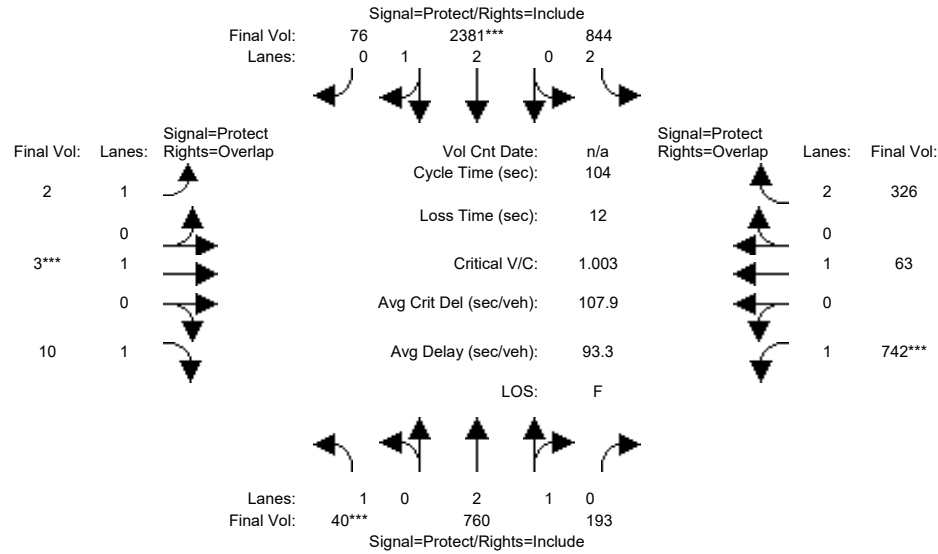
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	xxxx	xxxx	xxxxxx	90.9	xxxx	xxxxxx	0.2	xxxx	xxxxxx	0.2	xxxx	xxxxxx
Control Del:	xxxxxx	xxxx	xxxxxx	13705	xxxx	xxxxxx	11.9	xxxx	xxxxxx	8.8	xxxx	xxxxxx
LOS by Move:	*	*	*	F	*	*	B	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	103	xxxxxx	xxxx	xxxx	101	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
SharedQueue:	xxxxxx	4.1	xxxxxx	xxxxxx	xxxx	3.5	xxxxxx	xxxx	xxxxxx	0.2	xxxx	xxxxxx
Shrd ConDel:	xxxxxx	107	xxxxxx	xxxxxx	xxxx	97.2	xxxxxx	xxxx	xxxxxx	8.8	xxxx	xxxxxx
Shared LOS:	*	F	*	*	*	F	*	*	*	A	*	*
ApproachDel:	107.2			xxxxxxx			xxxxxxx			xxxxxxx		
ApproachLOS:	F			F			*			*		

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #47: (12) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:												
Base Vol:	36	684	174	760	2143	68	2	3	9	668	57	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	684	174	760	2143	68	2	3	9	668	57	293
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	684	174	760	2143	68	2	3	9	668	57	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	40	760	193	844	2381	76	2	3	10	742	63	326
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	760	193	844	2381	76	2	3	10	742	63	326
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	40	760	193	844	2381	76	2	3	10	742	63	326

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.37	0.63	2.00	2.90	0.10	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4463	1135	3150	5428	172	1750	1900	1750	1750	1900	3150

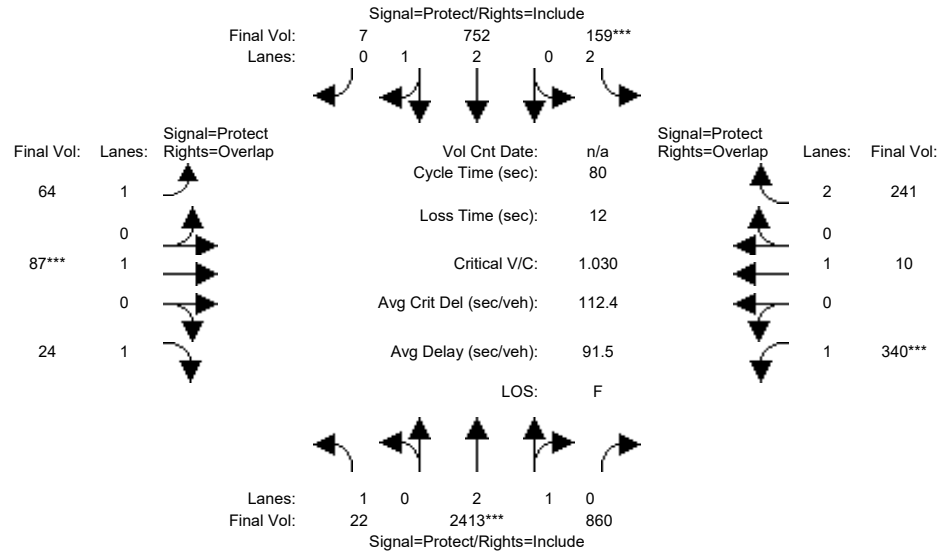
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.27	0.44	0.44	0.00	0.00	0.01	0.42	0.03	0.10
Crit Moves:	***			****			****			****		
Green Time:	4.0	17.0	17.0	26.7	39.7	39.7	21.5	10.0	14.0	38.3	26.9	53.6
Volume/Cap:	0.59	1.04	1.04	1.04	1.15	1.15	0.01	0.02	0.04	1.15	0.13	0.20
Delay/Veh:	62.7	85.5	85.5	82.4	106	105.8	32.8	42.6	39.2	117.6	29.7	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.7	85.5	85.5	82.4	106	105.8	32.8	42.6	39.2	117.6	29.7	13.7
LOS by Move:	E	F	F	F	F	F	C	D	D	F	C	B
HCM2k95thQ:	3	25	25	36	64	64	0	0	1	65	3	7

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #47: (12) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:												
Base Vol:	21	2268	808	149	707	7	60	82	23	320	9	227
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	2268	808	149	707	7	60	82	23	320	9	227
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	2268	808	149	707	7	60	82	23	320	9	227
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	22	2413	860	159	752	7	64	87	24	340	10	241
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	2413	860	159	752	7	64	87	24	340	10	241
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	22	2413	860	159	752	7	64	87	24	340	10	241

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.18	0.82	2.00	2.97	0.03	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4127	1470	3150	5545	55	1750	1900	1750	1750	1900	3150

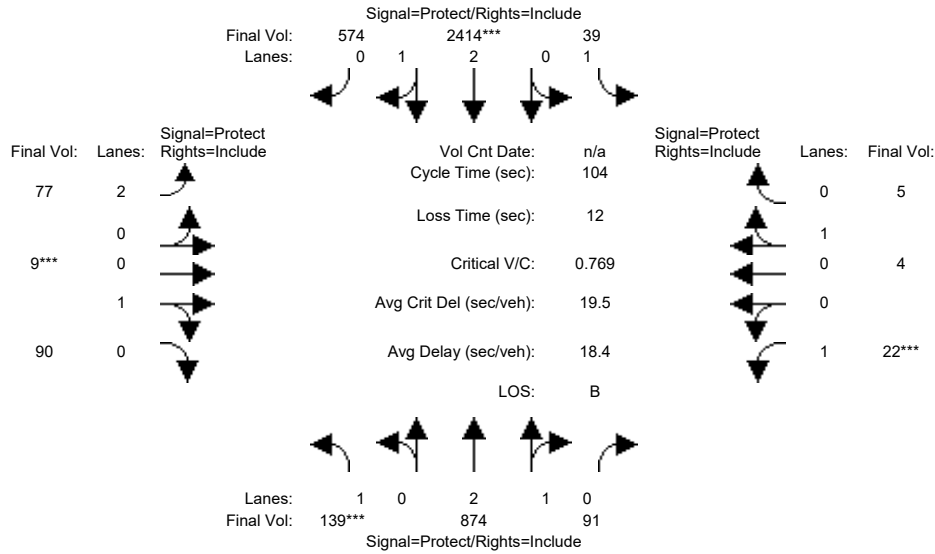
Capacity Analysis Module:												
Vol/Sat:	0.01	0.58	0.58	0.05	0.14	0.14	0.04	0.05	0.01	0.19	0.01	0.08
Crit Moves:	****			****			****			****		
Green Time:	12.1	39.0	39.0	6.0	32.9	32.9	10.2	10.0	22.1	13.0	12.8	18.8
Volume/Cap:	0.08	1.20	1.20	0.67	0.33	0.33	0.29	0.37	0.05	1.20	0.03	0.33
Delay/Veh:	29.3	114	113.7	43.3	16.1	16.1	32.3	33.1	21.3	151.8	28.4	25.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.3	114	113.7	43.3	16.1	16.1	32.3	33.1	21.3	151.8	28.4	25.6
LOS by Move:	C	F	F	D	B	B	C	C	C	F	C	C
HCM2k95thQ:	1	76	76	5	8	8	4	5	1	34	0	6

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #48: (13) GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:												
Base Vol:	129	813	85	36	2245	534	72	8	84	20	4	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	813	85	36	2245	534	72	8	84	20	4	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	813	85	36	2245	534	72	8	84	20	4	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	139	874	91	39	2414	574	77	9	90	22	4	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	874	91	39	2414	574	77	9	90	22	4	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	139	874	91	39	2414	574	77	9	90	22	4	5

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.71	0.29	1.00	2.40	0.60	2.00	0.09	0.91	1.00	0.44	0.56
Final Sat.:	1750	5069	530	1750	4523	1076	3150	157	1643	1750	800	1000

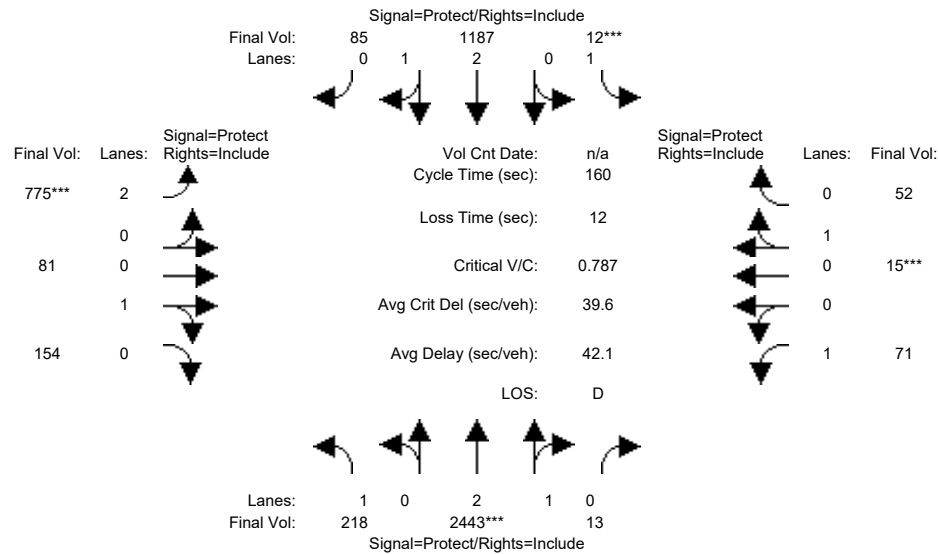
Capacity Analysis Module:												
Vol/Sat:	0.08	0.17	0.17	0.02	0.53	0.53	0.02	0.05	0.05	0.01	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	10.0	60.2	60.2	16.8	67.0	67.0	5.4	10.0	10.0	5.0	9.6	9.6
Volume/Cap:	0.83	0.30	0.30	0.14	0.83	0.83	0.48	0.57	0.57	0.26	0.06	0.06
Delay/Veh:	73.8	11.2	11.2	37.6	15.8	15.8	50.2	49.5	49.5	49.3	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.8	11.2	11.2	37.6	15.8	15.8	50.2	49.5	49.5	49.3	43.2	43.2
LOS by Move:	E	B	B	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	10	10	10	2	38	38	4	8	8	2	1	1

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #48: (13) GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1

Volume Module:

Base Vol:	207	2321	12	11	1128	81	736	77	146	67	14	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	2321	12	11	1128	81	736	77	146	67	14	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	2321	12	11	1128	81	736	77	146	67	14	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	218	2443	13	12	1187	85	775	81	154	71	15	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	218	2443	13	12	1187	85	775	81	154	71	15	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	218	2443	13	12	1187	85	775	81	154	71	15	52

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.79	0.21	2.00	0.35	0.65	1.00	0.22	0.78
Final Sat.:	1750	5571	29	1750	5224	375	3150	622	1178	1750	400	1400

Capacity Analysis Module:

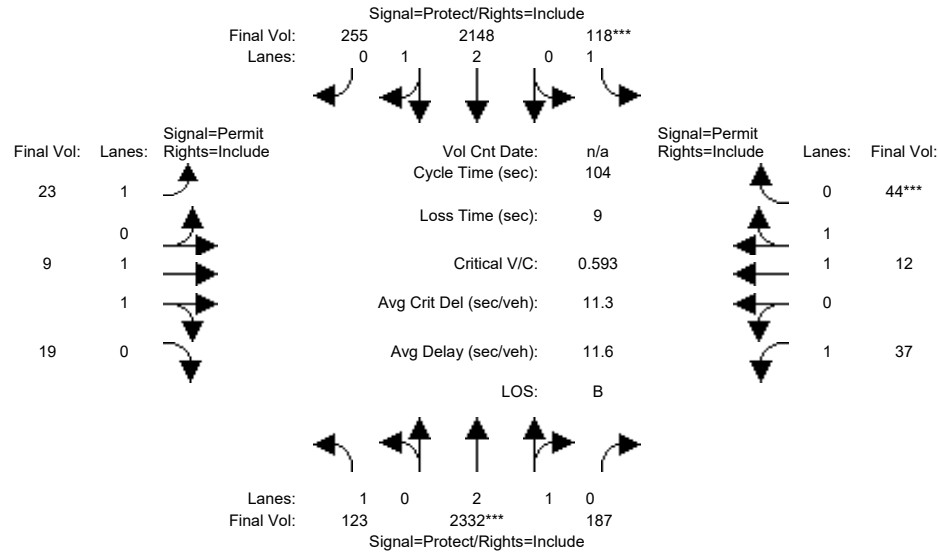
Vol/Sat:	0.12	0.44	0.44	0.01	0.23	0.23	0.25	0.13	0.13	0.04	0.04	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	32.2	85.9	85.9	5.0	58.7	58.7	48.1	43.7	43.7	13.5	9.0	9.0
Volume/Cap:	0.62	0.82	0.82	0.21	0.62	0.62	0.82	0.48	0.48	0.48	0.65	0.65
Delay/Veh:	61.7	32.5	32.5	77.5	42.1	42.1	57.5	49.4	49.4	72.3	88.4	88.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.7	32.5	32.5	77.5	42.1	42.1	57.5	49.4	49.4	72.3	88.4	88.4
LOS by Move:	E	C	C	E	D	D	E	D	D	E	F	F
HCM2k95thQ:	18	50	50	1	29	29	38	19	19	8	9	9

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #51: (14) GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1

Volume Module:												
Base Vol:	112	2122	170	107	1955	232	21	8	17	34	11	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	2122	170	107	1955	232	21	8	17	34	11	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	2122	170	107	1955	232	21	8	17	34	11	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	123	2332	187	118	2148	255	23	9	19	37	12	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	2332	187	118	2148	255	23	9	19	37	12	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	2332	187	118	2148	255	23	9	19	37	12	44

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.77	0.23	1.00	2.67	0.33	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5184	415	1750	5005	594	1750	1900	1750	1750	1900	1750

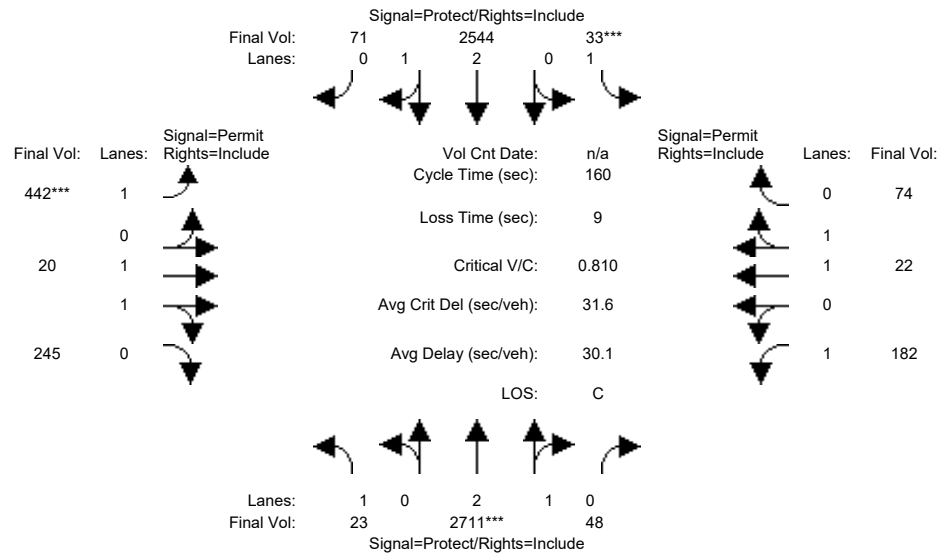
Capacity Analysis Module:												
Vol/Sat:	0.07	0.45	0.45	0.07	0.43	0.43	0.01	0.00	0.01	0.02	0.01	0.03
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.8	73.1	73.1	10.9	72.2	72.2	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.62	0.64	0.64	0.64	0.62	0.62	0.12	0.04	0.10	0.20	0.06	0.24
Delay/Veh:	49.7	8.7	8.7	52.1	8.8	8.8	42.4	41.8	42.2	43.0	41.9	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	8.7	8.7	52.1	8.8	8.8	42.4	41.8	42.2	43.0	41.9	43.2
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2k95thQ:	8	26	26	8	25	25	2	1	1	3	1	3

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
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2040 PH2+FC PM wo Conn

Intersection #51: (14) GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1

Volume Module:												
Base Vol:	22	2603	46	32	2442	68	424	19	235	175	21	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	2603	46	32	2442	68	424	19	235	175	21	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	2603	46	32	2442	68	424	19	235	175	21	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	23	2711	48	33	2544	71	442	20	245	182	22	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	2711	48	33	2544	71	442	20	245	182	22	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	2711	48	33	2544	71	442	20	245	182	22	74

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.95	0.05	1.00	2.92	0.08	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5503	97	1750	5448	152	1750	1900	1750	1750	1900	1750

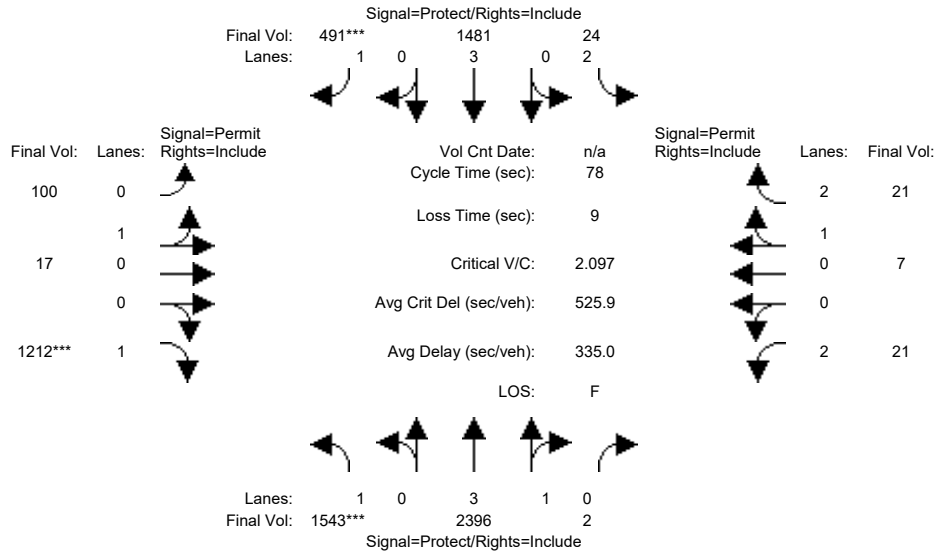
Capacity Analysis Module:												
Vol/Sat:	0.01	0.49	0.49	0.02	0.47	0.47	0.25	0.01	0.14	0.10	0.01	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	5.1	97.2	97.2	4.0	96.1	96.1	49.8	49.8	49.8	49.8	49.8	49.8
Volume/Cap:	0.41	0.81	0.81	0.76	0.78	0.78	0.81	0.03	0.45	0.33	0.04	0.14
Delay/Veh:	80.7	25.8	25.8	132.2	25.2	25.2	59.7	38.4	44.7	42.7	38.4	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.7	25.8	25.8	132.2	25.2	25.2	59.7	38.4	44.7	42.7	38.4	39.7
LOS by Move:	F	C	C	F	C	C	E	D	D	D	D	D
HCM2k95thQ:	2	55	55	4	53	53	38	1	19	14	1	5

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
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Level Of Service Computation Report
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2040 PH2+FC AM wo Conn

Intersection #53: (16) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6

Volume Module:

Base Vol:	1389	2156	2	22	1333	442	90	15	1091	19	6	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1389	2156	2	22	1333	442	90	15	1091	19	6	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1389	2156	2	22	1333	442	90	15	1091	19	6	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1543	2396	2	24	1481	491	100	17	1212	21	7	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1543	2396	2	24	1481	491	100	17	1212	21	7	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1543	2396	2	24	1481	491	100	17	1212	21	7	21

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	3.99	0.01	2.00	3.00	1.00	0.86	0.14	1.00	2.00	0.72	2.28
Final Sat.:	1750	7493	7	3150	5700	1750	1543	257	1750	3150	1296	4104

Capacity Analysis Module:

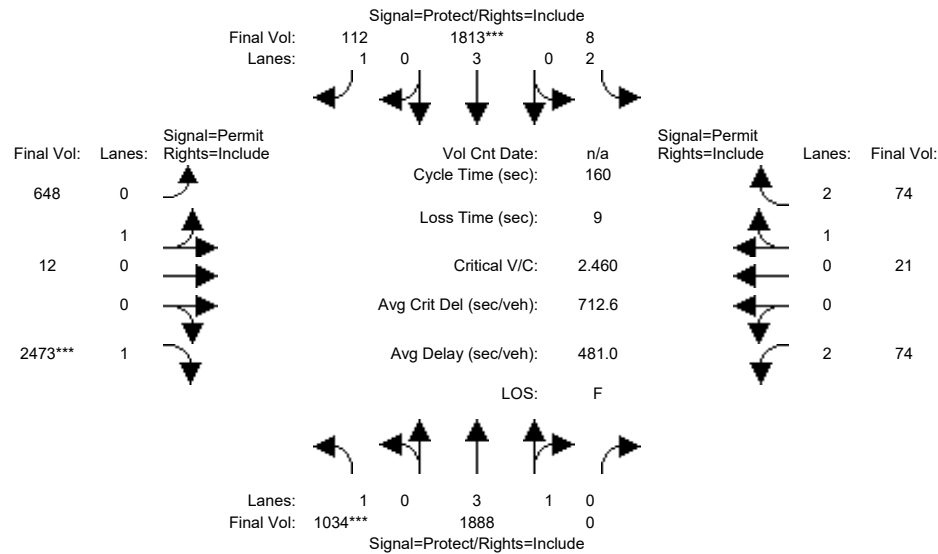
Vol/Sat:	0.88	0.32	0.32	0.01	0.26	0.28	0.06	0.06	0.69	0.01	0.01	0.01
Crit Moves:	****					****			****			
Green Time:	32.8	30.9	30.9	12.4	10.4	10.4	25.8	25.8	25.8	25.8	25.8	25.8
Volume/Cap:	2.10	0.81	0.81	0.05	1.94	2.10	0.20	0.20	2.10	0.02	0.02	0.02
Delay/Veh:	521.0	22.7	22.7	27.9	462	541.8	18.9	18.9	525.8	17.6	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	521.0	22.7	22.7	27.9	462	541.8	18.9	18.9	525.8	17.6	17.6	17.6
LOS by Move:	F	C	C	C	F	F	B	B	F	B	B	B
HCM2k95thQ:	220	24	24	1	64	72	4	4	175	0	0	0

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #53: (16) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6

Volume Module:

Base Vol:	982	1794	0	8	1722	106	616	11	2349	70	20	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	982	1794	0	8	1722	106	616	11	2349	70	20	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	982	1794	0	8	1722	106	616	11	2349	70	20	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1034	1888	0	8	1813	112	648	12	2473	74	21	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1034	1888	0	8	1813	112	648	12	2473	74	21	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1034	1888	0	8	1813	112	648	12	2473	74	21	74

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.92	0.83	1.00	0.92	0.95	0.95	0.92	0.83	0.95	0.95
Lanes:	1.00	4.00	0.00	2.00	3.00	1.00	0.98	0.02	1.00	2.00	0.67	2.33
Final Sat.:	1750	7500	0	3150	5700	1750	1768	32	1750	3150	1200	4200

Capacity Analysis Module:

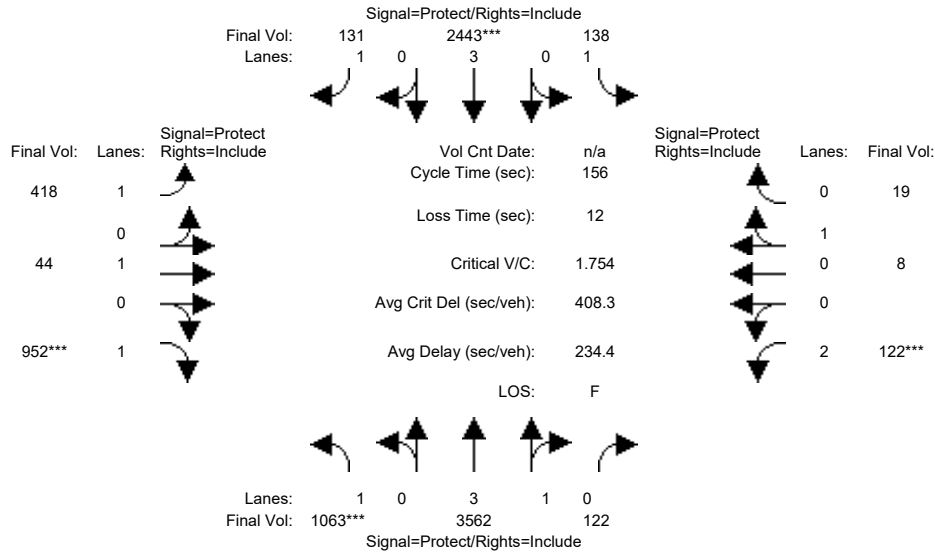
Vol/Sat:	0.59	0.25	0.00	0.00	0.32	0.06	0.37	0.37	1.41	0.02	0.02	0.02
Crit Moves:	****				****				****			
Green Time:	38.4	47.3	0.0	11.8	20.7	20.7	91.9	91.9	91.9	91.9	91.9	91.9
Volume/Cap:	2.46	0.85	0.00	0.04	2.46	0.49	0.64	0.64	2.46	0.04	0.03	0.03
Delay/Veh:	724.9	56.4	0.0	68.9	731	66.5	24.2	24.2	694.0	14.8	14.8	14.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	724.9	56.4	0.0	68.9	731	66.5	24.2	24.2	694.0	14.8	14.8	14.8
LOS by Move:	F	E	A	E	F	E	C	C	F	B	B	B
HCM2k95thQ:	201	38	0	0	109	11	38	38	480	2	1	1

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
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2040 PH2+FC AM wo Conn

Intersection #54: (17) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1

Volume Module:												
Base Vol:	957	3206	110	124	2199	118	376	40	857	110	7	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	957	3206	110	124	2199	118	376	40	857	110	7	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	957	3206	110	124	2199	118	376	40	857	110	7	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1063	3562	122	138	2443	131	418	44	952	122	8	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1063	3562	122	138	2443	131	418	44	952	122	8	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1063	3562	122	138	2443	131	418	44	952	122	8	19

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	3.86	0.14	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.29	0.71
Final Sat.:	1750	7251	249	1750	5700	1750	1750	1900	1750	3150	525	1275

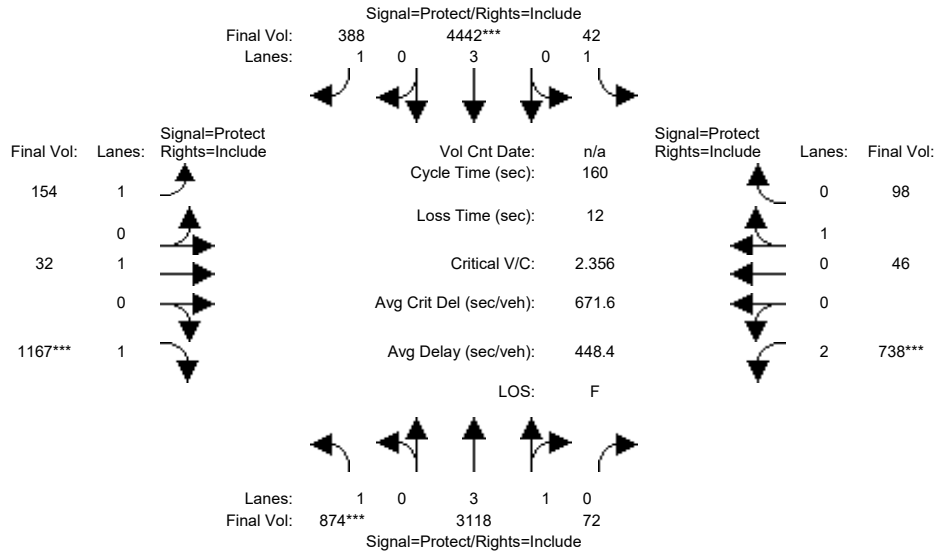
Capacity Analysis Module:												
Vol/Sat:	0.61	0.49	0.49	0.08	0.43	0.07	0.24	0.02	0.54	0.04	0.01	0.01
Crit Moves:	****				****				****	****		
Green Time:	53.1	78.0	78.0	12.5	37.4	37.4	40.5	47.5	47.5	6.0	13.0	13.0
Volume/Cap:	1.79	0.98	0.98	0.98	1.79	0.31	0.92	0.08	1.79	1.01	0.18	0.18
Delay/Veh:	412.2	49.3	49.3	142.2	416	49.1	80.1	38.7	415.7	159.1	67.1	67.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	412.2	49.3	49.3	142.2	416	49.1	80.1	38.7	415.7	159.1	67.1	67.1
LOS by Move:	F	D	D	F	F	D	F	D	F	F	E	E
HCM2k95thQ:	171	65	65	16	123	10	41	3	156	12	3	3

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #54: (17) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1

Volume Module:

Base Vol:	813	2900	67	39	4131	361	143	30	1085	686	43	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	813	2900	67	39	4131	361	143	30	1085	686	43	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	813	2900	67	39	4131	361	143	30	1085	686	43	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	874	3118	72	42	4442	388	154	32	1167	738	46	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	874	3118	72	42	4442	388	154	32	1167	738	46	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	874	3118	72	42	4442	388	154	32	1167	738	46	98

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	3.91	0.09	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.32	0.68
Final Sat.:	1750	7330	169	1750	5700	1750	1750	1900	1750	3150	578	1222

Capacity Analysis Module:

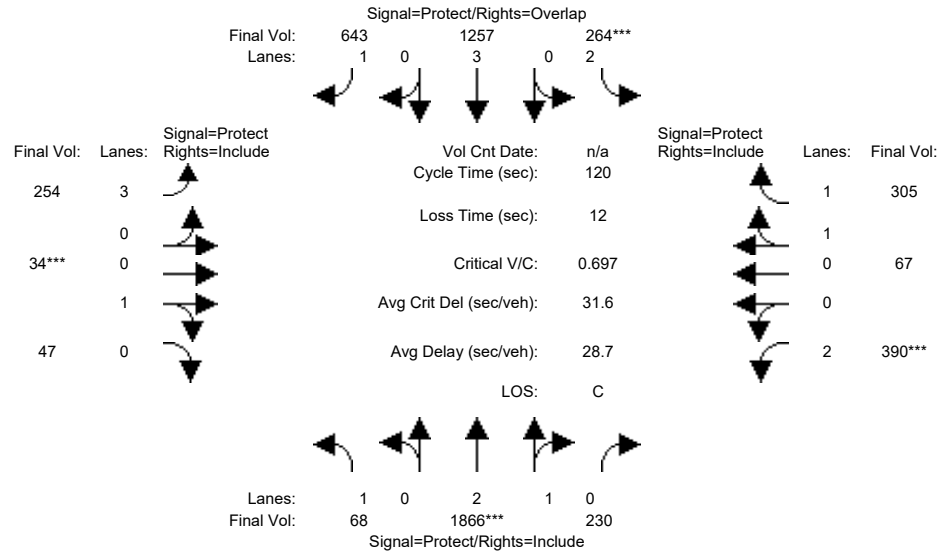
Vol/Sat:	0.50	0.43	0.43	0.02	0.78	0.22	0.09	0.02	0.67	0.23	0.08	0.08
Crit Moves:	****				****				****	****		
Green Time:	33.9	79.8	79.8	7.0	52.9	52.9	32.0	45.3	45.3	15.9	29.2	29.2
Volume/Cap:	2.36	0.85	0.85	0.55	2.36	0.67	0.44	0.06	2.36	2.36	0.44	0.44
Delay/Veh:	681.7	37.1	37.1	82.8	666	49.1	57.0	41.9	674.0	692.3	59.1	59.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	681.7	37.1	37.1	82.8	666	49.1	57.0	41.9	674.0	692.3	59.1	59.1
LOS by Move:	F	D	D	F	F	D	E	D	F	F	E	E
HCM2k95thQ:	166	51	51	5	260	30	14	2	224	82	13	13

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
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Intersection #58: (21) BOWERS AV / AUGUSTINE DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	62	1698	209	240	1144	585	231	31	43	355	61	278
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	1698	209	240	1144	585	231	31	43	355	61	278
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	1698	209	240	1144	585	231	31	43	355	61	278
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	68	1866	230	264	1257	643	254	34	47	390	67	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	1866	230	264	1257	643	254	34	47	390	67	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	1866	230	264	1257	643	254	34	47	390	67	305

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.80	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.66	0.34	2.00	3.00	1.00	3.00	0.42	0.58	2.00	0.36	1.64
Final Sat.:	1750	4985	614	3150	5700	1750	4551	754	1046	3150	648	2952

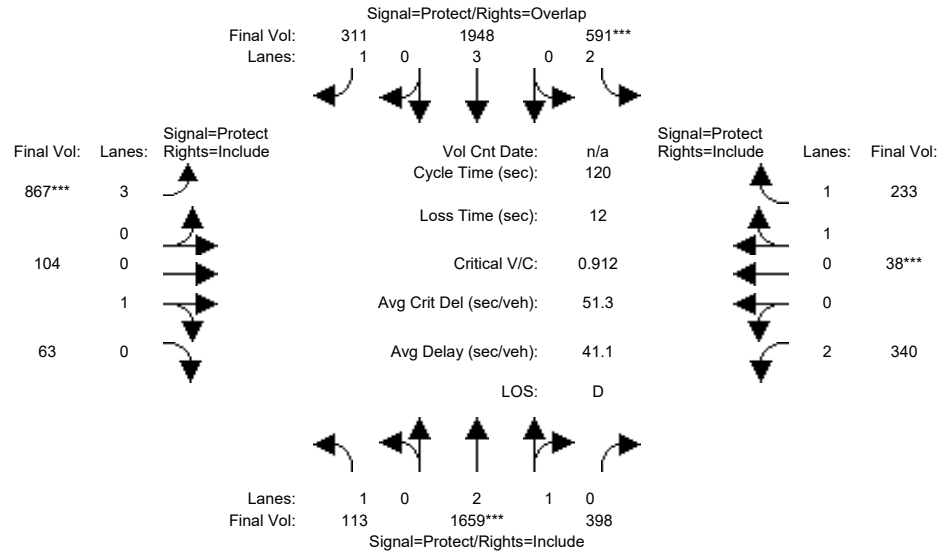
Capacity Analysis Module:												
Vol/Sat:	0.04	0.37	0.37	0.08	0.22	0.37	0.06	0.05	0.05	0.12	0.10	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	13.3	61.8	61.8	13.8	62.2	76.7	14.5	12.0	12.0	20.4	18.0	18.0
Volume/Cap:	0.35	0.73	0.73	0.73	0.43	0.57	0.46	0.45	0.45	0.73	0.69	0.69
Delay/Veh:	50.4	23.5	23.5	58.5	17.9	13.1	49.8	52.7	52.7	52.1	52.2	52.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.4	23.5	23.5	58.5	17.9	13.1	49.8	52.7	52.7	52.1	52.2	52.2
LOS by Move:	D	C	C	E	B	B	D	D	D	D	D	D
HCM2k95thQ:	5	32	32	11	17	25	8	7	7	18	15	15

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #58: (21) BOWERS AV / AUGUSTINE DR



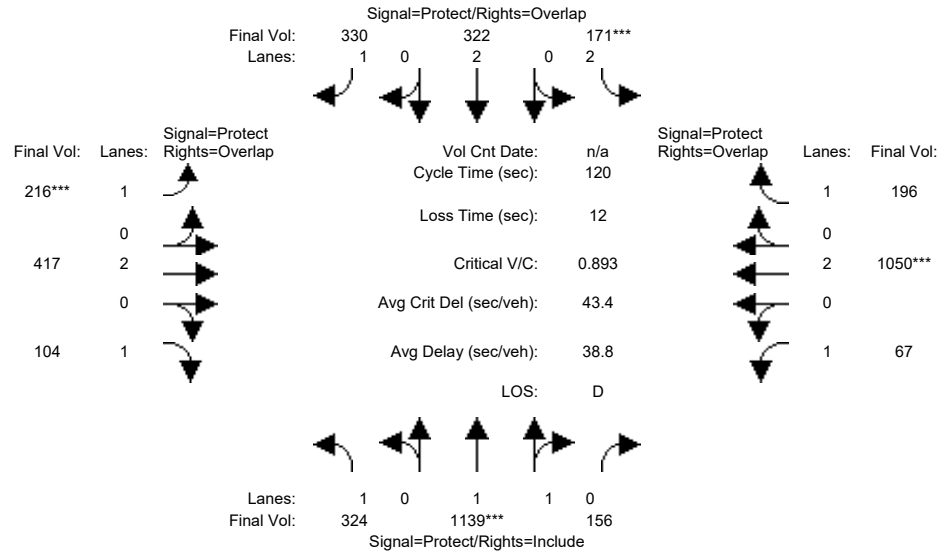
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	15	15	4	15	15	10	12	12	10	5	5
Y+R:	3.0	5.5	5.5	4.0	5.5	5.5	5.0	5.0	5.0	4.0	5.0	5.0
Volume Module:												
Base Vol:	107	1576	378	561	1851	295	824	99	60	323	36	221
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	1576	378	561	1851	295	824	99	60	323	36	221
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	1576	378	561	1851	295	824	99	60	323	36	221
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	113	1659	398	591	1948	311	867	104	63	340	38	233
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	1659	398	591	1948	311	867	104	63	340	38	233
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	113	1659	398	591	1948	311	867	104	63	340	38	233
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.80	0.95	0.95	0.83	0.95	0.95
Lanes:	1.00	2.40	0.60	2.00	3.00	1.00	3.00	0.62	0.38	2.00	0.28	1.72
Final Sat.:	1750	4515	1083	3150	5700	1750	4551	1121	679	3150	504	3096
Capacity Analysis Module:												
Vol/Sat:	0.06	0.37	0.37	0.19	0.34	0.18	0.19	0.09	0.09	0.11	0.08	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.9	48.4	48.4	24.7	61.1	86.2	25.1	16.8	16.8	18.2	9.9	9.9
Volume/Cap:	0.65	0.91	0.91	0.91	0.67	0.25	0.91	0.66	0.66	0.71	0.91	0.91
Delay/Veh:	60.3	39.9	39.9	63.8	22.6	5.9	59.1	55.4	55.4	53.5	85.1	85.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.3	39.9	39.9	63.8	22.6	5.9	59.1	55.4	55.4	53.5	85.1	85.1
LOS by Move:	E	D	D	E	C	A	E	E	E	D	F	F
HCM2k95thQ:	8	38	38	25	30	8	29	14	14	16	15	15

Note: Queue reported is the number of cars per lane.

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2040 PH2+FC AM wo Conn

Intersection #61: (24) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0

Volume Module:												
Base Vol:	292	1025	140	154	290	297	194	375	94	60	945	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	1025	140	154	290	297	194	375	94	60	945	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	1025	140	154	290	297	194	375	94	60	945	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	324	1139	156	171	322	330	216	417	104	67	1050	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1139	156	171	322	330	216	417	104	67	1050	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	324	1139	156	171	322	330	216	417	104	67	1050	196

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.75	0.25	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3255	445	3150	3800	1750	1750	3800	1750	1750	3800	1750

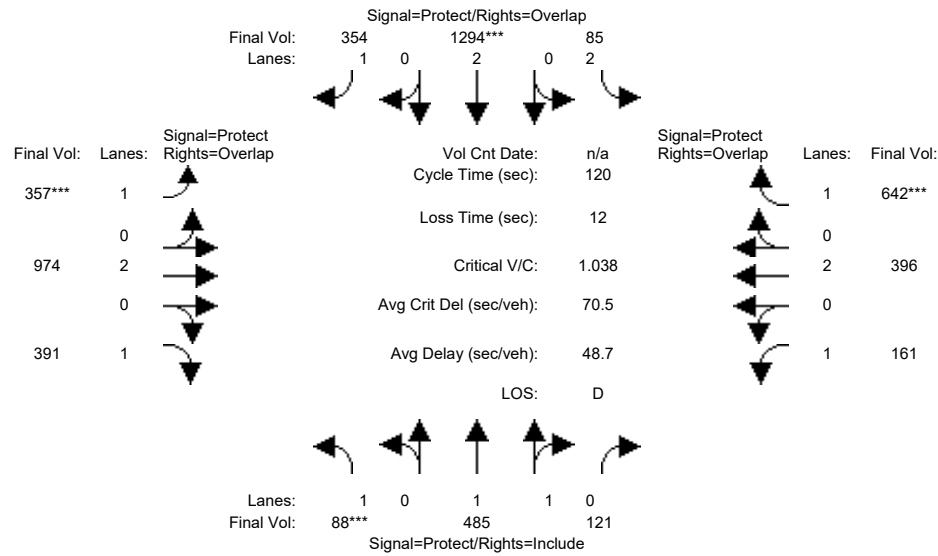
Capacity Analysis Module:												
Vol/Sat:	0.19	0.35	0.35	0.05	0.08	0.19	0.12	0.11	0.06	0.04	0.28	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	37.5	46.7	46.7	8.0	17.2	33.6	16.4	38.6	76.2	14.7	36.9	44.9
Volume/Cap:	0.59	0.90	0.90	0.81	0.59	0.67	0.90	0.34	0.09	0.31	0.90	0.30
Delay/Veh:	26.0	27.8	27.8	73.8	44.5	32.1	83.6	31.2	8.6	48.9	49.3	26.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	27.8	27.8	73.8	44.5	32.1	83.6	31.2	8.6	48.9	49.3	26.7
LOS by Move:	C	C	C	E	D	C	F	C	A	D	D	C
HCM2k95thQ:	16	36	36	8	10	19	18	11	3	5	37	11

Note: Queue reported is the number of cars per lane.

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Intersection #61: (24) BOWERS AV / KIFER RD-WALSH AV



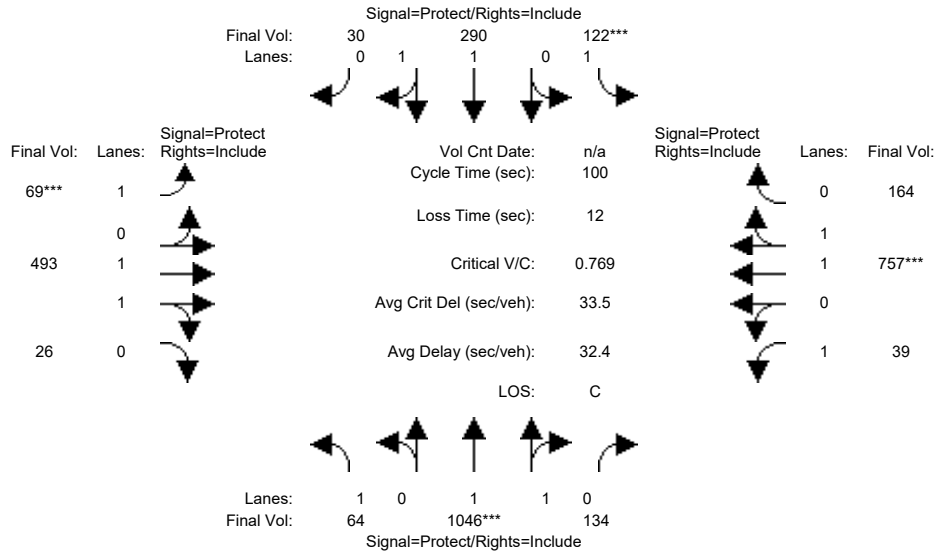
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	87	480	120	84	1281	350	353	964	387	159	392	636
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	480	120	84	1281	350	353	964	387	159	392	636
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	480	120	84	1281	350	353	964	387	159	392	636
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	88	485	121	85	1294	354	357	974	391	161	396	642
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	485	121	85	1294	354	357	974	391	161	396	642
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	485	121	85	1294	354	357	974	391	161	396	642
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.59	0.41	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2959	740	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.03	0.34	0.20	0.20	0.26	0.22	0.09	0.10	0.37
Crit Moves:	****			****			****					****
Green Time:	5.8	32.1	32.1	13.1	39.3	62.9	23.5	42.9	48.7	15.4	34.7	47.8
Volume/Cap:	1.04	0.61	0.61	0.25	1.04	0.39	1.04	0.72	0.55	0.72	0.36	0.92
Delay/Veh:	163.9	30.3	30.3	45.4	63.3	4.8	107.1	35.2	28.2	60.8	34.0	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	163.9	30.3	30.3	45.4	63.3	4.8	107.1	35.2	28.2	60.8	34.0	52.1
LOS by Move:	F	C	C	D	E	A	F	D	C	E	C	D
HCM2k95thQ:	9	16	16	3	44	5	28	25	20	14	11	46

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

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2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #62: (55) Bowers Ave & Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:	Bowers Ave NB			Bowers Ave SB			Monroe St EB			Monroe St WB		
Base Vol:	58	941	121	110	261	27	62	444	23	35	681	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	941	121	110	261	27	62	444	23	35	681	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	941	121	110	261	27	62	444	23	35	681	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	64	1046	134	122	290	30	69	493	26	39	757	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1046	134	122	290	30	69	493	26	39	757	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	64	1046	134	122	290	30	69	493	26	39	757	164

Saturation Flow Module:	Bowers Ave NB			Bowers Ave SB			Monroe St EB			Monroe St WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.77	0.23	1.00	1.81	0.19	1.00	1.90	0.10	1.00	1.63	0.37
Final Sat.:	1750	3278	422	1750	3353	347	1750	3518	182	1750	3039	660

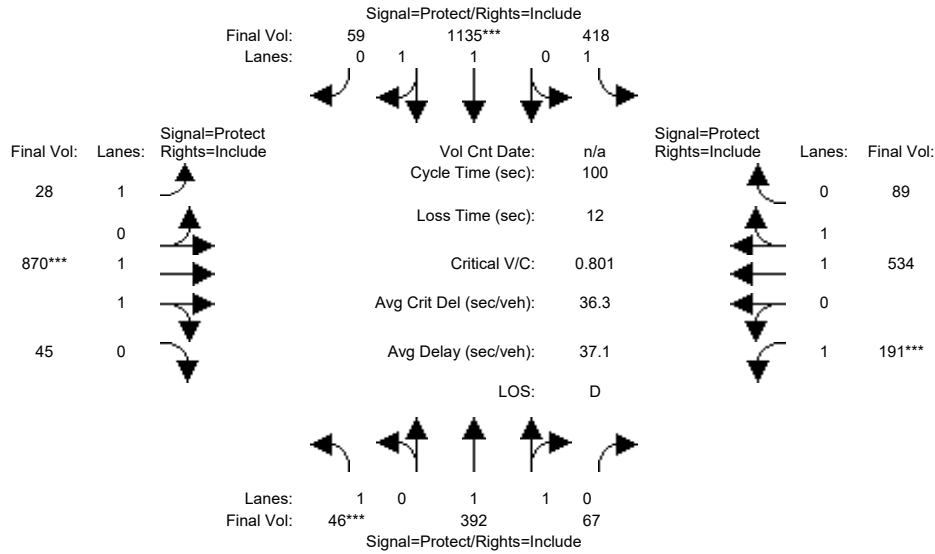
Capacity Analysis Module:	Bowers Ave NB			Bowers Ave SB			Monroe St EB			Monroe St WB		
Vol/Sat:	0.04	0.32	0.32	0.07	0.09	0.09	0.04	0.14	0.14	0.02	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	18.5	41.4	41.4	9.1	32.0	32.0	5.1	27.6	27.6	9.8	32.4	32.4
Volume/Cap:	0.20	0.77	0.77	0.77	0.27	0.27	0.77	0.51	0.51	0.23	0.77	0.77
Delay/Veh:	34.8	27.6	27.6	64.6	25.4	25.4	79.4	30.9	30.9	42.2	33.6	33.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	27.6	27.6	64.6	25.4	25.4	79.4	30.9	30.9	42.2	33.6	33.6
LOS by Move:	C	C	C	E	C	C	E	C	C	D	C	C
HCM2k95thQ:	4	28	28	8	7	7	8	14	14	3	26	26

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #62: (55) Bowers Ave & Monroe St



Street Name:	Bowers Ave						Monroe St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	4.5	4.5	4.5	5.5	5.5	5.5	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	44	376	64	401	1090	57	27	835	43	183	513	85
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	376	64	401	1090	57	27	835	43	183	513	85
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	376	64	401	1090	57	27	835	43	183	513	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	46	392	67	418	1135	59	28	870	45	191	534	89
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	46	392	67	418	1135	59	28	870	45	191	534	89
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	46	392	67	418	1135	59	28	870	45	191	534	89

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.70	0.30	1.00	1.90	0.10	1.00	1.90	0.10	1.00	1.71	0.29
Final Sat.:	1750	3161	538	1750	3516	184	1750	3519	181	1750	3174	526

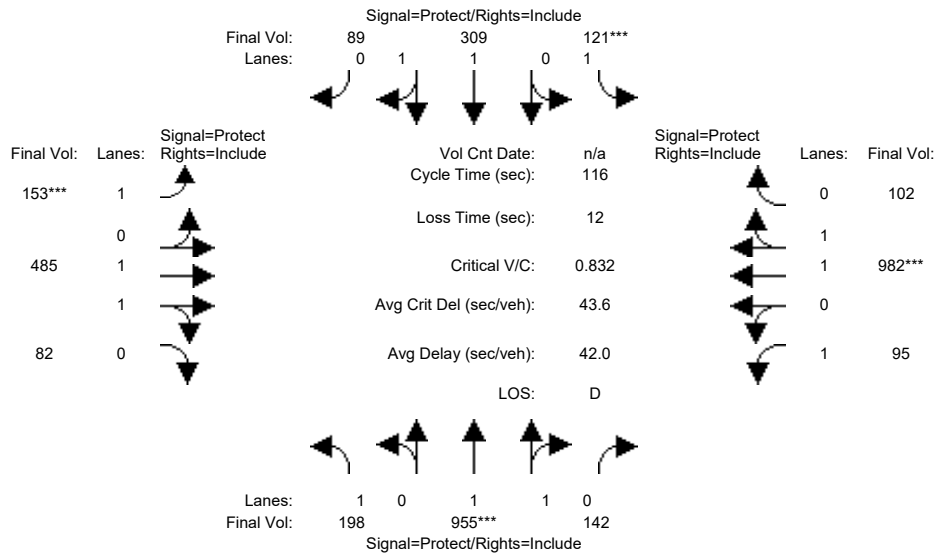
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.12	0.12	0.24	0.32	0.32	0.02	0.25	0.25	0.11	0.17	0.17
Crit Moves:	***			****			****			****		
Green Time:	5.0	15.2	15.2	29.3	39.5	39.5	10.0	30.2	30.2	13.3	33.6	33.6
Volume/Cap:	0.52	0.82	0.82	0.82	0.82	0.82	0.16	0.82	0.82	0.82	0.50	0.50
Delay/Veh:	52.0	50.0	50.0	42.6	30.8	30.8	41.6	37.2	37.2	62.0	26.9	26.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.0	50.0	50.0	42.6	30.8	30.8	41.6	37.2	37.2	62.0	26.9	26.9
LOS by Move:	D	D	D	D	C	C	D	D	D	E	C	C
HCM2k95thQ:	3	14	14	22	27	27	2	27	27	16	15	15

Note: Queue reported is the number of cars per lane.

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City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #64: (57) Kiely Blvd & Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	188	907	135	115	294	85	145	461	78	90	933	97
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	907	135	115	294	85	145	461	78	90	933	97
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	907	135	115	294	85	145	461	78	90	933	97
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	198	955	142	121	309	89	153	485	82	95	982	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	198	955	142	121	309	89	153	485	82	95	982	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	198	955	142	121	309	89	153	485	82	95	982	102

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.73	0.27	1.00	1.54	0.46	1.00	1.70	0.30	1.00	1.81	0.19
Final Sat.:	1750	3220	479	1750	2870	830	1750	3164	535	1750	3351	348

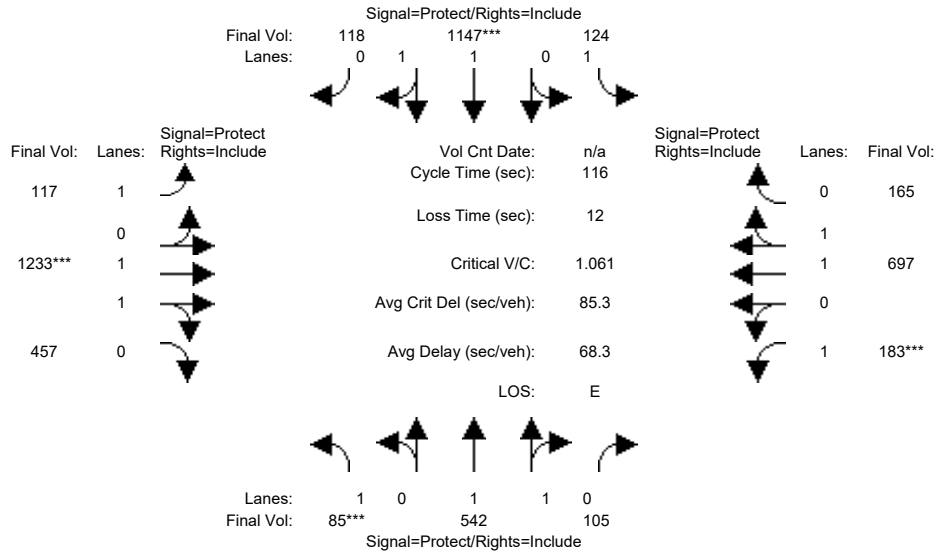
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.11	0.30	0.30	0.07	0.11	0.11	0.09	0.15	0.15	0.05	0.29	0.29
Crit Moves:	****			****			****			****		
Green Time:	26.1	41.3	41.3	9.6	24.9	24.9	12.2	31.7	31.7	21.4	40.9	40.9
Volume/Cap:	0.50	0.83	0.83	0.83	0.50	0.50	0.83	0.56	0.56	0.29	0.83	0.83
Delay/Veh:	40.3	38.8	38.8	84.0	40.6	40.6	77.3	36.9	36.9	41.3	39.1	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	38.8	38.8	84.0	40.6	40.6	77.3	36.9	36.9	41.3	39.1	39.1
LOS by Move:	D	D	D	F	D	D	E	D	D	D	D	D
HCM2k95thQ:	12	30	30	10	12	12	15	17	17	7	34	34

Note: Queue reported is the number of cars per lane.

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City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #64: (57) Kiely Blvd & Benton St



Street Name:	Kiely Blvd						Benton St					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	11	11	11	12	12	12
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	78	499	97	114	1055	109	108	1134	420	168	641	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	499	97	114	1055	109	108	1134	420	168	641	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	499	97	114	1055	109	108	1134	420	168	641	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	85	542	105	124	1147	118	117	1233	457	183	697	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	542	105	124	1147	118	117	1233	457	183	697	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	85	542	105	124	1147	118	117	1233	457	183	697	165

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.67	0.33	1.00	1.81	0.19	1.00	1.44	0.56	1.00	1.61	0.39
Final Sat.:	1750	3097	602	1750	3353	346	1750	2699	1000	1750	2990	709

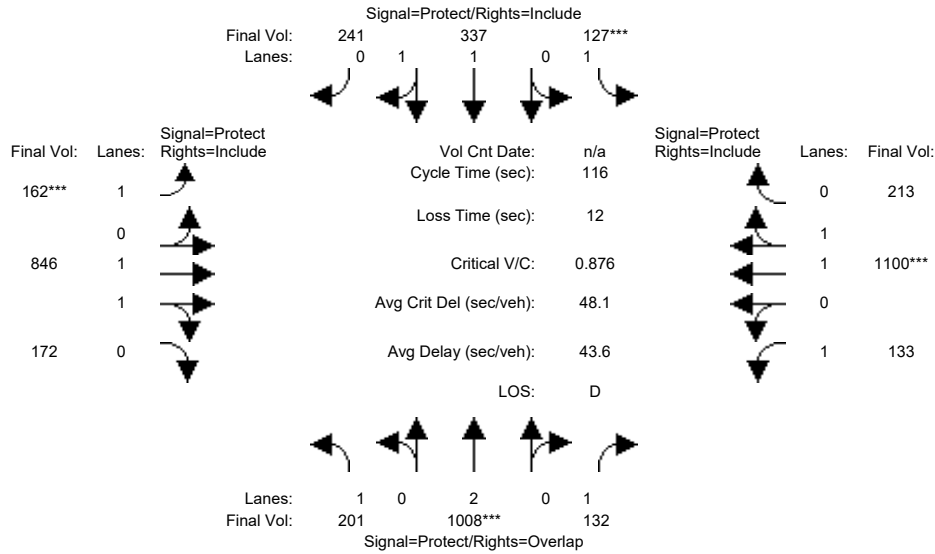
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.18	0.18	0.07	0.34	0.34	0.07	0.46	0.46	0.10	0.23	0.23
Crit Moves:	***			****			****			****		
Green Time:	5.3	30.2	30.2	12.2	37.1	37.1	17.8	49.6	49.6	12.0	43.8	43.8
Volume/Cap:	1.07	0.67	0.67	0.67	1.07	1.07	0.44	1.07	1.07	1.01	0.62	0.62
Delay/Veh:	176.2	40.4	40.4	59.3	85.8	85.8	45.7	76.5	76.5	121.2	30.2	30.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	176.2	40.4	40.4	59.3	85.8	85.8	45.7	76.5	76.5	121.2	30.2	30.2
LOS by Move:	F	D	D	E	F	F	D	E	E	F	C	C
HCM2k95thQ:	9	19	19	9	46	46	9	66	66	21	23	23

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #65: (58) Kiely Blvd & Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	181	907	119	114	303	217	146	761	155	120	990	192
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	181	907	119	114	303	217	146	761	155	120	990	192
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	907	119	114	303	217	146	761	155	120	990	192
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	201	1008	132	127	337	241	162	846	172	133	1100	213
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1008	132	127	337	241	162	846	172	133	1100	213
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	201	1008	132	127	337	241	162	846	172	133	1100	213

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.14	0.86	1.00	1.65	0.35	1.00	1.67	0.33
Final Sat.:	1750	3800	1750	1750	2155	1543	1750	3073	626	1750	3099	601

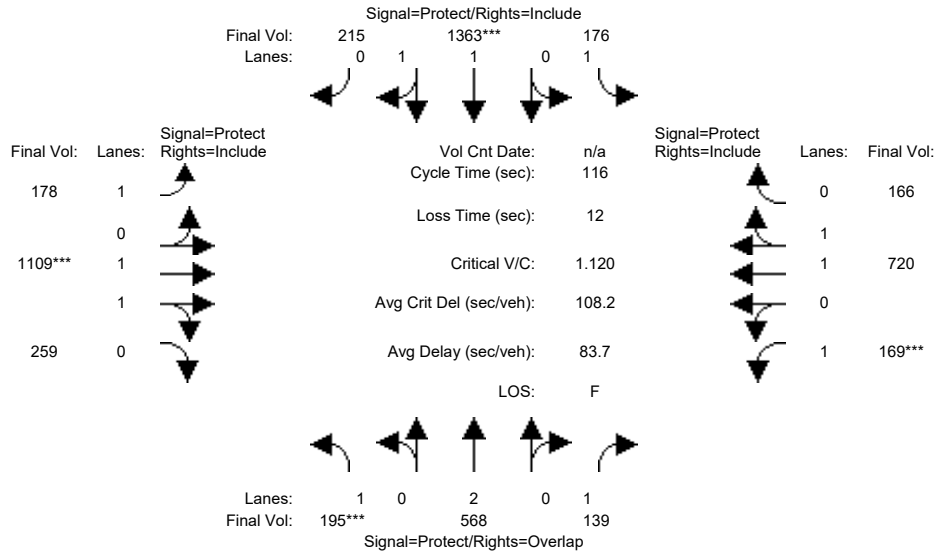
Capacity Analysis Module:												
Vol/Sat:	0.11	0.27	0.08	0.07	0.16	0.16	0.09	0.28	0.28	0.08	0.36	0.36
Crit Moves:	****			****			****			****		
Green Time:	19.6	34.2	46.8	12.0	26.6	26.6	12.0	45.2	45.2	12.5	45.8	45.8
Volume/Cap:	0.68	0.90	0.19	0.70	0.68	0.68	0.90	0.71	0.71	0.71	0.90	0.90
Delay/Veh:	51.6	49.1	22.5	61.8	43.1	43.1	91.1	31.4	31.4	61.4	40.8	40.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	49.1	22.5	61.8	43.1	43.1	91.1	31.4	31.4	61.4	40.8	40.8
LOS by Move:	D	D	C	E	D	D	F	C	C	E	D	D
HCM2k95thQ:	14	32	6	9	18	18	17	29	29	12	43	43

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #65: (58) Kiely Blvd & Homestead Rd



Street Name:	Kiely Blvd						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	6	6	12	12	12	4	4	4	4	6	6
Y+R:	4.0	5.1	5.1	4.0	5.1	5.1	4.0	5.0	5.0	4.0	5.0	5.0

Volume Module:												
Base Vol:	187	545	133	169	1308	206	171	1065	249	162	691	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	187	545	133	169	1308	206	171	1065	249	162	691	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	187	545	133	169	1308	206	171	1065	249	162	691	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	195	568	139	176	1363	215	178	1109	259	169	720	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	195	568	139	176	1363	215	178	1109	259	169	720	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	195	568	139	176	1363	215	178	1109	259	169	720	166

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.00	1.00	1.00	1.72	0.28	1.00	1.61	0.39	1.00	1.62	0.38
Final Sat.:	1750	3800	1750	1750	3196	503	1750	2998	701	1750	3007	692

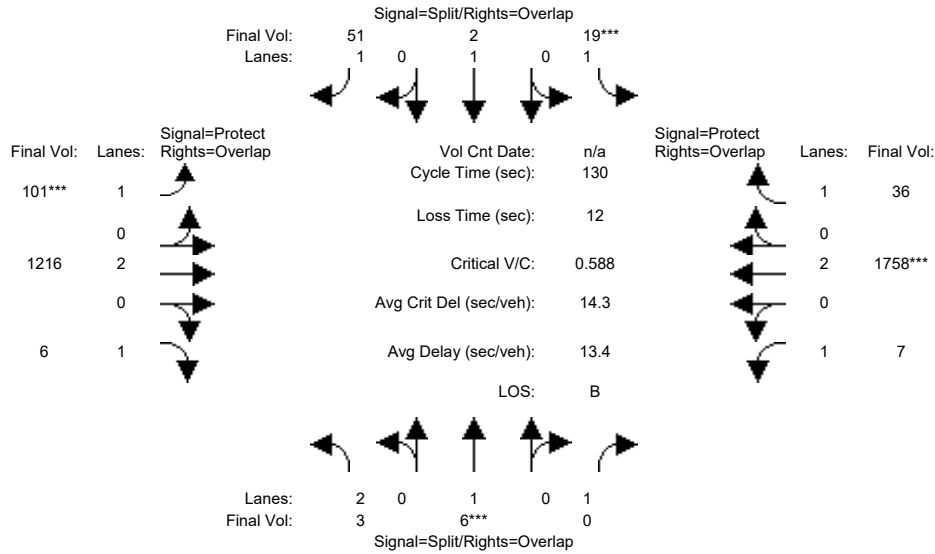
Capacity Analysis Module:												
Vol/Sat:	0.11	0.15	0.08	0.10	0.43	0.43	0.10	0.37	0.37	0.10	0.24	0.24
Crit Moves:	***			****			****			****		
Green Time:	11.5	32.9	42.9	22.8	44.2	44.2	14.4	38.3	38.3	10.0	33.9	33.9
Volume/Cap:	1.12	0.53	0.21	0.51	1.12	1.12	0.82	1.12	1.12	1.12	0.82	0.82
Delay/Veh:	156.3	35.5	25.2	43.0	99.9	99.9	70.7	104	104.1	162.1	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	156.3	35.5	25.2	43.0	99.9	99.9	70.7	104	104.1	162.1	43.2	43.2
LOS by Move:	F	D	C	D	F	F	E	F	F	F	D	D
HCM2k95thQ:	21	16	7	11	59	59	17	60	60	22	30	30

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #69: (36) CONVENTION CENTER / Tasman Dr



Street Name:	CONVENTION CENTER						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	3	5	0	17	2	46	91	1094	5	6	1582	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	5	0	17	2	46	91	1094	5	6	1582	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	5	0	17	2	46	91	1094	5	6	1582	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	3	6	0	19	2	51	101	1216	6	7	1758	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	6	0	19	2	51	101	1216	6	7	1758	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	3	6	0	19	2	51	101	1216	6	7	1758	36

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
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

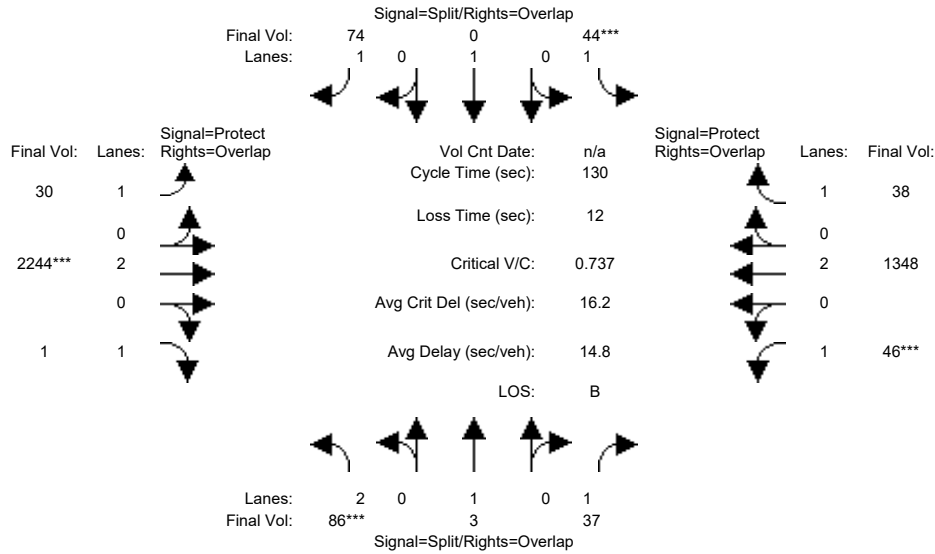
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.06	0.32	0.00	0.00	0.46	0.02
Crit Moves:	****			****			****			****		
Green Time:	7.0	7.0	0.0	7.0	7.0	18.5	11.5	87.2	94.2	16.8	92.5	99.5
Volume/Cap:	0.02	0.05	0.00	0.20	0.02	0.20	0.65	0.48	0.00	0.03	0.65	0.03
Delay/Veh:	58.3	58.6	0.0	59.9	58.3	49.6	66.6	10.5	4.9	49.5	10.7	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	58.6	0.0	59.9	58.3	49.6	66.6	10.5	4.9	49.5	10.7	3.7
LOS by Move:	E	E	A	E	E	D	E	B	A	D	B	A
HCM2k95thQ:	0	1	0	2	0	4	8	21	0	1	32	1

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #69: (36) CONVENTION CENTER / Tasman Dr



Street Name:	CONVENTION CENTER						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0

Volume Module:	CONVENTION CENTER						Tasman Dr					
Base Vol:	81	3	35	41	0	70	28	2109	1	43	1267	36
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	3	35	41	0	70	28	2109	1	43	1267	36
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	3	35	41	0	70	28	2109	1	43	1267	36
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	86	3	37	44	0	74	30	2244	1	46	1348	38
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	3	37	44	0	74	30	2244	1	46	1348	38
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	86	3	37	44	0	74	30	2244	1	46	1348	38

Saturation Flow Module:	CONVENTION CENTER						Tasman Dr					
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

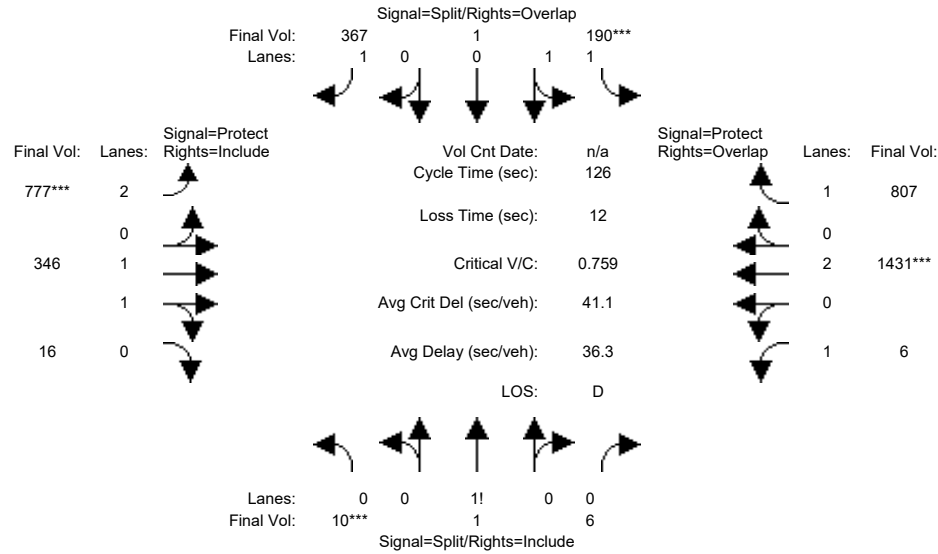
Capacity Analysis Module:	CONVENTION CENTER						Tasman Dr					
Vol/Sat:	0.03	0.00	0.02	0.02	0.00	0.04	0.02	0.59	0.00	0.03	0.35	0.02
Crit Moves:	***			***			***			***		
Green Time:	7.0	7.0	15.0	7.0	0.0	19.0	12.0	96.0	103.0	8.0	92.0	99.0
Volume/Cap:	0.51	0.03	0.18	0.46	0.00	0.29	0.18	0.80	0.00	0.42	0.50	0.03
Delay/Veh:	62.3	58.4	52.4	63.2	0.0	50.2	55.1	12.6	2.8	61.5	8.7	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	58.4	52.4	63.2	0.0	50.2	55.1	12.6	2.8	61.5	8.7	3.8
LOS by Move:	E	E	D	E	A	D	E	B	A	E	A	A
HCM2k95thQ:	6	0	3	5	0	6	2	45	0	4	20	1

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #71: (37) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0

Volume Module:

Base Vol:	10	1	6	182	1	352	746	332	15	6	1374	775
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	1	6	182	1	352	746	332	15	6	1374	775
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	1	6	182	1	352	746	332	15	6	1374	775
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	10	1	6	190	1	367	777	346	16	6	1431	807
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1	6	190	1	367	777	346	16	6	1431	807
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	10	1	6	190	1	367	777	346	16	6	1431	807

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.59	0.06	0.35	1.99	0.01	1.00	2.00	1.91	0.09	1.00	2.00	1.00
Final Sat.:	1029	103	618	3531	19	1750	3150	3540	160	1750	3800	1750

Capacity Analysis Module:

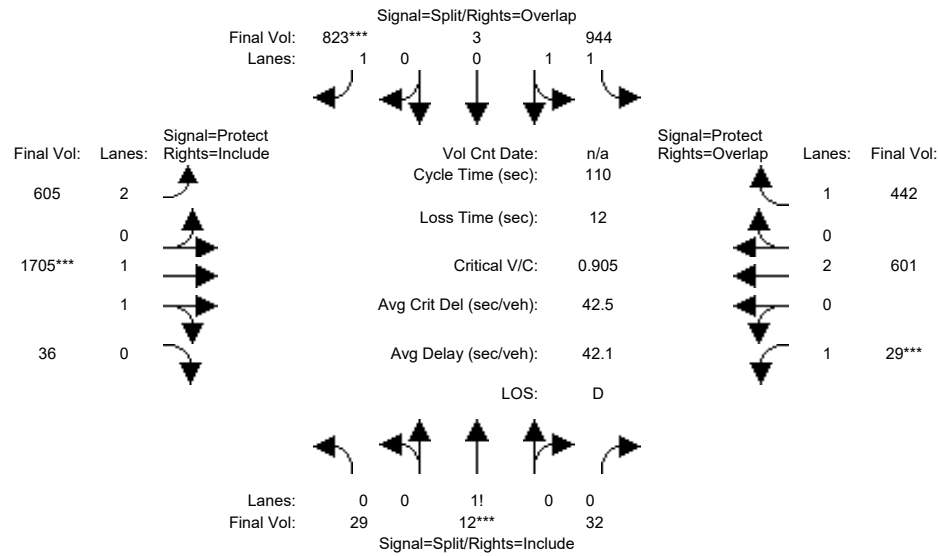
Vol/Sat:	0.01	0.01	0.01	0.05	0.05	0.21	0.25	0.10	0.10	0.00	0.38	0.46
Crit Moves:	****			****			****				****	
Green Time:	10.0	10.0	10.0	10.0	10.0	47.2	37.2	75.2	75.2	18.8	56.8	66.8
Volume/Cap:	0.13	0.13	0.13	0.68	0.68	0.56	0.84	0.16	0.16	0.02	0.84	0.87
Delay/Veh:	54.4	54.4	54.4	62.9	62.9	32.3	48.2	11.4	11.4	45.8	34.2	34.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.4	54.4	54.4	62.9	62.9	32.3	48.2	11.4	11.4	45.8	34.2	34.8
LOS by Move:	D	D	D	E	E	C	D	B	B	D	C	C
HCM2k95thQ:	2	2	2	10	10	22	31	6	6	0	42	50

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #71: (37) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0

Volume Module:

Base Vol:	26	11	29	859	3	749	551	1552	33	26	547	402
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	26	11	29	859	3	749	551	1552	33	26	547	402
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	26	11	29	859	3	749	551	1552	33	26	547	402
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	29	12	32	944	3	823	605	1705	36	29	601	442
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	29	12	32	944	3	823	605	1705	36	29	601	442
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	29	12	32	944	3	823	605	1705	36	29	601	442

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.39	0.17	0.44	1.99	0.01	1.00	2.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	689	292	769	3538	12	1750	3150	3623	77	1750	3800	1750

Capacity Analysis Module:

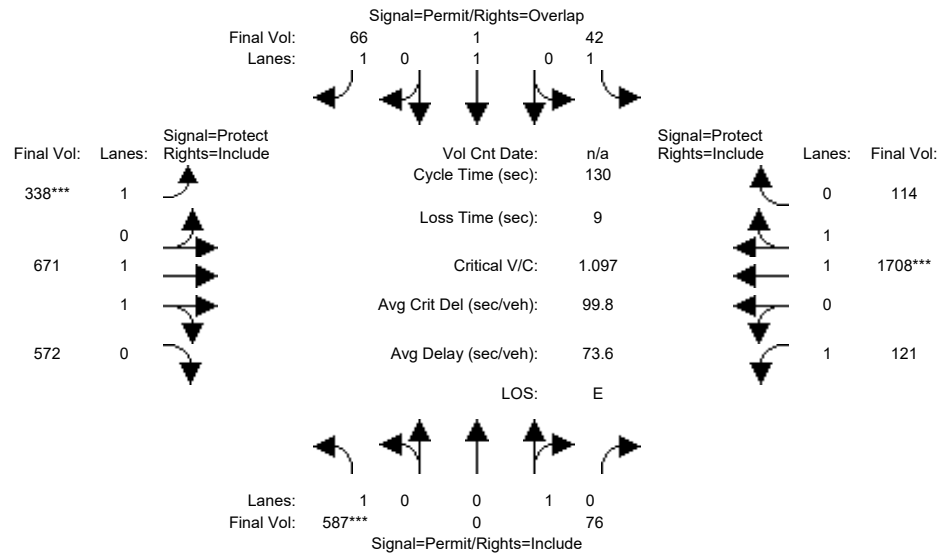
Vol/Sat:	0.04	0.04	0.04	0.27	0.27	0.47	0.19	0.47	0.47	0.02	0.16	0.25
Crit Moves:	****					****		****		****		
Green Time:	10.0	10.0	10.0	30.8	30.8	60.2	29.4	52.2	52.2	5.0	27.8	58.6
Volume/Cap:	0.46	0.46	0.46	0.95	0.95	0.86	0.72	0.99	0.99	0.36	0.63	0.47
Delay/Veh:	49.5	49.5	49.5	57.0	57.0	29.2	39.6	48.4	48.4	53.7	37.8	16.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.5	49.5	49.5	57.0	57.0	29.2	39.6	48.4	48.4	53.7	37.8	16.4
LOS by Move:	D	D	D	E	E	C	D	D	D	D	D	B
HCM2k95thQ:	6	6	6	37	37	46	19	48	48	2	17	18

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #73: (27) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	29	29	29	29	29	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:

Base Vol:	528	0	68	38	1	59	304	604	515	109	1537	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	528	0	68	38	1	59	304	604	515	109	1537	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	528	0	68	38	1	59	304	604	515	109	1537	103
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	587	0	76	42	1	66	338	671	572	121	1708	114
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	587	0	76	42	1	66	338	671	572	121	1708	114
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	587	0	76	42	1	66	338	671	572	121	1708	114

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.95	0.92	0.98	0.95
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.05	0.95	1.00	1.87	0.13
Final Sat.:	1750	0	1800	1750	1900	1750	1750	1996	1702	1750	3467	232

Capacity Analysis Module:

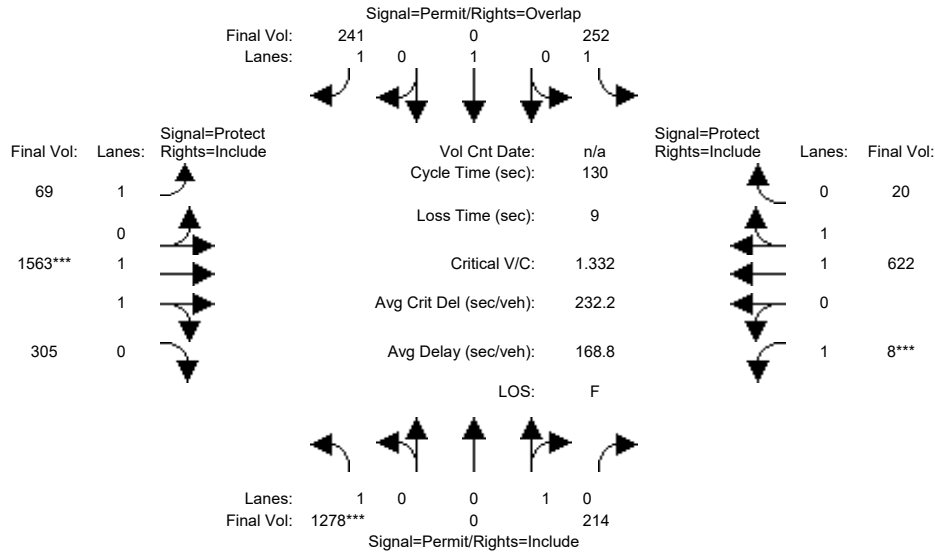
Vol/Sat:	0.34	0.00	0.04	0.02	0.00	0.04	0.19	0.34	0.34	0.07	0.49	0.49
Crit Moves:	****						****				****	
Green Time:	39.7	0.0	39.7	39.7	39.7	62.6	22.9	67.4	67.4	13.9	58.4	58.4
Volume/Cap:	1.10	0.00	0.14	0.08	0.00	0.08	1.10	0.65	0.65	0.65	1.10	1.10
Delay/Veh:	113.1	0.0	32.8	32.2	31.4	18.2	133.3	23.5	23.5	63.5	89.3	89.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.1	0.0	32.8	32.2	31.4	18.2	133.3	23.5	23.5	63.5	89.3	89.3
LOS by Move:	F	A	C	C	C	B	F	C	C	E	F	F
HCM2k95thQ:	57	0	5	3	0	3	33	31	31	10	77	77

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #73: (27) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	29	29	29	29	29	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:												
Base Vol:	1240	0	208	244	0	234	67	1516	296	8	603	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1240	0	208	244	0	234	67	1516	296	8	603	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1240	0	208	244	0	234	67	1516	296	8	603	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	1278	0	214	252	0	241	69	1563	305	8	622	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1278	0	214	252	0	241	69	1563	305	8	622	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1278	0	214	252	0	241	69	1563	305	8	622	20

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.66	0.34	1.00	1.94	0.06
Final Sat.:	1750	0	1800	1750	1900	1750	1750	3095	604	1750	3587	113

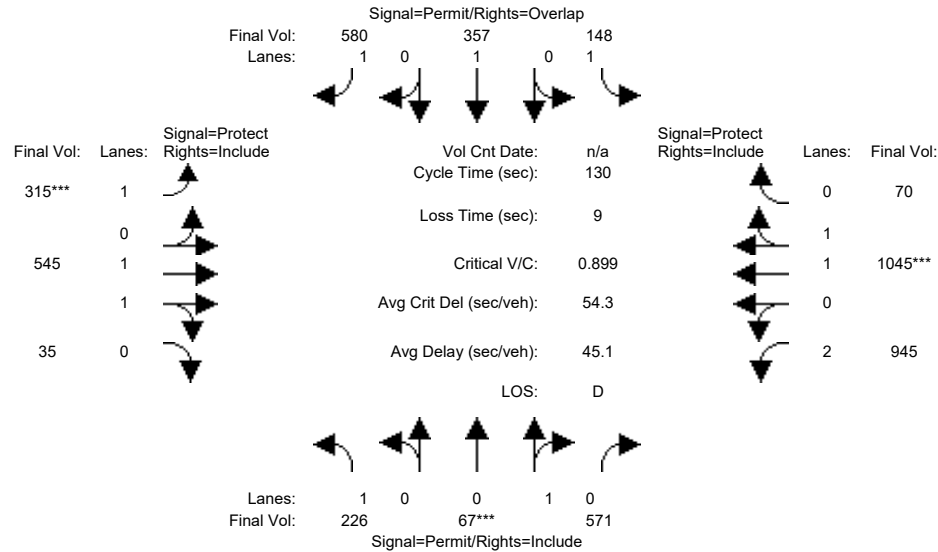
Capacity Analysis Module:												
Vol/Sat:	0.73	0.00	0.12	0.14	0.00	0.14	0.04	0.50	0.50	0.00	0.17	0.17
Crit Moves:	****							****		****		
Green Time:	66.8	0.0	66.8	66.8	0.0	81.0	14.2	46.2	46.2	8.0	40.0	40.0
Volume/Cap:	1.42	0.00	0.23	0.28	0.00	0.22	0.36	1.42	1.42	0.08	0.56	0.56
Delay/Veh:	227.7	0.0	17.6	18.1	0.0	10.8	54.9	236	236.0	57.8	38.3	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	227.7	0.0	17.6	18.1	0.0	10.8	54.9	236	236.0	57.8	38.3	38.3
LOS by Move:	F	A	B	B	A	B	D	F	F	E	D	D
HCM2k95thQ:	157	0	9	12	0	9	5	108	108	1	20	20

Note: Queue reported is the number of cars per lane.

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2040 PH2+FC AM wo Conn

Intersection #74: (28) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	34	34	36	36	36	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:

Base Vol:	206	61	520	135	325	528	287	496	32	860	951	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	61	520	135	325	528	287	496	32	860	951	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	206	61	520	135	325	528	287	496	32	860	951	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	226	67	571	148	357	580	315	545	35	945	1045	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	67	571	148	357	580	315	545	35	945	1045	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	226	67	571	148	357	580	315	545	35	945	1045	70

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	0.10	0.90	1.00	1.00	1.00	1.00	1.88	0.12	2.00	1.87	0.13
Final Sat.:	1750	189	1611	1750	1900	1750	1750	3476	224	3150	3467	233

Capacity Analysis Module:

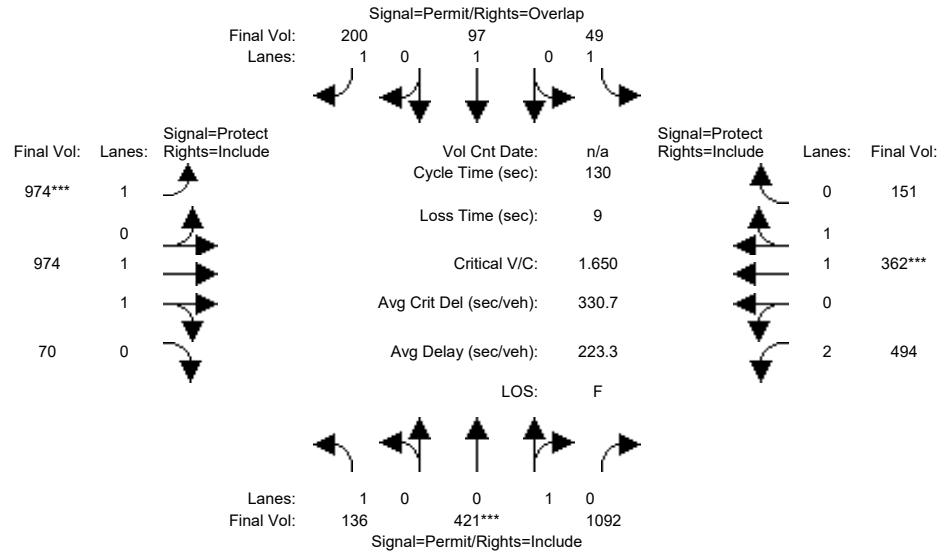
Vol/Sat:	0.13	0.35	0.35	0.08	0.19	0.33	0.18	0.16	0.16	0.30	0.30	0.30
Crit Moves:	****						****				****	
Green Time:	51.3	51.3	51.3	51.3	51.3	77.4	26.1	23.9	23.9	45.8	43.6	43.6
Volume/Cap:	0.33	0.90	0.90	0.21	0.48	0.56	0.90	0.85	0.85	0.85	0.90	0.90
Delay/Veh:	27.6	51.2	51.2	26.2	29.8	16.6	75.4	61.4	61.4	45.5	50.1	50.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	51.2	51.2	26.2	29.8	16.6	75.4	61.4	61.4	45.5	50.1	50.1
LOS by Move:	C	D	D	C	C	B	E	E	E	D	D	D
HCM2k95thQ:	13	46	46	8	19	26	26	22	22	36	38	38

Note: Queue reported is the number of cars per lane.

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Intersection #74: (28) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	34	34	36	36	36	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:

Base Vol:	132	408	1059	48	94	194	945	945	68	479	351	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	408	1059	48	94	194	945	945	68	479	351	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	408	1059	48	94	194	945	945	68	479	351	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	136	421	1092	49	97	200	974	974	70	494	362	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	421	1092	49	97	200	974	974	70	494	362	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	136	421	1092	49	97	200	974	974	70	494	362	151

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	0.28	0.72	1.00	1.00	1.00	1.00	1.86	0.14	2.00	1.40	0.60
Final Sat.:	1750	501	1299	1750	1900	1750	1750	3451	248	3150	2612	1087

Capacity Analysis Module:

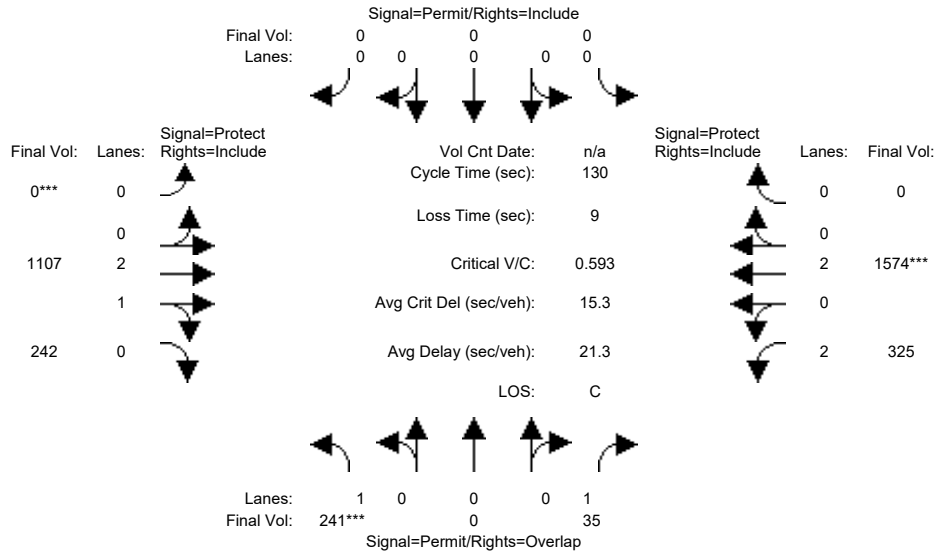
Vol/Sat:	0.08	0.84	0.84	0.03	0.05	0.11	0.56	0.28	0.28	0.16	0.14	0.14
Crit Moves:	****						****			****		
Green Time:	63.8	63.8	63.8	63.8	63.8	106.0	42.2	36.8	36.8	20.4	15.0	15.0
Volume/Cap:	0.16	1.71	1.71	0.06	0.10	0.14	1.71	1.00	1.00	1.00	1.20	1.20
Delay/Veh:	18.4	359	358.9	17.4	17.8	2.5	372.2	73.6	73.6	94.4	168	168.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	18.4	359	358.9	17.4	17.8	2.5	372.2	73.6	73.6	94.4	168	168.3
LOS by Move:	B	F	F	B	B	A	F	E	E	F	F	F
HCM2k95thQ:	6	215	215	2	4	4	142	42	42	26	29	29

Note: Queue reported is the number of cars per lane.

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2040 PH2+FC AM wo Conn

Intersection #75: (30) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	15	15	15	15	0
Y+R:	4.1	0.0	4.1	0.0	0.0	0.0	0.0	5.0	5.0	4.0	4.9	0.0

Volume Module:

Base Vol:	222	0	32	0	0	0	0	1018	223	299	1448	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	0	32	0	0	0	0	1018	223	299	1448	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	222	0	32	0	0	0	0	1018	223	299	1448	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	241	0	35	0	0	0	0	1107	242	325	1574	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	0	35	0	0	0	0	1107	242	325	1574	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	241	0	35	0	0	0	0	1107	242	325	1574	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.44	0.56	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	4592	1006	3150	3800	0

Capacity Analysis Module:

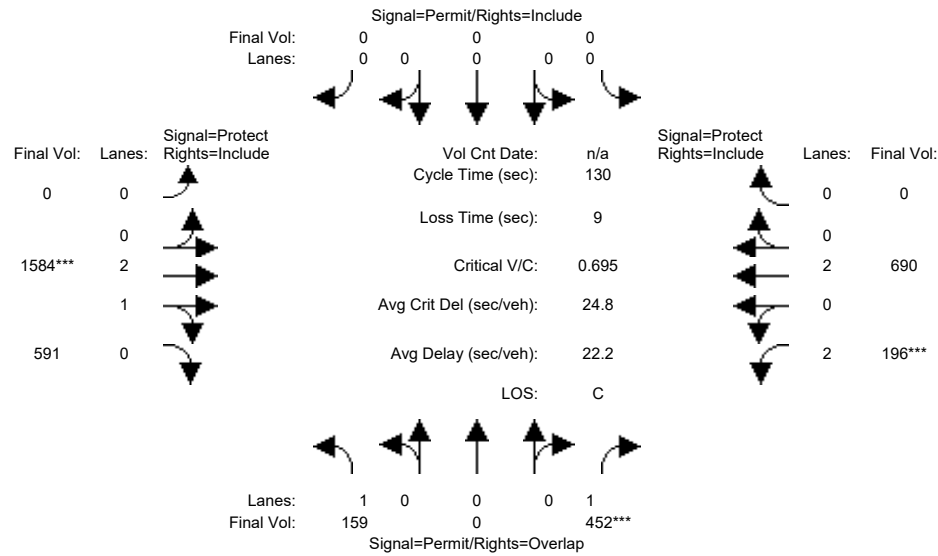
Vol/Sat:	0.14	0.00	0.02	0.00	0.00	0.00	0.00	0.24	0.24	0.10	0.41	0.00
Crit Moves:	****							****			****	
Green Time:	30.2	0.0	59.6	0.0	0.0	0.0	0.0	61.4	61.4	29.4	90.8	0.0
Volume/Cap:	0.59	0.00	0.04	0.00	0.00	0.00	0.00	0.51	0.51	0.46	0.59	0.00
Delay/Veh:	46.8	0.0	19.5	0.0	0.0	0.0	0.0	24.0	24.0	43.9	10.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	0.0	19.5	0.0	0.0	0.0	0.0	24.0	24.0	43.9	10.5	0.0
LOS by Move:	D	A	B	A	A	A	A	C	C	D	B	A
HCM2k95thQ:	18	0	2	0	0	0	0	21	21	12	27	0

Note: Queue reported is the number of cars per lane.

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2040 PH2+FC PM wo Conn

Intersection #75: (30) JULIETTE / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	0	10	0	0	0	0	15	15	15	15	0
Y+R:	4.1	0.0	4.1	0.0	0.0	0.0	0.0	5.0	5.0	4.0	4.9	0.0

Volume Module:

Base Vol:	154	0	438	0	0	0	0	1536	573	190	669	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	154	0	438	0	0	0	0	1536	573	190	669	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	154	0	438	0	0	0	0	1536	573	190	669	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	159	0	452	0	0	0	0	1584	591	196	690	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	159	0	452	0	0	0	0	1584	591	196	690	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	159	0	452	0	0	0	0	1584	591	196	690	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.95	0.83	1.00	0.92
Lanes:	1.00	0.00	1.00	0.00	0.00	0.00	0.00	2.16	0.84	2.00	2.00	0.00
Final Sat.:	1750	0	1750	0	0	0	0	4077	1521	3150	3800	0

Capacity Analysis Module:

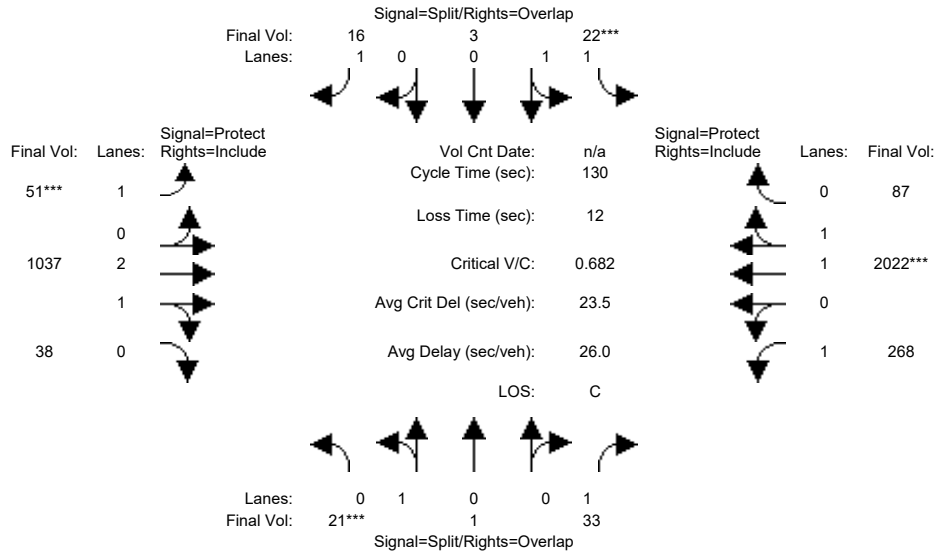
Vol/Sat:	0.09	0.00	0.26	0.00	0.00	0.00	0.00	0.39	0.39	0.06	0.18	0.00
Crit Moves:			****					****		****		
Green Time:	28.5	0.0	43.5	0.0	0.0	0.0	0.0	77.5	77.5	15.0	92.5	0.0
Volume/Cap:	0.41	0.00	0.77	0.00	0.00	0.00	0.00	0.65	0.65	0.54	0.25	0.00
Delay/Veh:	44.3	0.0	45.1	0.0	0.0	0.0	0.0	17.8	17.8	55.9	6.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	0.0	45.1	0.0	0.0	0.0	0.0	17.8	17.8	55.9	6.6	0.0
LOS by Move:	D	A	D	A	A	A	A	B	B	E	A	A
HCM2k95thQ:	12	0	32	0	0	0	0	31	31	9	9	0

Note: Queue reported is the number of cars per lane.

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Intersection #76: (31) BURTON / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4

Volume Module:												
Base Vol:	19	1	30	20	3	14	46	933	34	241	1820	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	1	30	20	3	14	46	933	34	241	1820	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	1	30	20	3	14	46	933	34	241	1820	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	21	1	33	22	3	16	51	1037	38	268	2022	87
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	21	1	33	22	3	16	51	1037	38	268	2022	87
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	21	1	33	22	3	16	51	1037	38	268	2022	87

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	0.95	0.05	1.00	1.74	0.26	1.00	1.00	2.89	0.11	1.00	1.92	0.08
Final Sat.:	1710	90	1750	3087	463	1750	1750	5403	197	1750	3548	152

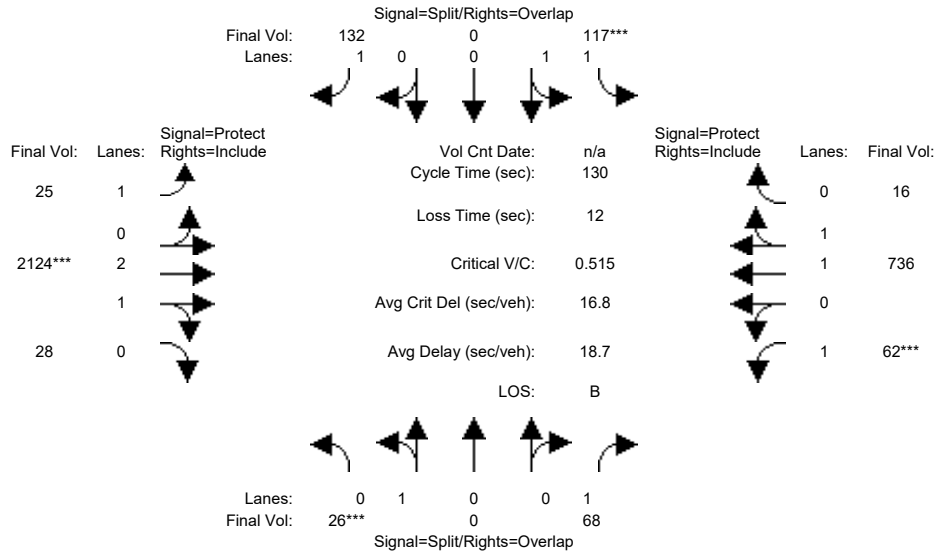
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.01	0.01	0.01	0.03	0.19	0.19	0.15	0.57	0.57
Crit Moves:	****			****			****			****		
Green Time:	12.0	12.0	54.1	11.0	11.0	21.0	10.0	52.9	52.9	42.1	85.0	85.0
Volume/Cap:	0.13	0.13	0.05	0.09	0.09	0.06	0.38	0.47	0.47	0.47	0.87	0.87
Delay/Veh:	54.6	54.6	22.6	55.0	55.0	46.2	58.8	28.5	28.5	35.7	21.9	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	54.6	22.6	55.0	55.0	46.2	58.8	28.5	28.5	35.7	21.9	21.9
LOS by Move:	D	D	C	D	D	D	E	C	C	D	C	C
HCM2k95thQ:	2	2	2	1	1	1	4	19	19	17	58	58

Note: Queue reported is the number of cars per lane.

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Intersection #76: (31) BURTON / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	12	12	11	11	11	10	10	10	10	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.4	5.4	5.0	5.4	5.4

Volume Module:

Base Vol:	25	0	65	111	0	125	24	2018	27	59	699	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	0	65	111	0	125	24	2018	27	59	699	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	0	65	111	0	125	24	2018	27	59	699	15
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	26	0	68	117	0	132	25	2124	28	62	736	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	26	0	68	117	0	132	25	2124	28	62	736	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	26	0	68	117	0	132	25	2124	28	62	736	16

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.93	1.00	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	0.00	1.00	2.00	0.00	1.00	1.00	2.96	0.04	1.00	1.96	0.04
Final Sat.:	1800	0	1750	3550	0	1750	1750	5526	74	1750	3622	78

Capacity Analysis Module:

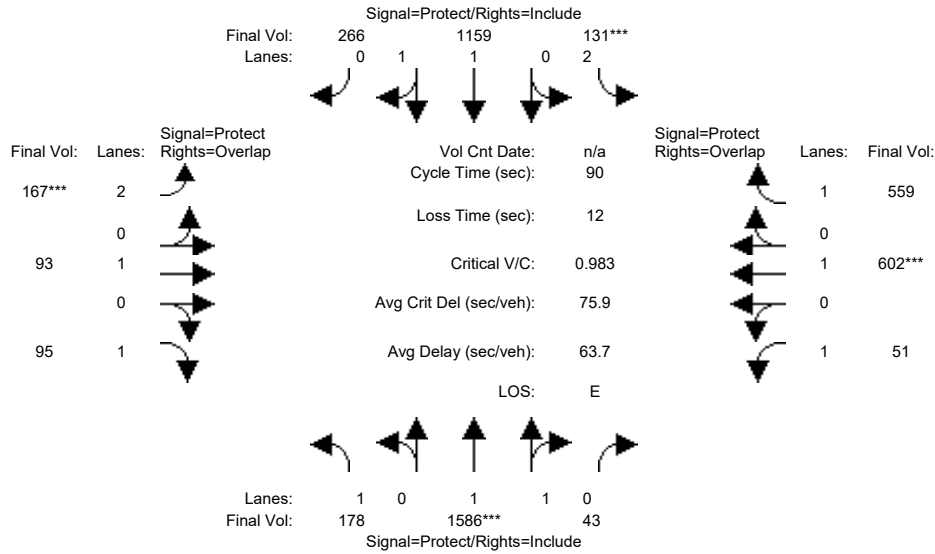
Vol/Sat:	0.01	0.00	0.04	0.03	0.00	0.08	0.01	0.38	0.38	0.04	0.20	0.20
Crit Moves:	****			****				****		****		
Green Time:	12.0	0.0	22.0	11.0	0.0	37.1	26.1	85.0	85.0	10.0	68.9	68.9
Volume/Cap:	0.16	0.00	0.23	0.39	0.00	0.26	0.07	0.59	0.59	0.46	0.38	0.38
Delay/Veh:	54.8	0.0	47.1	57.2	0.0	36.2	42.2	12.9	12.9	59.9	18.1	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.8	0.0	47.1	57.2	0.0	36.2	42.2	12.9	12.9	59.9	18.1	18.1
LOS by Move:	D	A	D	E	A	D	D	B	B	E	B	B
HCM2k95thQ:	2	0	5	6	0	9	2	28	28	6	16	16

Note: Queue reported is the number of cars per lane.

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Intersection #106: (41) LAFAYETTE / AGNEW / LICK MILL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0

Volume Module:

Base Vol:	162	1443	39	119	1055	242	152	85	86	46	548	509
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	1443	39	119	1055	242	152	85	86	46	548	509
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	1443	39	119	1055	242	152	85	86	46	548	509
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	178	1586	43	131	1159	266	167	93	95	51	602	559
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	1586	43	131	1159	266	167	93	95	51	602	559
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	178	1586	43	131	1159	266	167	93	95	51	602	559

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.95	0.05	2.00	1.62	0.38	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3603	97	3150	3009	690	3150	1900	1750	1750	1900	1750

Capacity Analysis Module:

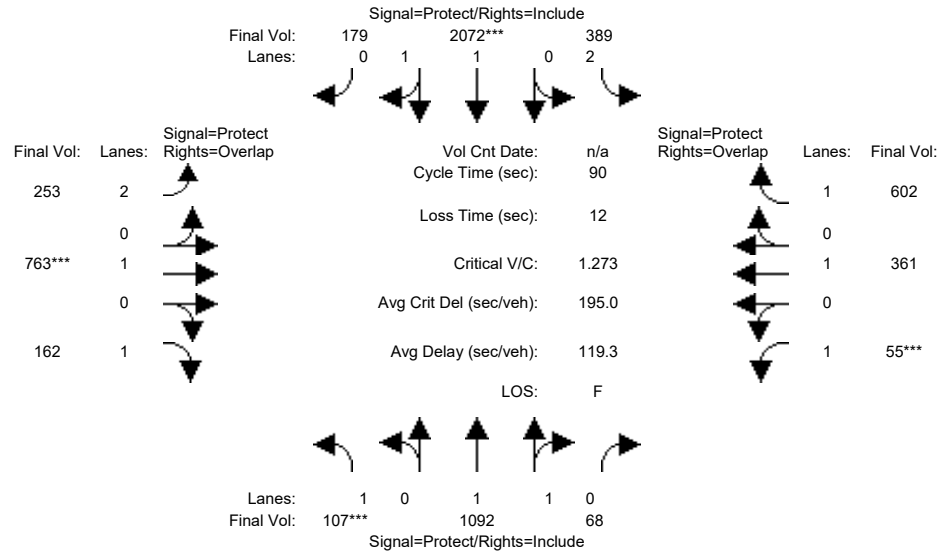
Vol/Sat:	0.10	0.44	0.44	0.04	0.39	0.39	0.05	0.05	0.05	0.03	0.32	0.32
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	9.1	36.6	36.6	7.0	34.5	34.5	8.0	22.9	32.0	11.5	26.4	33.4
Volume/Cap:	1.00	1.08	1.08	0.53	1.00	1.00	0.60	0.19	0.15	0.23	1.08	0.86
Delay/Veh:	109.3	75.4	75.4	42.2	52.8	52.8	42.9	26.5	19.9	35.8	93.9	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	109.3	75.4	75.4	42.2	52.8	52.8	42.9	26.5	19.9	35.8	93.9	37.6
LOS by Move:	F	E	E	D	D	D	D	C	B	D	F	D
HCM2k95thQ:	14	54	54	4	42	42	6	4	4	3	44	32

Note: Queue reported is the number of cars per lane.

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Intersection #106: (41) LAFAYETTE / AGNEW / LICK MILL



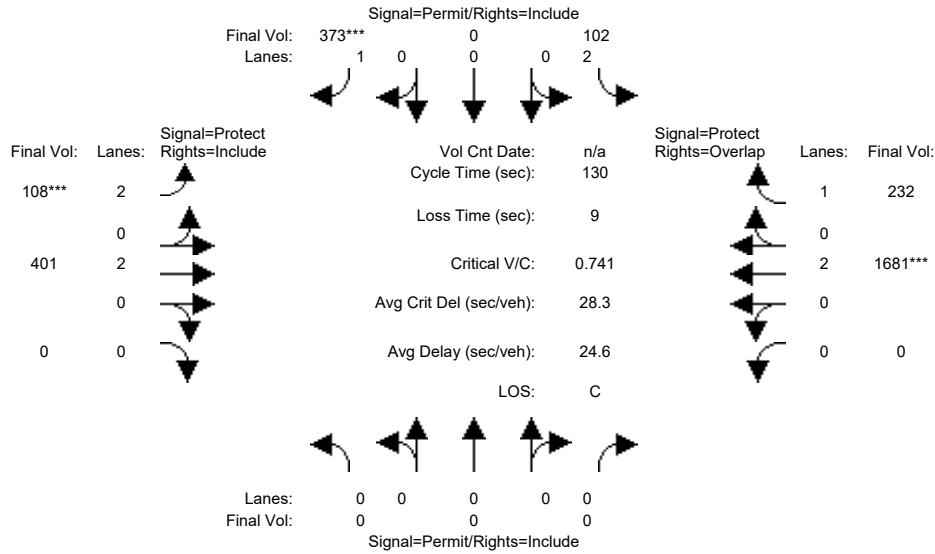
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	20	20	7	20	20	8	8	8	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	4.5	5.0	5.0	4.5	5.0	5.0
Volume Module:												
Base Vol:	105	1070	67	381	2031	175	248	748	159	54	354	590
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	1070	67	381	2031	175	248	748	159	54	354	590
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	1070	67	381	2031	175	248	748	159	54	354	590
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	107	1092	68	389	2072	179	253	763	162	55	361	602
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	107	1092	68	389	2072	179	253	763	162	55	361	602
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	107	1092	68	389	2072	179	253	763	162	55	361	602
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	2.00	1.84	0.16	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3482	218	3150	3406	293	3150	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.31	0.31	0.12	0.61	0.61	0.08	0.40	0.09	0.03	0.19	0.34
Crit Moves:	****			****			****			****		
Green Time:	8.0	34.3	34.3	13.5	39.8	39.8	8.7	26.2	34.2	4.0	21.6	35.0
Volume/Cap:	0.69	0.82	0.82	0.82	1.38	1.38	0.83	1.38	0.24	0.71	0.79	0.88
Delay/Veh:	52.1	29.2	29.2	48.3	199	198.9	57.4	213	19.2	68.3	41.4	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.1	29.2	29.2	48.3	199	198.9	57.4	213	19.2	68.3	41.4	38.6
LOS by Move:	D	C	C	D	F	F	E	F	B	E	D	D
HCM2k95thQ:	7	28	28	13	107	107	8	70	6	6	21	34

Note: Queue reported is the number of cars per lane.

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Intersection #115: (38) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	99	0	362	105	389	0	0	1631	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	99	0	362	105	389	0	0	1631	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	99	0	362	105	389	0	0	1631	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	102	0	373	108	401	0	0	1681	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	102	0	373	108	401	0	0	1681	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	102	0	373	108	401	0	0	1681	232

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	3800	0	0	3800	1750

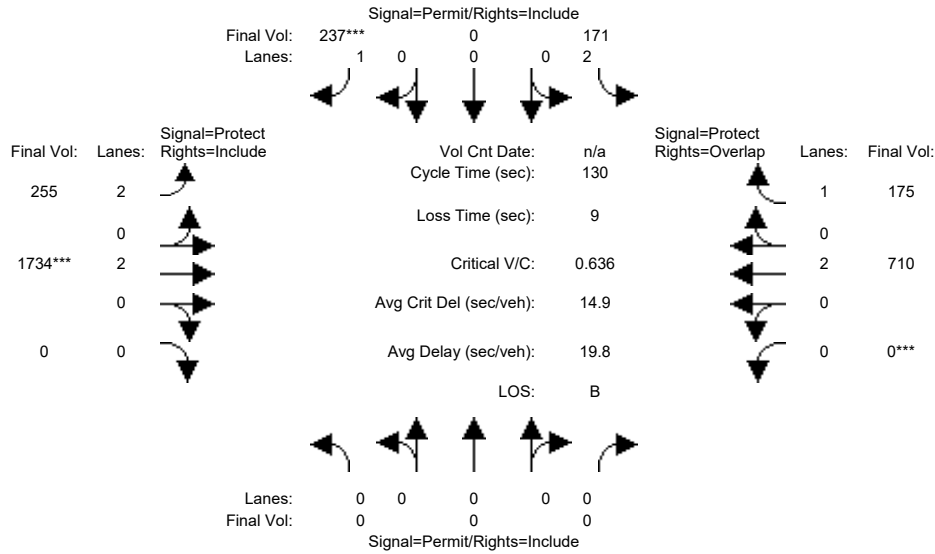
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.03	0.00	0.21	0.03	0.11	0.00	0.00	0.44	0.13
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	36.7	0.0	36.7	8.0	84.3	0.0	0.0	76.3	76.3
Volume/Cap:	0.00	0.00	0.00	0.11	0.00	0.75	0.56	0.16	0.00	0.00	0.75	0.23
Delay/Veh:	0.0	0.0	0.0	34.6	0.0	49.0	62.9	9.0	0.0	0.0	21.4	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	34.6	0.0	49.0	62.9	9.0	0.0	0.0	21.4	12.9
LOS by Move:	A	A	A	C	A	D	E	A	A	A	C	B
HCM2k95thQ:	0	0	0	4	0	28	5	6	0	0	39	9

Note: Queue reported is the number of cars per lane.

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Intersection #115: (38) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	166	0	230	247	1682	0	0	689	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	166	0	230	247	1682	0	0	689	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	166	0	230	247	1682	0	0	689	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	171	0	237	255	1734	0	0	710	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	171	0	237	255	1734	0	0	710	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	171	0	237	255	1734	0	0	710	175

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	3800	0	0	3800	1750

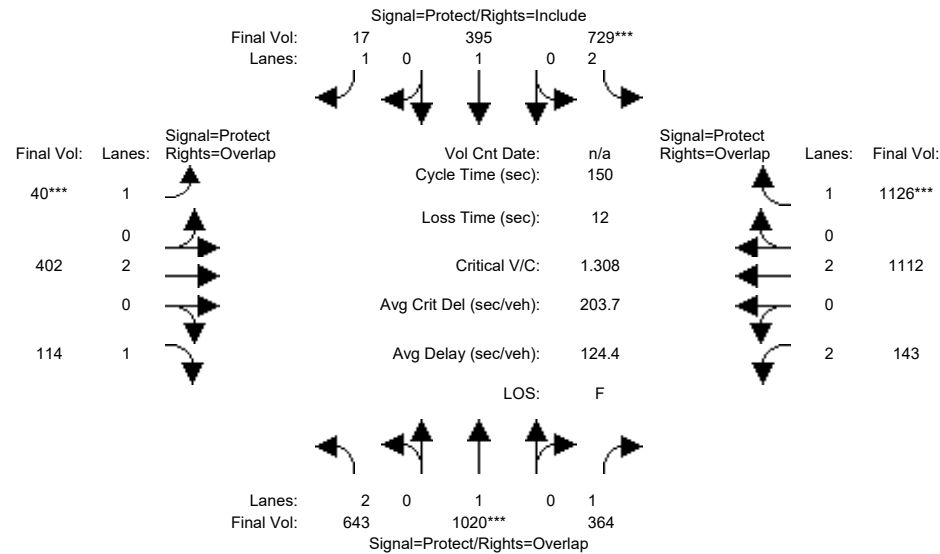
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.05	0.00	0.14	0.08	0.46	0.00	0.00	0.19	0.10
Crit Moves:						****		****			****	
Green Time:	0.0	0.0	0.0	27.7	0.0	27.7	28.2	93.3	0.0	0.0	65.1	65.1
Volume/Cap:	0.00	0.00	0.00	0.25	0.00	0.64	0.37	0.64	0.00	0.00	0.37	0.20
Delay/Veh:	0.0	0.0	0.0	42.8	0.0	50.2	43.7	10.0	0.0	0.0	20.0	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	42.8	0.0	50.2	43.7	10.0	0.0	0.0	20.0	18.1
LOS by Move:	A	A	A	D	A	D	D	B	A	A	C	B
HCM2k95thQ:	0	0	0	7	0	19	10	31	0	0	16	8

Note: Queue reported is the number of cars per lane.

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Intersection #123: (39) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:

Base Vol:	592	938	335	671	363	16	37	370	105	132	1023	1036
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	592	938	335	671	363	16	37	370	105	132	1023	1036
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	592	938	335	671	363	16	37	370	105	132	1023	1036
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	643	1020	364	729	395	17	40	402	114	143	1112	1126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	643	1020	364	729	395	17	40	402	114	143	1112	1126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	643	1020	364	729	395	17	40	402	114	143	1112	1126

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750

Capacity Analysis Module:

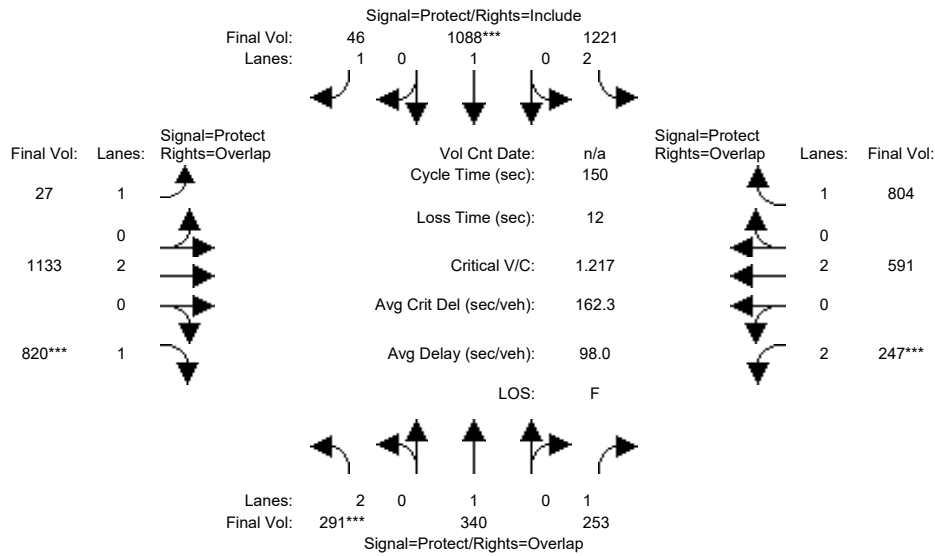
Vol/Sat:	0.20	0.54	0.21	0.23	0.21	0.01	0.02	0.11	0.07	0.05	0.29	0.64
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	42.9	60.5	76.0	26.1	43.6	43.6	5.0	36.0	78.9	15.5	46.4	72.5
Volume/Cap:	0.71	1.33	0.41	1.33	0.71	0.03	0.69	0.44	0.12	0.44	0.95	1.33
Delay/Veh:	50.7	203	23.4	223.1	52.0	38.1	101.3	48.8	18.1	64.2	65.6	195.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	203	23.4	223.1	52.0	38.1	101.3	48.8	18.1	64.2	65.6	195.8
LOS by Move:	D	F	C	F	D	D	F	D	B	E	E	F
HCM2k95thQ:	28	116	20	56	29	1	4	14	6	7	45	139

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #123: (39) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0

Volume Module:

Base Vol:	279	326	243	1172	1044	44	26	1088	787	237	567	772
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	326	243	1172	1044	44	26	1088	787	237	567	772
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	326	243	1172	1044	44	26	1088	787	237	567	772
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	291	340	253	1221	1088	46	27	1133	820	247	591	804
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	291	340	253	1221	1088	46	27	1133	820	247	591	804
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	291	340	253	1221	1088	46	27	1133	820	247	591	804

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750

Capacity Analysis Module:

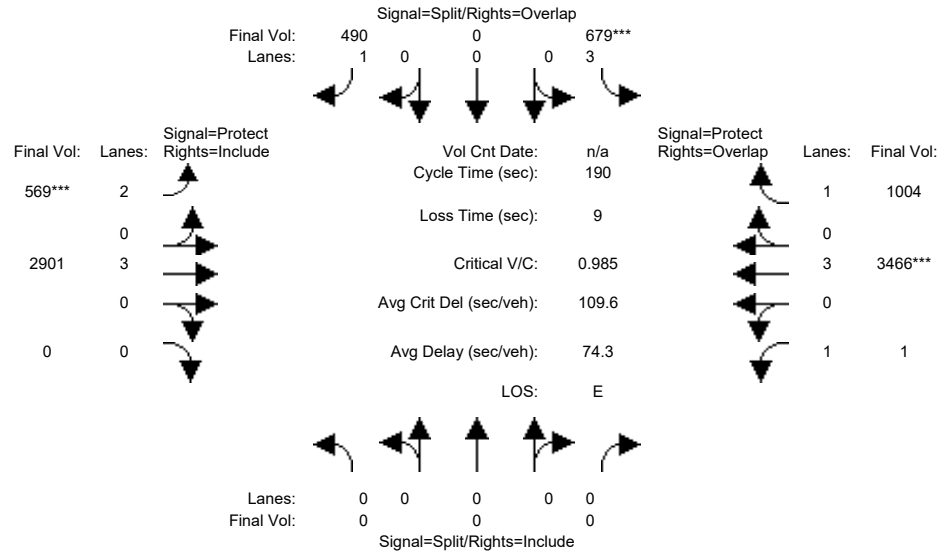
Vol/Sat:	0.09	0.18	0.14	0.39	0.57	0.03	0.02	0.30	0.47	0.08	0.16	0.46
Crit Moves:	****			****					****	****		
Green Time:	11.4	25.9	35.5	56.1	70.6	70.6	9.9	46.4	57.8	9.7	46.2	102.2
Volume/Cap:	1.22	1.04	0.61	1.04	1.22	0.06	0.23	0.96	1.22	1.22	0.51	0.67
Delay/Veh:	198.6	122	53.7	83.1	147	21.6	67.5	69.3	156.8	203.9	42.9	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	198.6	122	53.7	83.1	147	21.6	67.5	69.3	156.8	203.9	42.9	15.6
LOS by Move:	F	F	D	F	F	C	E	E	F	F	D	B
HCM2k95thQ:	22	33	20	65	112	2	3	46	91	19	20	39

Note: Queue reported is the number of cars per lane.

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Intersection #125: (46) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	0	0	0	679	0	490	569	3335	0	1	3984	1004
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	679	0	490	569	3335	0	1	3984	1004
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	679	0	490	569	3335	0	1	3984	1004
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	679	0	490	569	2901	0	1	3466	1004
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	679	0	490	569	2901	0	1	3466	1004
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	679	0	490	569	2901	0	1	3466	1004

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750

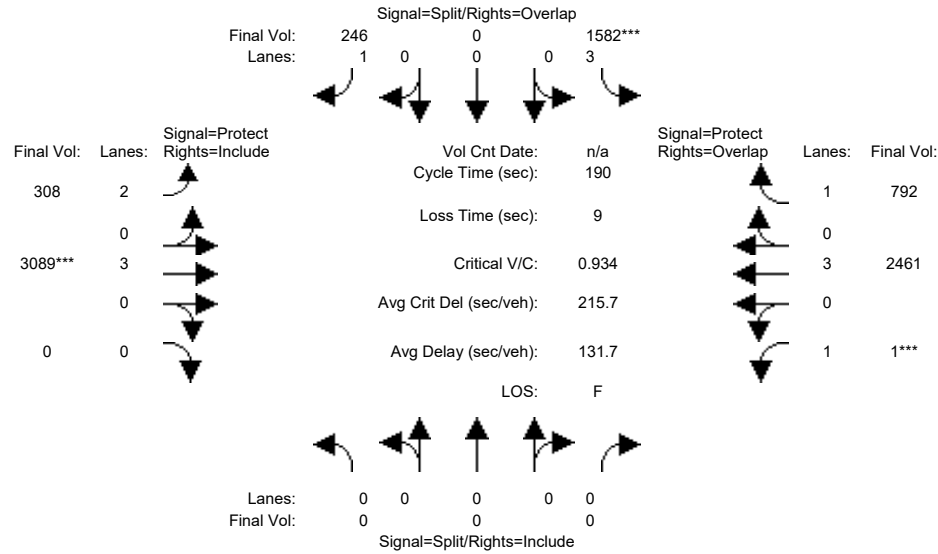
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.15	0.00	0.28	0.18	0.51	0.00	0.00	0.61	0.57
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	25.4	0.0	42.3	16.9	135	0.0	10.6	131	156.1
Volume/Cap:	0.00	0.00	0.00	1.12	0.00	1.26	2.03	0.72	0.00	0.01	0.88	0.70
Delay/Veh:	0.0	0.0	0.0	154.9	0.0	209.2	563.2	16.7	0.0	84.8	26.3	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	154.9	0.0	209.2	563.2	16.7	0.0	84.8	26.3	8.6
LOS by Move:	A	A	A	F	A	F	F	B	A	F	C	A
HCM2k95thQ:	0	0	0	38	0	70	65	52	0	0	76	40

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #125: (46) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8

Volume Module:												
Base Vol:	0	0	0	1582	0	246	308	3861	0	1	3619	792
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	1582	0	246	308	3861	0	1	3619	792
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	1582	0	246	308	3861	0	1	3619	792
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	1582	0	246	308	3089	0	1	2461	792
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	1582	0	246	308	3089	0	1	2461	792
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	1582	0	246	308	3089	0	1	2461	792

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	3.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	4551	0	1750	3150	5700	0	1750	5700	1750

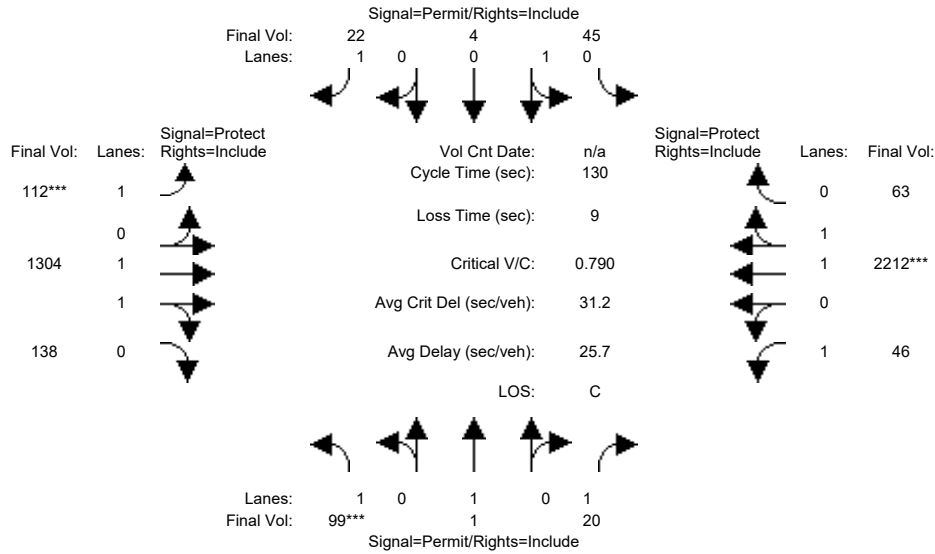
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.35	0.00	0.14	0.10	0.54	0.00	0.00	0.43	0.45
Crit Moves:				****				****			****	
Green Time:	0.0	0.0	0.0	30.9	0.0	52.0	21.1	131	0.0	10.6	121	151.8
Volume/Cap:	0.00	0.00	0.00	2.14	0.00	0.51	0.88	0.78	0.00	0.01	0.68	0.57
Delay/Veh:	0.0	0.0	0.0	596.1	0.0	59.3	104.9	21.0	0.0	84.8	22.6	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	596.1	0.0	59.3	104.9	21.0	0.0	84.8	22.6	7.6
LOS by Move:	A	A	A	F	A	E	F	C	A	F	C	A
HCM2k95thQ:	0	0	0	121	0	23	24	63	0	0	45	29

Note: Queue reported is the number of cars per lane.

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Intersection #139: (26) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	26	26	26	26	26	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9

Volume Module:												
Base Vol:	93	1	19	42	4	21	105	1226	130	43	2079	59
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	93	1	19	42	4	21	105	1226	130	43	2079	59
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	93	1	19	42	4	21	105	1226	130	43	2079	59
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	99	1	20	45	4	22	112	1304	138	46	2212	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	99	1	20	45	4	22	112	1304	138	46	2212	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	99	1	20	45	4	22	112	1304	138	46	2212	63

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.91	0.09	1.00	1.00	1.80	0.20	1.00	1.94	0.06
Final Sat.:	1750	1900	1750	1643	157	1750	1750	3345	355	1750	3598	102

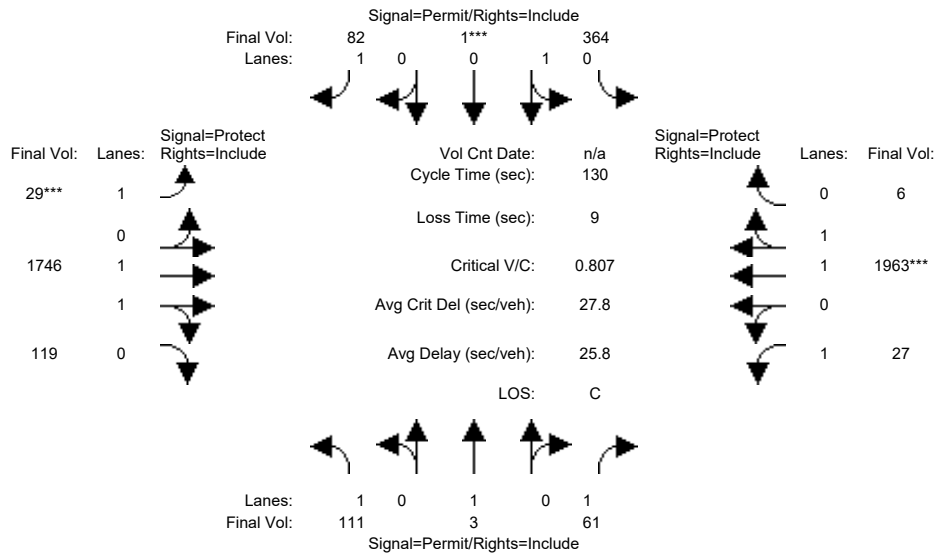
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.01	0.03	0.03	0.01	0.06	0.39	0.39	0.03	0.61	0.61
Crit Moves:	***						***			***		
Green Time:	26.0	26.0	26.0	26.0	26.0	26.0	8.9	83.5	83.5	11.5	86.1	86.1
Volume/Cap:	0.28	0.00	0.06	0.14	0.14	0.06	0.93	0.61	0.61	0.29	0.93	0.93
Delay/Veh:	44.5	41.6	42.2	42.9	42.9	42.2	120.3	14.1	14.1	56.5	26.2	26.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	41.6	42.2	42.9	42.9	42.2	120.3	14.1	14.1	56.5	26.2	26.2
LOS by Move:	D	D	D	D	D	D	F	B	B	E	C	C
HCM2k95thQ:	7	0	1	3	3	2	11	30	30	3	60	60

Note: Queue reported is the number of cars per lane.

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Intersection #139: (26) Marriott Dwy/Mission College Blvd



Street Name:	Marriott Driveway						Mission College Boulevard					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	26	26	26	26	26	7	10	10	7	10	10
Y+R:	5.1	5.1	5.1	4.6	4.6	4.6	5.0	5.9	5.9	5.4	5.9	5.9

Volume Module:												
Base Vol:	108	3	59	353	1	80	28	1694	115	26	1904	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	3	59	353	1	80	28	1694	115	26	1904	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	3	59	353	1	80	28	1694	115	26	1904	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	111	3	61	364	1	82	29	1746	119	27	1963	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	111	3	61	364	1	82	29	1746	119	27	1963	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	111	3	61	364	1	82	29	1746	119	27	1963	6

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	0.99	0.01	1.00	1.00	1.87	0.13	1.00	1.99	0.01
Final Sat.:	1750	1900	1750	1795	5	1750	1750	3465	235	1750	3688	12

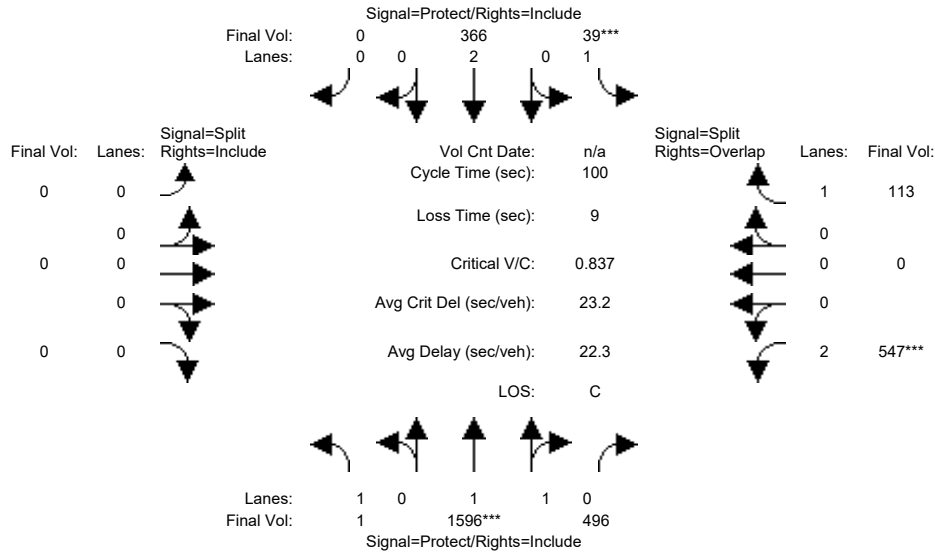
Capacity Analysis Module:												
Vol/Sat:	0.06	0.00	0.03	0.20	0.20	0.05	0.02	0.50	0.50	0.02	0.53	0.53
Crit Moves:					****		****				****	
Green Time:	31.4	31.4	31.4	31.4	31.4	31.4	7.0	80.9	80.9	8.6	82.6	82.6
Volume/Cap:	0.26	0.01	0.14	0.84	0.84	0.19	0.31	0.81	0.81	0.23	0.84	0.84
Delay/Veh:	40.2	37.4	38.9	60.2	60.2	39.4	61.0	20.9	20.9	58.5	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.2	37.4	38.9	60.2	60.2	39.4	61.0	20.9	20.9	58.5	21.3	21.3
LOS by Move:	D	D	D	E	E	D	E	C	C	E	C	C
HCM2k95thQ:	8	0	4	29	29	6	2	48	48	2	51	51

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #530: (40) LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	0	0	0	0	8	0	8
Y+R:	0.0	5.0	6.4	5.4	6.4	0.0	4.0	4.0	4.0	5.1	0.0	5.1

Volume Module:

Base Vol:	1	1596	496	39	366	0	0	0	0	547	0	113
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	1596	496	39	366	0	0	0	0	547	0	113
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	1596	496	39	366	0	0	0	0	547	0	113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	1596	496	39	366	0	0	0	0	547	0	113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	1596	496	39	366	0	0	0	0	547	0	113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	1596	496	39	366	0	0	0	0	547	0	113

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.51	0.49	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2822	877	1750	3800	0	0	0	0	3150	0	1750

Capacity Analysis Module:

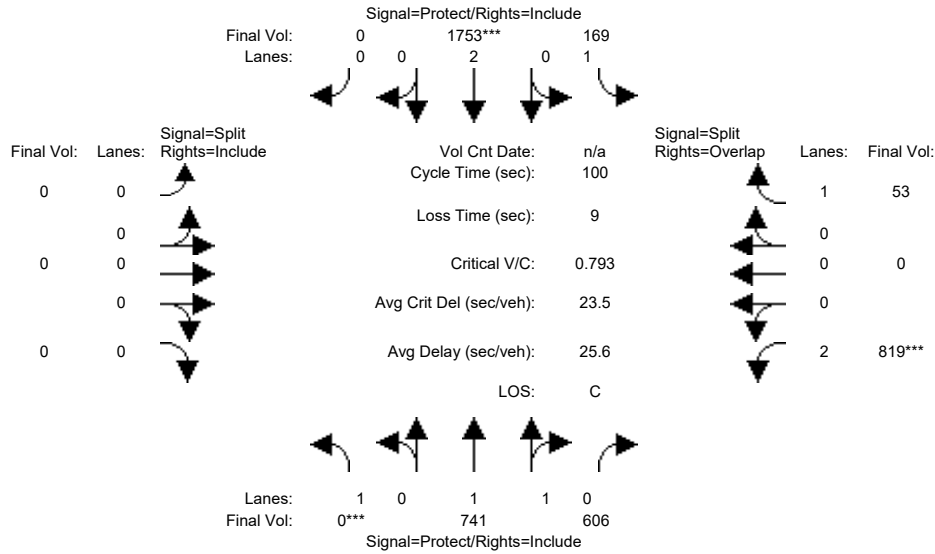
Vol/Sat:	0.00	0.57	0.57	0.02	0.10	0.00	0.00	0.00	0.00	0.17	0.00	0.06
Crit Moves:	****			****			****			****		
Green Time:	20.2	66.6	66.6	4.0	50.4	0.0	0.0	0.0	0.0	20.4	0.0	24.4
Volume/Cap:	0.00	0.85	0.85	0.56	0.19	0.00	0.00	0.00	0.00	0.85	0.00	0.26
Delay/Veh:	31.9	15.9	15.9	56.7	13.7	0.0	0.0	0.0	0.0	48.7	0.0	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.9	15.9	15.9	56.7	13.7	0.0	0.0	0.0	0.0	48.7	0.0	30.9
LOS by Move:	C	B	B	E	B	A	A	A	A	D	A	C
HCM2k95thQ:	0	44	44	4	6	0	0	0	0	23	0	6

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #530: (40) LAFAYETTE / CALLE DE LUNA



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	0	0	0	0	8	0	8
Y+R:	0.0	5.0	6.4	5.4	6.4	0.0	4.0	4.0	4.0	5.1	0.0	5.1

Volume Module:												
Base Vol:	0	741	606	169	1753	0	0	0	0	819	0	53
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	741	606	169	1753	0	0	0	0	819	0	53
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	741	606	169	1753	0	0	0	0	819	0	53
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	741	606	169	1753	0	0	0	0	819	0	53
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	741	606	169	1753	0	0	0	0	819	0	53
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	741	606	169	1753	0	0	0	0	819	0	53

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.08	0.92	1.00	2.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	1750	2034	1664	1750	3800	0	0	0	0	3150	0	1750

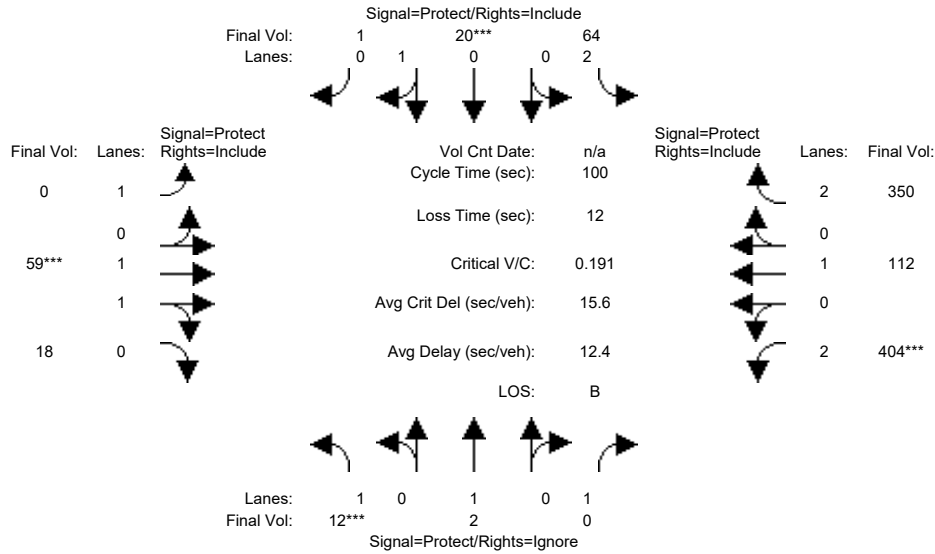
Capacity Analysis Module:												
Vol/Sat:	0.00	0.36	0.36	0.10	0.46	0.00	0.00	0.00	0.00	0.26	0.00	0.03
Crit Moves:	****				****					****		
Green Time:	0.0	46.0	46.0	12.2	58.2	0.0	0.0	0.0	0.0	32.8	0.0	45.0
Volume/Cap:	0.00	0.79	0.79	0.79	0.79	0.00	0.00	0.00	0.00	0.79	0.00	0.07
Delay/Veh:	0.0	25.5	25.5	60.7	18.3	0.0	0.0	0.0	0.0	34.8	0.0	15.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	25.5	25.5	60.7	18.3	0.0	0.0	0.0	0.0	34.8	0.0	15.6
LOS by Move:	A	C	C	E	B	A	A	A	A	C	A	B
HCM2k95thQ:	0	32	32	14	37	0	0	0	0	27	0	2

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd



Street Name:	Mission College Blvd Loop						Mission College Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L - T - R			L - T - R			L - T - R			L - T - R		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	8	8	8	8	8	10	10	10	15	10	10
Y+R:	4.6	6.0	6.0	4.0	6.0	6.0	5.6	5.6	5.6	5.5	5.5	5.5

Volume Module:												
Base Vol:	11	2	478	58	18	1	0	53	16	364	101	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	2	478	58	18	1	0	53	16	364	101	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	2	478	58	18	1	0	53	16	364	101	315
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	12	2	0	64	20	1	0	59	18	404	112	350
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	2	0	64	20	1	0	59	18	404	112	350
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	12	2	0	64	20	1	0	59	18	404	112	350

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.98	0.95	0.83	1.00	0.83
Lanes:	1.00	1.00	1.00	2.00	0.95	0.05	1.00	1.52	0.48	2.00	1.00	2.00
Final Sat.:	1750	1900	1750	3150	1705	95	1750	2841	858	3150	1900	3150

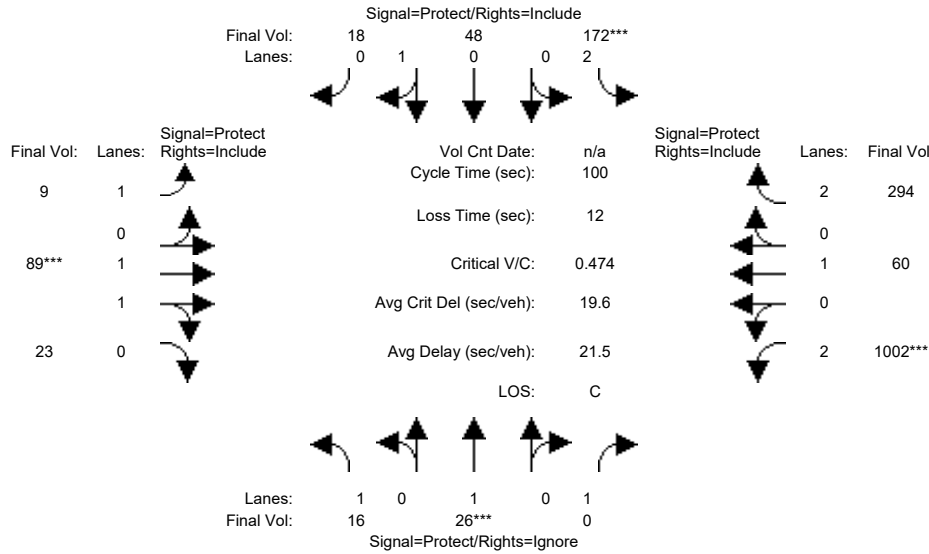
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.02	0.01	0.01	0.00	0.02	0.02	0.13	0.06	0.11
Crit Moves:	***			****			****			****		
Green Time:	8.0	8.0	0.0	8.0	8.0	8.0	0.0	10.0	10.0	62.0	72.0	72.0
Volume/Cap:	0.09	0.01	0.00	0.26	0.15	0.15	0.00	0.21	0.21	0.21	0.08	0.15
Delay/Veh:	42.9	42.4	0.0	43.7	43.3	43.3	0.0	41.6	41.6	8.3	4.2	4.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.9	42.4	0.0	43.7	43.3	43.3	0.0	41.6	41.6	8.3	4.2	4.4
LOS by Move:	D	D	A	D	D	D	A	D	D	A	A	A
HCM2k95thQ:	1	0	0	3	2	2	0	3	3	6	2	4

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #570: (25) Mission College Blvd Loop and Mission College Blvd



Street Name:	Mission College Blvd Loop						Mission College Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	8	8	8	8	8	10	10	10	15	10	10
Y+R:	4.6	6.0	6.0	4.0	6.0	6.0	5.6	5.6	5.6	5.5	5.5	5.5

Volume Module:												
Base Vol:	15	25	687	163	46	17	9	85	22	952	57	279
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	25	687	163	46	17	9	85	22	952	57	279
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	15	25	687	163	46	17	9	85	22	952	57	279
User Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.00	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	16	26	0	172	48	18	9	89	23	1002	60	294
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	26	0	172	48	18	9	89	23	1002	60	294
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	26	0	172	48	18	9	89	23	1002	60	294

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	0.98	0.95	0.83	1.00	0.83
Lanes:	1.00	1.00	1.00	2.00	0.73	0.27	1.00	1.58	0.42	2.00	1.00	2.00
Final Sat.:	1750	1900	1750	3150	1314	486	1750	2939	761	3150	1900	3150

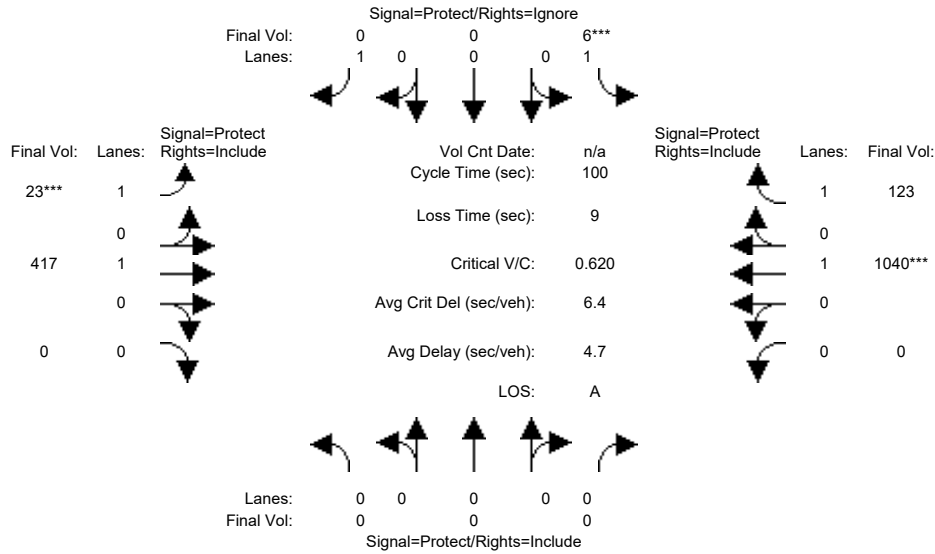
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.00	0.05	0.04	0.04	0.01	0.03	0.03	0.32	0.03	0.09
Crit Moves:	****			****			****			****		
Green Time:	9.1	8.0	0.0	10.2	9.1	9.1	34.9	10.0	10.0	59.8	34.9	34.9
Volume/Cap:	0.10	0.17	0.00	0.53	0.40	0.40	0.02	0.30	0.30	0.53	0.09	0.27
Delay/Veh:	41.9	43.5	0.0	44.3	44.5	44.5	21.3	42.2	42.2	12.2	22.0	23.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.9	43.5	0.0	44.3	44.5	44.5	21.3	42.2	42.2	12.2	22.0	23.5
LOS by Move:	D	D	A	D	D	D	C	D	D	B	C	C
HCM2k95thQ:	1	2	0	7	5	5	0	4	4	20	2	7

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #580: (29) Great America Emp Entr and Agnew Rd



Street Name:	Great America Emp Entr						Agnew Rd					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	5	0	0	5	15	0	0	5	5
Y+R:	4.0	4.0	4.0	4.5	0.0	0.0	4.5	5.0	0.0	0.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	6	0	10	22	392	0	0	978	116
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	6	0	10	22	392	0	0	978	116
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	6	0	10	22	392	0	0	978	116
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.00	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	0	0	0	6	0	0	23	417	0	0	1040	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	6	0	0	23	417	0	0	1040	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	6	0	0	23	417	0	0	1040	123

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

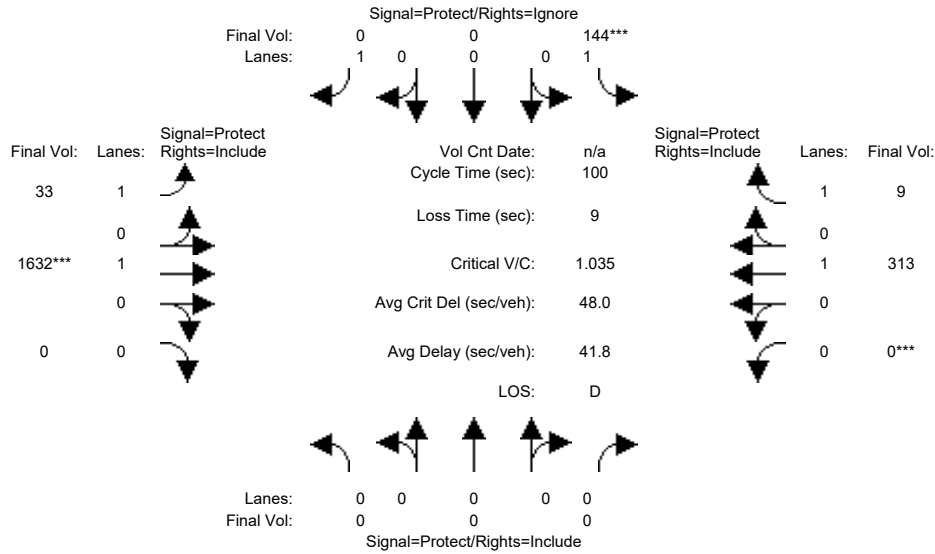
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.00	0.00	0.00	0.01	0.22	0.00	0.00	0.55	0.07
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	5.0	0.0	0.0	5.0	86.0	0.0	0.0	81.0	81.0
Volume/Cap:	0.00	0.00	0.00	0.07	0.00	0.00	0.27	0.26	0.00	0.00	0.68	0.09
Delay/Veh:	0.0	0.0	0.0	45.6	0.0	0.0	47.4	1.3	0.0	0.0	5.2	2.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	45.6	0.0	0.0	47.4	1.3	0.0	0.0	5.2	2.0
LOS by Move:	A	A	A	D	A	A	D	A	A	A	A	A
HCM2k95thQ:	0	0	0	1	0	0	1	4	0	0	22	2

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #580: (29) Great America Emp Entr and Agnew Rd



Street Name:	Great America Emp Entr						Agnew Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	5	0	0	5	15	0	0	5	5
Y+R:	4.0	4.0	4.0	4.5	0.0	0.0	4.5	5.0	0.0	0.0	5.0	5.0

Volume Module:												
Base Vol:	0	0	0	130	0	54	30	1469	0	0	282	8
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	130	0	54	30	1469	0	0	282	8
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	130	0	54	30	1469	0	0	282	8
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.00	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	0	0	144	0	0	33	1632	0	0	313	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	144	0	0	33	1632	0	0	313	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	0	0	144	0	0	33	1632	0	0	313	9

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	0.00	0.00	1.00	1.00
Final Sat.:	0	0	0	1750	0	1750	1750	1900	0	0	1900	1750

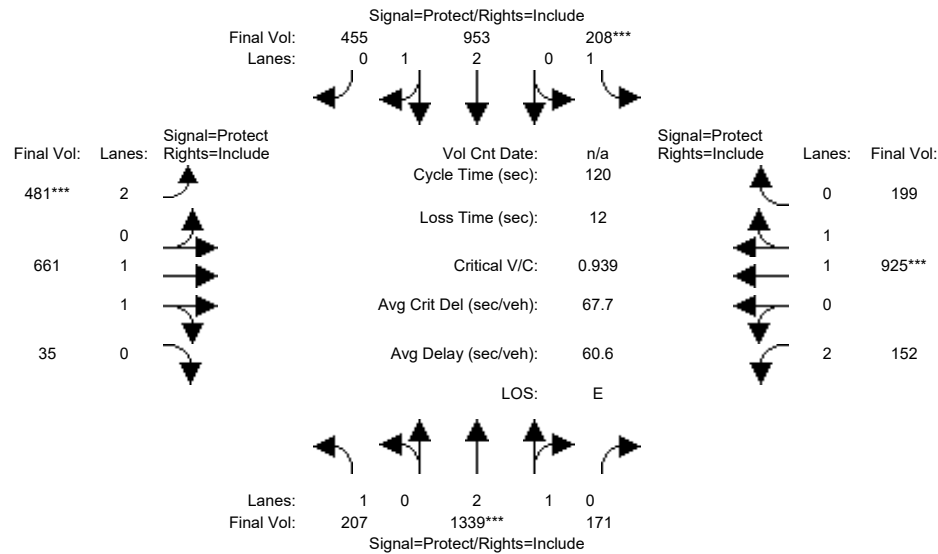
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.08	0.00	0.00	0.02	0.86	0.00	0.00	0.16	0.01
Crit Moves:				****			****			****		
Green Time:	0.0	0.0	0.0	8.0	0.0	0.0	19.3	83.0	0.0	0.0	63.7	63.7
Volume/Cap:	0.00	0.00	0.00	1.03	0.00	0.00	0.10	1.03	0.00	0.00	0.26	0.01
Delay/Veh:	0.0	0.0	0.0	131.7	0.0	0.0	33.3	40.6	0.0	0.0	8.0	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	131.7	0.0	0.0	33.3	40.6	0.0	0.0	8.0	6.6
LOS by Move:	A	A	A	F	A	A	C	D	A	A	A	A
HCM2k95thQ:	0	0	0	17	0	0	2	83	0	0	8	0

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

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2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #1200: (22) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5

Volume Module:

Base Vol:	207	1339	171	208	953	455	481	661	35	152	925	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	1339	171	208	953	455	481	661	35	152	925	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	1339	171	208	953	455	481	661	35	152	925	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	1339	171	208	953	455	481	661	35	152	925	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	1339	171	208	953	455	481	661	35	152	925	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	1339	171	208	953	455	481	661	35	152	925	199

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.65	0.35	1.00	2.00	1.00	2.00	1.90	0.10	2.00	1.64	0.36
Final Sat.:	1750	4965	634	1750	3797	1800	3150	3514	186	3150	3044	655

Capacity Analysis Module:

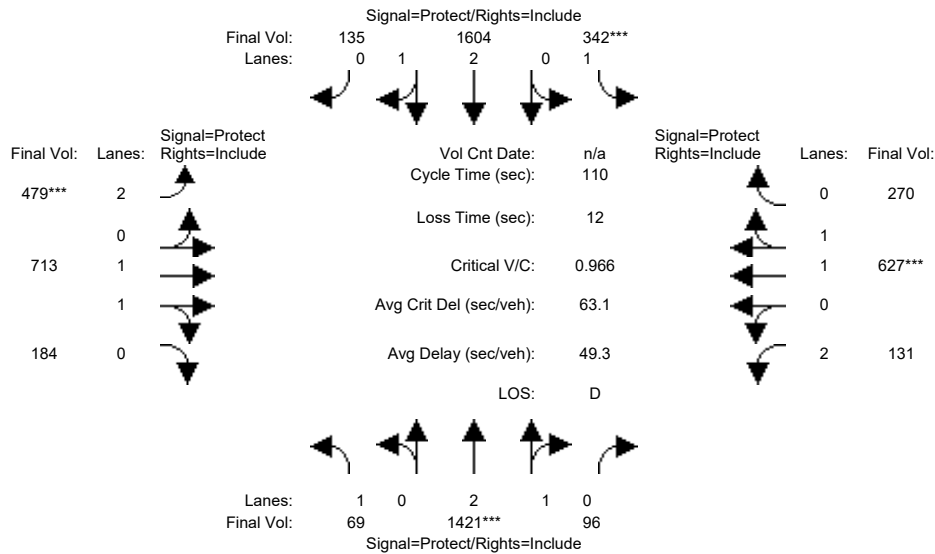
Vol/Sat:	0.12	0.27	0.27	0.12	0.25	0.25	0.15	0.19	0.19	0.05	0.30	0.30
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.9	32.7	32.7	20.0	31.7	31.7	18.5	33.2	33.2	22.1	36.8	36.8
Volume/Cap:	0.68	0.99	0.99	0.71	0.95	0.96	0.99	0.68	0.68	0.26	0.99	0.99
Delay/Veh:	52.4	64.2	64.2	55.4	56.5	57.7	88.9	40.5	40.5	42.2	65.7	65.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.4	64.2	64.2	55.4	56.5	57.7	88.9	40.5	40.5	42.2	65.7	65.7
LOS by Move:	D	E	E	E	E	E	F	D	D	D	E	E
HCM2k95thQ:	14	34	34	15	33	34	21	20	20	6	41	41

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #1200: (22) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	69	1421	96	342	1604	135	479	713	184	131	627	270
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	69	1421	96	342	1604	135	479	713	184	131	627	270
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	69	1421	96	342	1604	135	479	713	184	131	627	270
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	69	1421	96	342	1604	135	479	713	184	131	627	270
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	1421	96	342	1604	135	479	713	184	131	627	270
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	69	1421	96	342	1604	135	479	713	184	131	627	270

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	2.80	0.20	1.00	2.76	0.24	2.00	1.58	0.42	2.00	1.38	0.62
Final Sat.:	1750	5245	354	1750	5165	435	3150	2940	759	3150	2585	1113

Capacity Analysis Module:

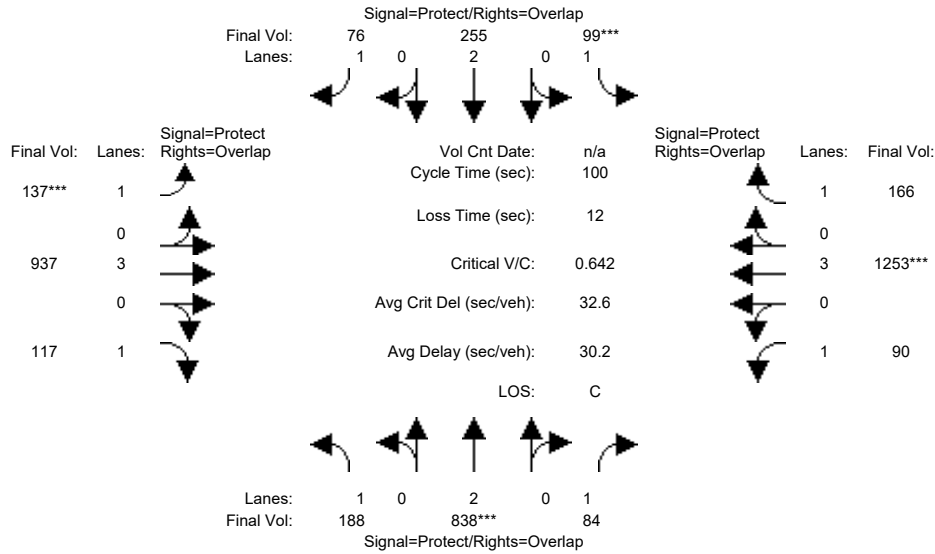
Vol/Sat:	0.04	0.27	0.27	0.20	0.31	0.31	0.15	0.24	0.24	0.04	0.24	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	9.0	30.8	30.8	22.2	44.1	44.1	17.3	35.6	35.6	9.3	27.6	27.6
Volume/Cap:	0.48	0.97	0.97	0.97	0.78	0.78	0.97	0.75	0.75	0.49	0.97	0.97
Delay/Veh:	50.8	54.5	54.5	82.3	30.4	30.4	77.9	35.9	35.9	49.5	62.4	62.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.8	54.5	54.5	82.3	30.4	30.4	77.9	35.9	35.9	49.5	62.4	62.4
LOS by Move:	D	D	D	F	C	C	E	D	D	D	E	E
HCM2k95thQ:	5	34	34	25	30	30	20	24	24	5	31	31

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #1201: (56) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	4	4	4	4	15	15	4	15	15
Y+R:	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5	3.0	4.5	4.5

Volume Module:												
Base Vol:	188	838	84	99	255	76	137	937	117	90	1253	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	188	838	84	99	255	76	137	937	117	90	1253	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	188	838	84	99	255	76	137	937	117	90	1253	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	188	838	84	99	255	76	137	937	117	90	1253	166
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	188	838	84	99	255	76	137	937	117	90	1253	166
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	188	838	84	99	255	76	137	937	117	90	1253	166

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1900	3800	1900	1900	3800	1900	1900	5700	1900	1900	5700	1900

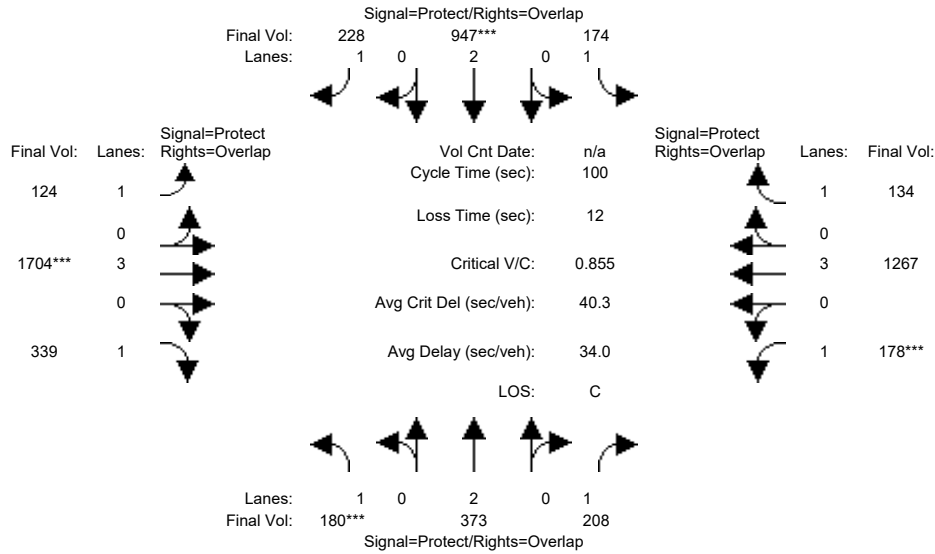
Capacity Analysis Module:												
Vol/Sat:	0.10	0.22	0.04	0.05	0.07	0.04	0.07	0.16	0.06	0.05	0.22	0.09
Crit Moves:	****			****			****			****		
Green Time:	25.3	34.4	44.6	8.1	17.2	28.4	11.2	35.3	60.6	10.2	34.3	42.4
Volume/Cap:	0.39	0.64	0.10	0.64	0.39	0.14	0.64	0.47	0.10	0.47	0.64	0.21
Delay/Veh:	33.3	30.1	16.3	63.2	38.5	27.2	56.3	25.8	8.4	50.2	29.3	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	30.1	16.3	63.2	38.5	27.2	56.3	25.8	8.4	50.2	29.3	18.8
LOS by Move:	C	C	B	E	D	C	E	C	A	D	C	B
HCM2k95thQ:	9	18	3	7	7	4	10	14	3	5	17	6

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
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2040 PH2+FC PM wo Conn

Intersection #1201: (56) BOWERS/KIELY/EL CAMINO REAL



Street Name:	BOWERS/KIELY						EL CAMINO REAL					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 5:15 - 6:15 PM												
Base Vol:	180	373	208	174	947	228	124	1704	339	178	1267	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	180	373	208	174	947	228	124	1704	339	178	1267	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	180	373	208	174	947	228	124	1704	339	178	1267	134
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	373	208	174	947	228	124	1704	339	178	1267	134
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	373	208	174	947	228	124	1704	339	178	1267	134
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	180	373	208	174	947	228	124	1704	339	178	1267	134

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	2.00	1.00	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3800	1750	1750	5700	1750	1750	5700	1750

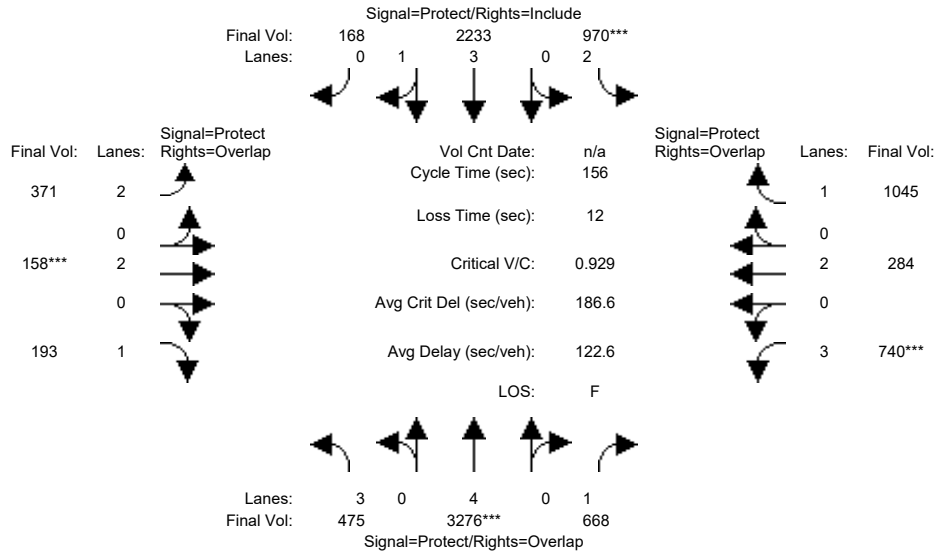
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.12	0.10	0.25	0.13	0.07	0.30	0.19	0.10	0.22	0.08
Crit Moves:	***			****			****			****		
Green Time:	12.0	20.6	32.5	20.5	29.1	40.5	11.3	34.9	47.0	11.9	35.5	56.0
Volume/Cap:	0.86	0.48	0.37	0.48	0.86	0.32	0.63	0.86	0.41	0.86	0.63	0.14
Delay/Veh:	70.5	35.4	26.2	36.1	40.1	20.6	48.5	34.1	17.8	70.8	27.4	10.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.5	35.4	26.2	36.1	40.1	20.6	48.5	34.1	17.8	70.8	27.4	10.5
LOS by Move:	E	D	C	D	D	C	D	C	B	E	C	B
HCM2k95thQ:	12	9	10	9	24	9	10	32	14	11	19	4

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #1206: (18) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	37	37	10	37	37	4	45	45	5	42	42
Y+R:	5.0	7.2	7.2	5.0	7.2	7.2	5.0	6.4	6.4	5.0	6.4	6.4

Volume Module:

Base Vol:	475	3276	668	970	2233	168	371	158	193	740	284	1045
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	475	3276	668	970	2233	168	371	158	193	740	284	1045
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	475	3276	668	970	2233	168	371	158	193	740	284	1045
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	475	3276	668	970	2233	168	371	158	193	740	284	1045
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	3276	668	970	2233	168	371	158	193	740	284	1045
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	475	3276	668	970	2233	168	371	158	193	740	284	1045

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	4.00	1.00	2.00	3.72	0.28	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	5700	7600	1900	3800	7068	532	3800	3800	1900	5700	3800	1900

Capacity Analysis Module:

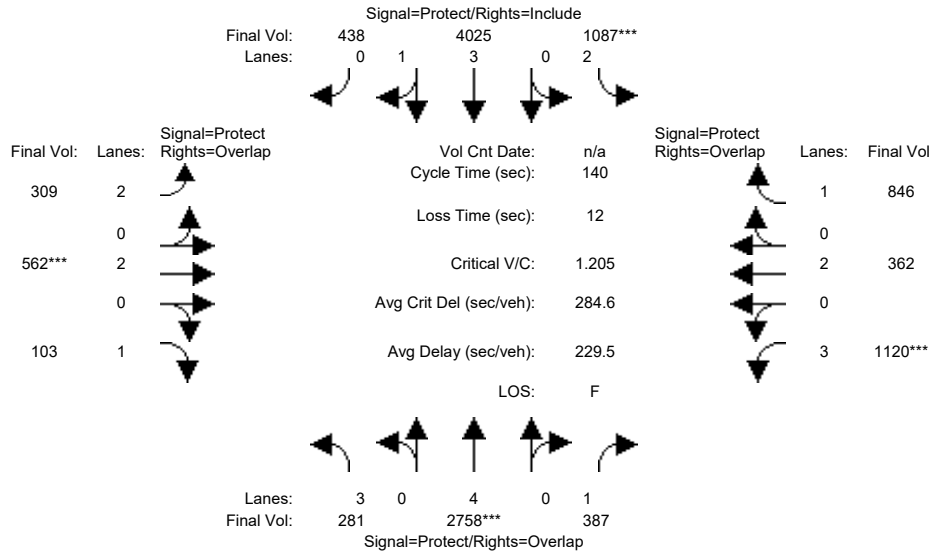
Vol/Sat:	0.08	0.43	0.35	0.26	0.32	0.32	0.10	0.04	0.10	0.13	0.07	0.55
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	17.4	52.3	68.0	31.0	65.9	65.9	15.1	45.0	62.4	15.7	45.6	76.6
Volume/Cap:	0.75	1.29	0.81	1.29	0.75	0.75	1.01	0.14	0.25	1.29	0.26	1.12
Delay/Veh:	75.1	184	46.5	201.2	39.7	39.7	119.3	41.5	32.1	211.6	42.8	108.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.1	184	46.5	201.2	39.7	39.7	119.3	41.5	32.1	211.6	42.8	108.0
LOS by Move:	E	F	D	F	D	D	F	D	C	F	D	F
HCM2k95thQ:	14	101	48	56	36	36	20	6	11	29	10	100

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #1206: (18) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	37	37	7	37	37	7	45	45	7	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	281	2758	387	1087	4025	438	309	562	103	1120	362	846
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	281	2758	387	1087	4025	438	309	562	103	1120	362	846
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	281	2758	387	1087	4025	438	309	562	103	1120	362	846
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	2758	387	1087	4025	438	309	562	103	1120	362	846
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	2758	387	1087	4025	438	309	562	103	1120	362	846
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	281	2758	387	1087	4025	438	309	562	103	1120	362	846

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.59	0.41	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6763	736	3150	3800	1750	4551	3800	1750

Capacity Analysis Module:

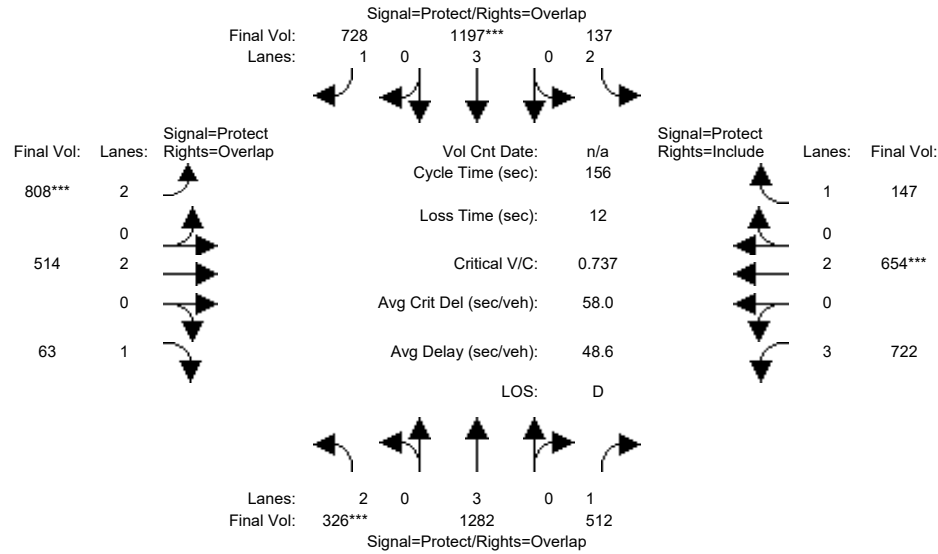
Vol/Sat:	0.06	0.36	0.22	0.35	0.60	0.60	0.10	0.15	0.06	0.25	0.10	0.48
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	6.0	37.0	56.1	26.9	57.8	57.8	15.8	45.0	51.0	19.1	48.3	75.2
Volume/Cap:	1.44	1.37	0.55	1.80	1.44	1.44	0.87	0.46	0.16	1.80	0.28	0.90
Delay/Veh:	291.8	223	33.2	422.8	241	241.1	80.9	38.1	30.2	426.5	33.3	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	291.8	223	33.2	422.8	241	241.1	80.9	38.1	30.2	426.5	33.3	40.6
LOS by Move:	F	F	C	F	F	F	F	D	C	F	C	D
HCM2k95thQ:	18	80	24	94	132	132	16	17	6	69	10	55

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #1207: (15) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	12	12	7	12	12	7	10	10	8	10	10
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	5.0	6.4	6.4	5.0	6.4	6.4

Volume Module:

Base Vol:	326	1282	512	137	1197	728	808	514	63	722	654	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	1282	512	137	1197	728	808	514	63	722	654	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	1282	512	137	1197	728	808	514	63	722	654	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	1282	512	137	1197	728	808	514	63	722	654	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1282	512	137	1197	728	808	514	63	722	654	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	326	1282	512	137	1197	728	808	514	63	722	654	147

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3800	5700	1900	3800	5700	1900	3800	3800	1900	5700	3800	1900

Capacity Analysis Module:

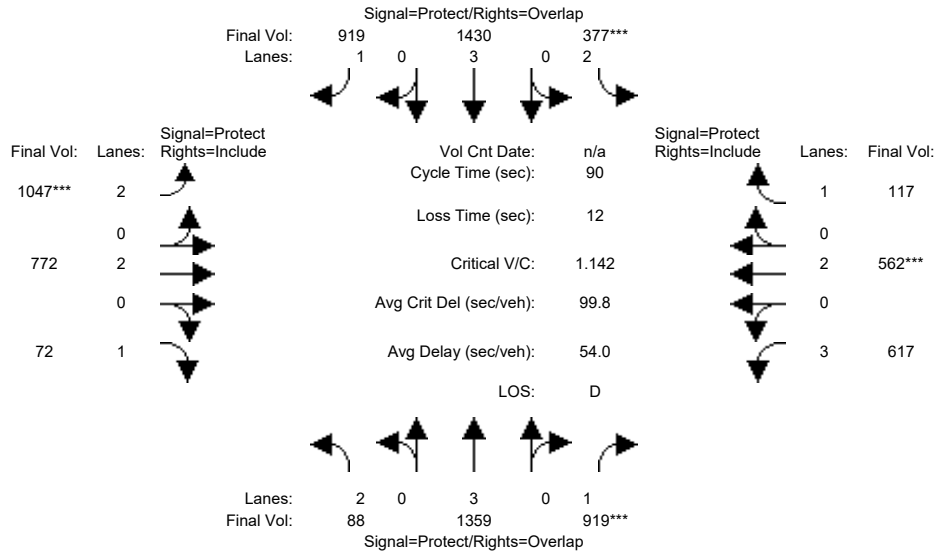
Vol/Sat:	0.09	0.22	0.27	0.04	0.21	0.38	0.21	0.14	0.03	0.13	0.17	0.08
Crit Moves:	****				****		****				****	
Green Time:	18.2	52.2	91.5	10.4	44.4	89.4	45.0	42.0	60.2	39.4	36.4	36.4
Volume/Cap:	0.74	0.67	0.46	0.54	0.74	0.67	0.74	0.50	0.09	0.50	0.74	0.33
Delay/Veh:	77.1	46.5	19.6	78.5	53.5	26.3	54.6	49.9	30.7	51.2	60.8	51.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.1	46.5	19.6	78.5	53.5	26.3	54.6	49.9	30.7	51.2	60.8	51.7
LOS by Move:	E	D	B	E	D	C	D	D	C	D	E	D
HCM2k95thQ:	15	30	23	7	29	39	26	17	4	17	24	11

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #1207: (15) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	88	1359	919	377	1430	919	1047	772	72	617	562	117
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	88	1359	919	377	1430	919	1047	772	72	617	562	117
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	88	1359	919	377	1430	919	1047	772	72	617	562	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	88	1359	919	377	1430	919	1047	772	72	617	562	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	88	1359	919	377	1430	919	1047	772	72	617	562	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	88	1359	919	377	1430	919	1047	772	72	617	562	117

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750

Capacity Analysis Module:

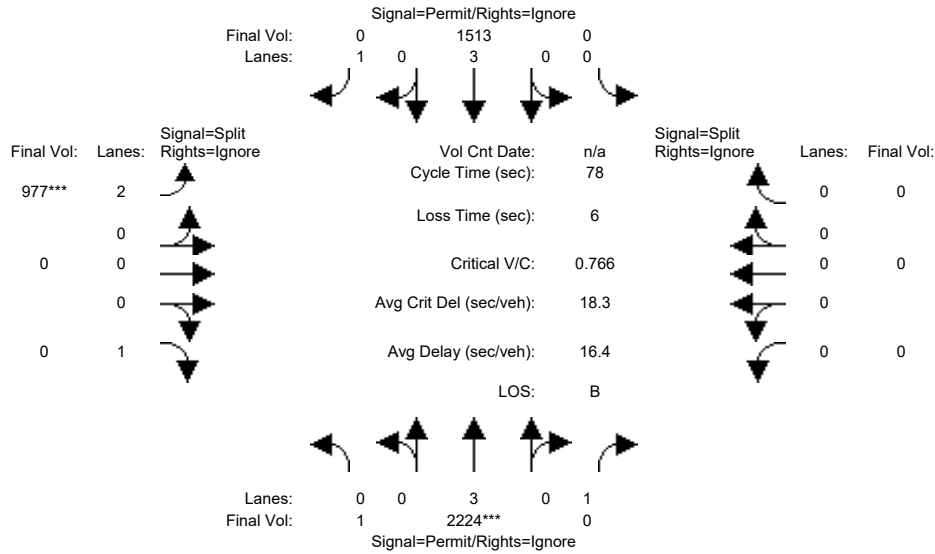
Vol/Sat:	0.03	0.24	0.53	0.12	0.25	0.53	0.33	0.20	0.04	0.14	0.15	0.07
Crit Moves:			****	****			****				****	
Green Time:	9.5	30.7	45.9	9.4	30.6	56.8	26.2	22.7	22.7	15.2	11.7	11.7
Volume/Cap:	0.26	0.70	1.03	1.14	0.74	0.83	1.14	0.81	0.16	0.81	1.14	0.52
Delay/Veh:	37.5	26.8	60.3	134.0	27.6	18.3	108.8	36.6	26.4	42.2	125	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	26.8	60.3	134.0	27.6	18.3	108.8	36.6	26.4	42.2	125	38.6
LOS by Move:	D	C	E	F	C	B	F	D	C	D	F	D
HCM2k95thQ:	3	20	57	19	21	36	43	17	3	14	23	6

Note: Queue reported is the number of cars per lane.

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #1208: (20) BOWERS/101 SB



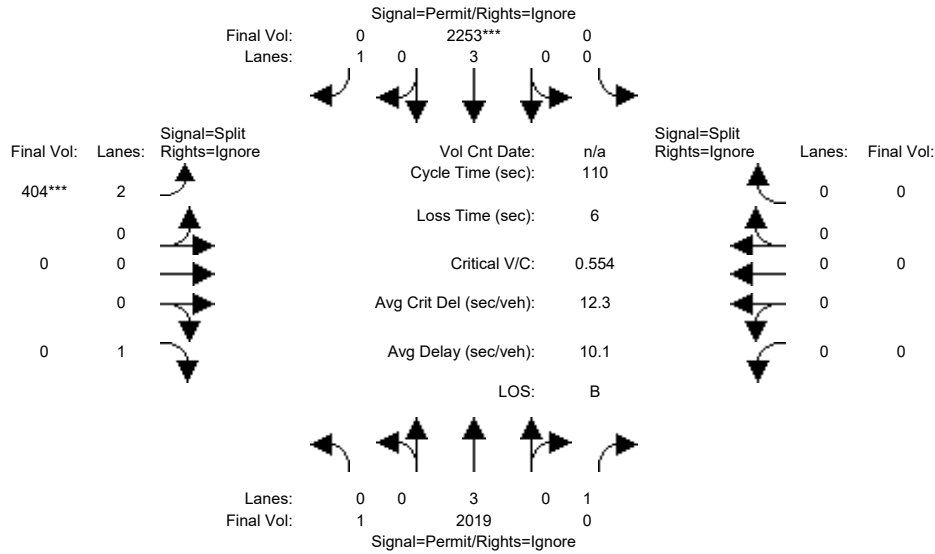
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	12	0	12	0	0	0
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	5.2	4.0	5.2	4.0	4.0	4.0
Volume Module:												
Base Vol:	1	2224	248	0	1513	860	977	0	485	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	2224	248	0	1513	860	977	0	485	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	2224	248	0	1513	860	977	0	485	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1	2224	0	0	1513	0	977	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	2224	0	0	1513	0	977	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	1	2224	0	0	1513	0	977	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	2.99	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3	5597	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.00	0.00	0.27	0.00	0.31	0.00	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	40.4	40.4	0.0	0.0	40.4	0.0	31.6	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.77	0.77	0.00	0.00	0.51	0.00	0.77	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	16.3	16.3	0.0	0.0	12.5	0.0	22.9	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	16.3	16.3	0.0	0.0	12.5	0.0	22.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	B	B	A	A	B	A	C	A	A	A	A	A
HCM2k95thQ:	25	25	0	0	15	0	25	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #1208: (20) BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	1	2019	789	0	2253	1334	404	0	354	0	0	0
Base Vol:	1	2019	789	0	2253	1334	404	0	354	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	2019	789	0	2253	1334	404	0	354	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	2019	789	0	2253	1334	404	0	354	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	1	2019	0	0	2253	0	404	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	2019	0	0	2253	0	404	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	1	2019	0	0	2253	0	404	0	0	0	0	0

Saturation Flow Module:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.98	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	2.99	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3	5597	1750	0	5700	1750	3150	0	1750	0	0	0

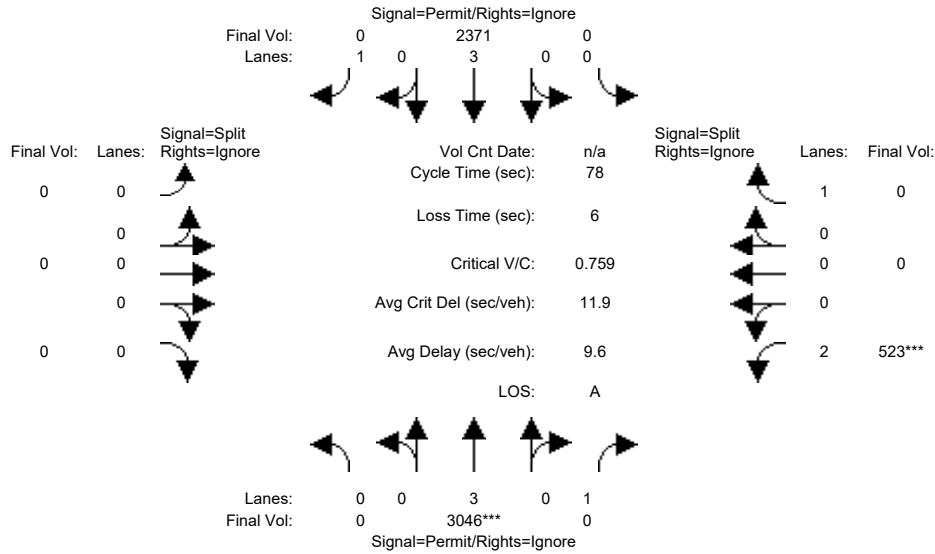
Capacity Analysis Module:	0.36	0.36	0.00	0.00	0.40	0.00	0.13	0.00	0.00	0.00	0.00	0.00
Vol/Sat:	0.36	0.36	0.00	0.00	0.40	0.00	0.13	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	78.5	78.5	0.0	0.0	78.5	0.0	25.5	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.51	0.51	0.00	0.00	0.55	0.00	0.55	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	7.2	7.2	0.0	0.0	7.6	0.0	38.2	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	7.2	7.2	0.0	0.0	7.6	0.0	38.2	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2k95thQ:	18	18	0	0	21	0	15	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #1209: (19) GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	20	20	0	20	20	0	0	0	6	0	6
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	4.0	4.0	4.0	5.5	4.0	5.5

Volume Module:												
Base Vol:	0	3046	152	0	2371	599	0	0	0	523	0	2065
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3046	152	0	2371	599	0	0	0	523	0	2065
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3046	152	0	2371	599	0	0	0	523	0	2065
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	3046	0	0	2371	0	0	0	0	523	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3046	0	0	2371	0	0	0	0	523	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	3046	0	0	2371	0	0	0	0	523	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750

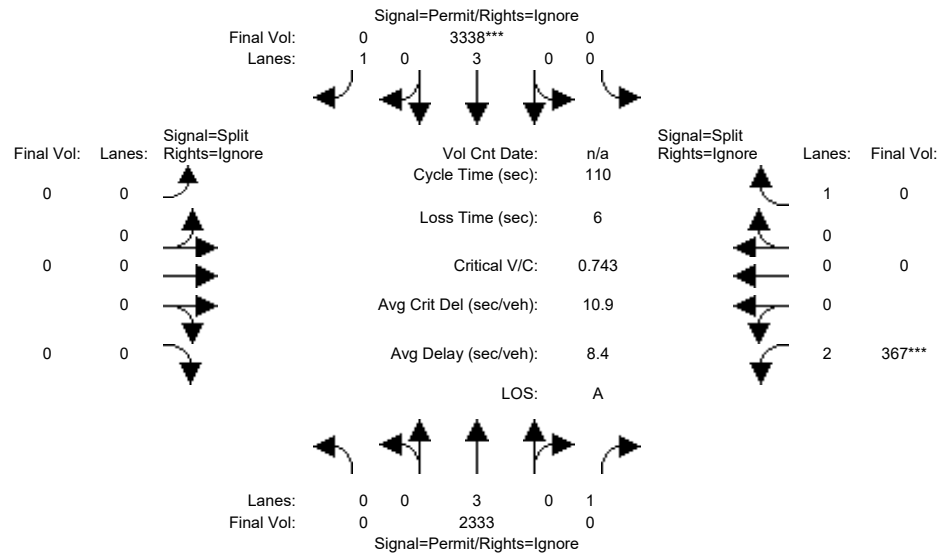
Capacity Analysis Module:												
Vol/Sat:	0.00	0.53	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Crit Moves:	****									****		
Green Time:	0.0	54.9	0.0	0.0	54.9	0.0	0.0	0.0	0.0	17.1	0.0	0.0
Volume/Cap:	0.00	0.76	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.76	0.00	0.00
Delay/Veh:	0.0	8.2	0.0	0.0	6.1	0.0	0.0	0.0	0.0	33.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.2	0.0	0.0	6.1	0.0	0.0	0.0	0.0	33.4	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2k95thQ:	0	27	0	0	18	0	0	0	0	17	0	0

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #1209: (19) GREAT AMERICA/101 NB



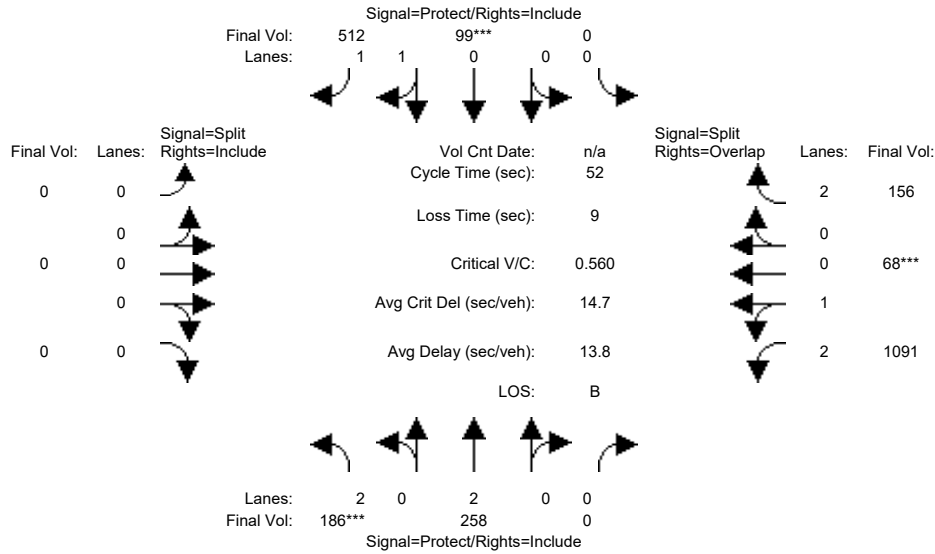
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: 5:00 - 6:00 PM												
Base Vol:	0	2333	298	0	3338	1495	0	0	0	367	0	1144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2333	298	0	3338	1495	0	0	0	367	0	1144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2333	298	0	3338	1495	0	0	0	367	0	1144
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	2333	0	0	3338	0	0	0	0	367	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2333	0	0	3338	0	0	0	0	367	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Final Volume:	0	2333	0	0	3338	0	0	0	0	367	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.41	0.00	0.00	0.59	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	86.7	0.0	0.0	86.7	0.0	0.0	0.0	0.0	17.3	0.0	0.0
Volume/Cap:	0.00	0.52	0.00	0.00	0.74	0.00	0.00	0.00	0.00	0.74	0.00	0.00
Delay/Veh:	0.0	4.3	0.0	0.0	6.6	0.0	0.0	0.0	0.0	50.2	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.3	0.0	0.0	6.6	0.0	0.0	0.0	0.0	50.2	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2k95thQ:	0	17	0	0	34	0	0	0	0	16	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #3028: (10) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	186	258	0	0	99	512	0	0	0	1091	68	156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	186	258	0	0	99	512	0	0	0	1091	68	156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	186	258	0	0	99	512	0	0	0	1091	68	156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	186	258	0	0	99	512	0	0	0	1091	68	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	186	258	0	0	99	512	0	0	0	1091	68	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	186	258	0	0	99	512	0	0	0	1091	68	156

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.86	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	0.32	1.68	0.00	0.00	0.00	2.84	0.16	2.00
Final Sat.:	3150	3800	0	0	583	3017	0	0	0	4657	290	3150

Capacity Analysis Module:

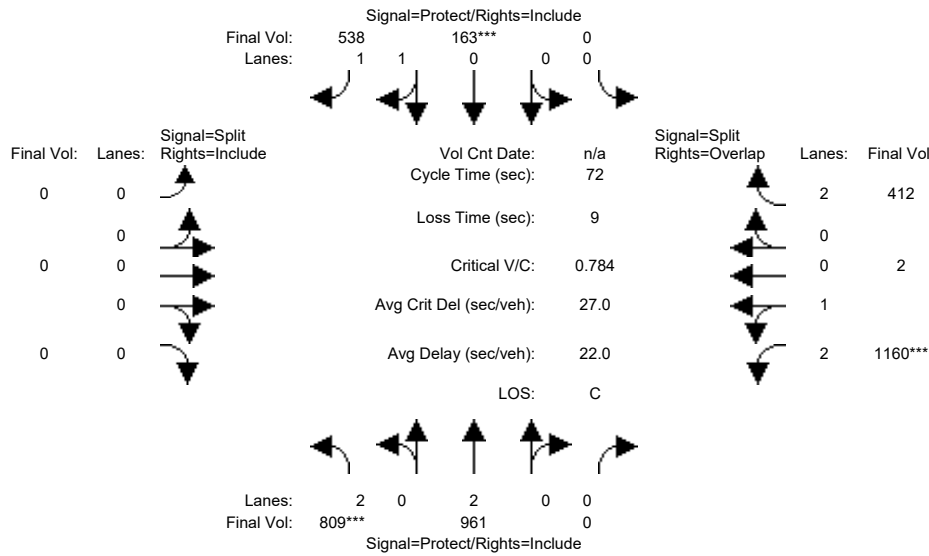
Vol/Sat:	0.06	0.07	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.23	0.23	0.05
Crit Moves:	****				****					****		
Green Time:	7.0	22.1	0.0	0.0	15.1	15.1	0.0	0.0	0.0	20.9	20.9	20.9
Volume/Cap:	0.44	0.16	0.00	0.00	0.58	0.58	0.00	0.00	0.00	0.58	0.58	0.12
Delay/Veh:	21.4	9.3	0.0	0.0	16.6	16.6	0.0	0.0	0.0	12.6	12.6	9.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	21.4	9.3	0.0	0.0	16.6	16.6	0.0	0.0	0.0	12.6	12.6	9.8
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	A
HCM2k95thQ:	3	3	0	0	9	9	0	0	0	12	12	2

Note: Queue reported is the number of cars per lane.

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Intersection #3028: (10) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	809	961	0	0	163	538	0	0	0	1160	2	412
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	809	961	0	0	163	538	0	0	0	1160	2	412
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	809	961	0	0	163	538	0	0	0	1160	2	412
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	809	961	0	0	163	538	0	0	0	1160	2	412
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	809	961	0	0	163	538	0	0	0	1160	2	412
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	809	961	0	0	163	538	0	0	0	1160	2	412

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	0.47	1.53	0.00	0.00	0.00	2.99	0.01	2.00
Final Sat.:	3150	3800	0	0	837	2763	0	0	0	4941	9	3150

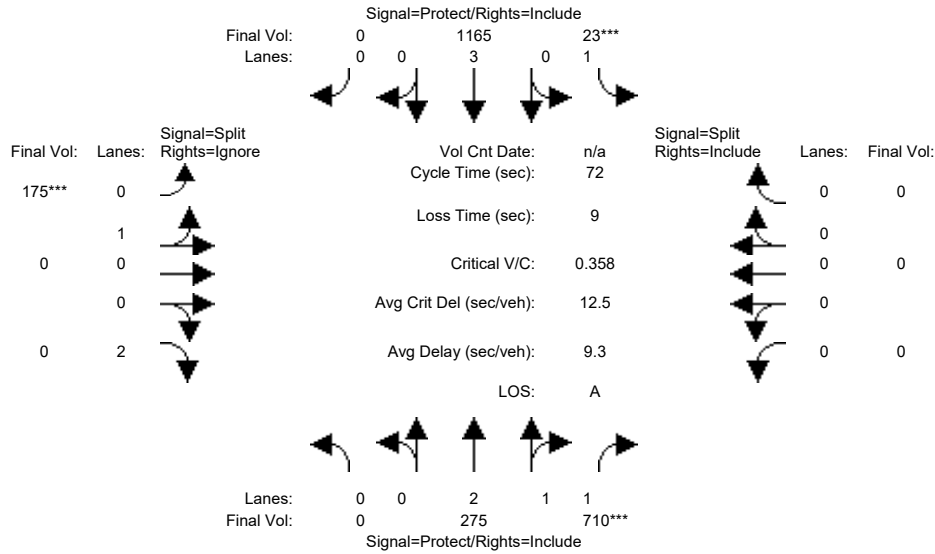
Capacity Analysis Module:												
Vol/Sat:	0.26	0.25	0.00	0.00	0.19	0.19	0.00	0.00	0.00	0.23	0.23	0.13
Crit Moves:	****				****					****		
Green Time:	23.6	41.5	0.0	0.0	17.9	17.9	0.0	0.0	0.0	21.5	21.5	21.5
Volume/Cap:	0.78	0.44	0.00	0.00	0.78	0.78	0.00	0.00	0.00	0.78	0.78	0.44
Delay/Veh:	25.9	8.8	0.0	0.0	29.9	29.9	0.0	0.0	0.0	25.9	25.9	20.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.9	8.8	0.0	0.0	29.9	29.9	0.0	0.0	0.0	25.9	25.9	20.7
LOS by Move:	C	A	A	A	C	C	A	A	A	C	C	C
HCM2k95thQ:	18	11	0	0	15	15	0	0	0	20	20	9

Note: Queue reported is the number of cars per lane.

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Intersection #3029: (11) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	0	275	710	23	1165	0	175	0	1840	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	275	710	23	1165	0	175	0	1840	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	275	710	23	1165	0	175	0	1840	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	275	710	23	1165	0	175	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	275	710	23	1165	0	175	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	275	710	23	1165	0	175	0	0	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1800	0	3150	0	0	0

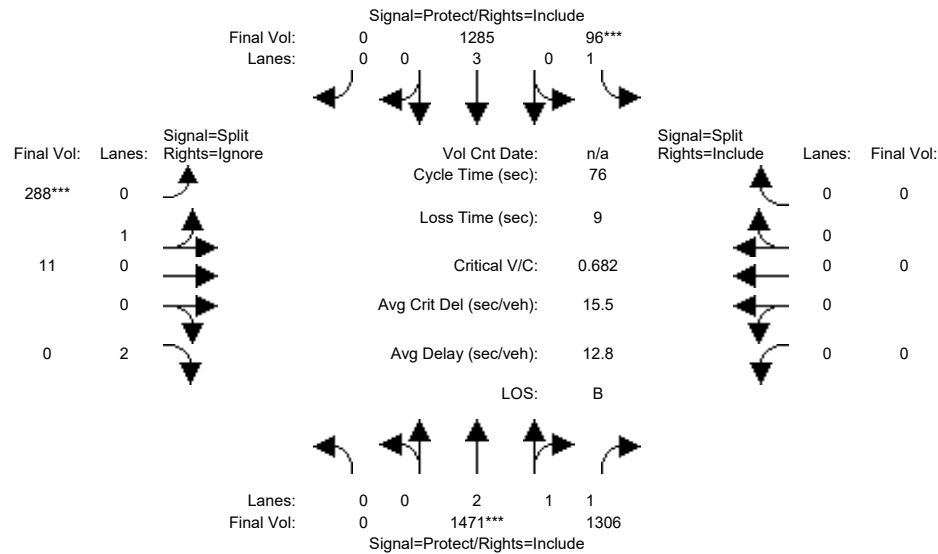
Capacity Analysis Module:												
Vol/Sat:	0.00	0.07	0.20	0.01	0.20	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	37.9	37.9	7.0	44.9	0.0	18.1	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.14	0.39	0.14	0.33	0.00	0.39	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.7	10.3	30.1	6.5	0.0	22.9	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.7	10.3	30.1	6.5	0.0	22.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	B	C	A	A	C	A	A	A	A	A
HCM2k95thQ:	0	3	9	1	8	0	7	0	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #3029: (11) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	0	1471	1306	96	1285	0	288	11	271	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1471	1306	96	1285	0	288	11	271	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1471	1306	96	1285	0	288	11	271	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	1471	1306	96	1285	0	288	11	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1471	1306	96	1285	0	288	11	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	1471	1306	96	1285	0	288	11	0	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.04	1.96	1.00	3.00	0.00	0.96	0.04	2.00	0.00	0.00	0.00
Final Sat.:	0	3870	3436	1750	5700	0	1734	66	3150	0	0	0

Capacity Analysis Module:

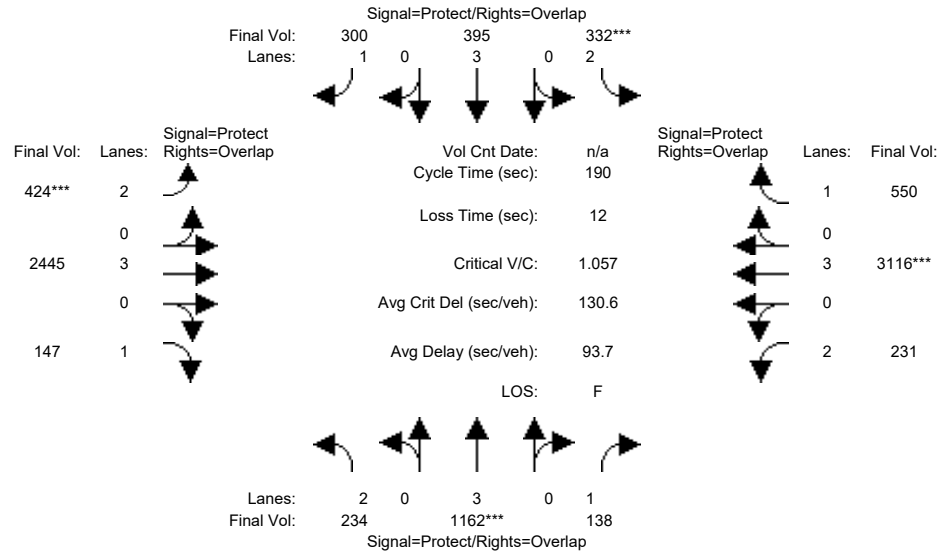
Vol/Sat:	0.00	0.38	0.38	0.05	0.23	0.00	0.17	0.17	0.00	0.00	0.00	0.00
Crit Moves:	****			****			****					
Green Time:	0.0	41.8	41.8	7.0	48.8	0.0	18.2	18.2	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.69	0.69	0.60	0.35	0.00	0.69	0.69	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.0	13.0	39.1	6.4	0.0	31.1	31.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.0	13.0	39.1	6.4	0.0	31.1	31.1	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	C	A	A	A	A
HCM2k95thQ:	0	20	20	5	9	0	15	15	0	0	0	0

Note: Queue reported is the number of cars per lane.

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Intersection #5329: (23) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	42	42	15	35	35	32	101	101	20	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	234	1162	138	332	395	300	424	2445	147	231	3116	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1162	138	332	395	300	424	2445	147	231	3116	550
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1162	138	332	395	300	424	2445	147	231	3116	550
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1162	138	332	395	300	424	2445	147	231	3116	550
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1162	138	332	395	300	424	2445	147	231	3116	550
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	234	1162	138	332	395	300	424	2445	147	231	3116	550

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

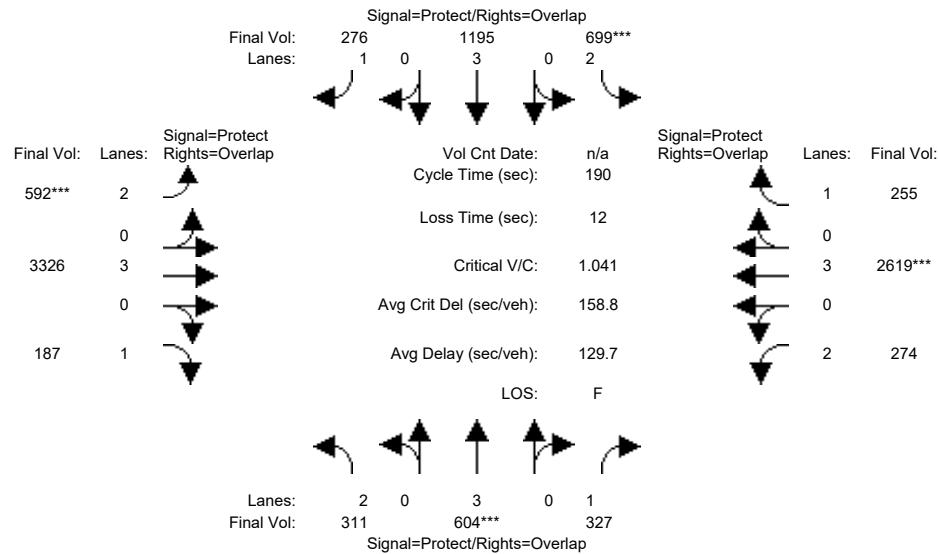
Vol/Sat:	0.07	0.20	0.08	0.11	0.07	0.17	0.13	0.43	0.08	0.07	0.55	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.0	42.0	62.0	15.0	35.0	67.0	32.0	101	123.0	20.0	89.0	104.0
Volume/Cap:	0.64	0.92	0.24	1.34	0.38	0.49	0.80	0.81	0.13	0.70	1.17	0.57
Delay/Veh:	84.1	83.6	47.0	263.0	68.2	48.7	84.3	48.5	19.4	88.4	140	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	83.6	47.0	263.0	68.2	48.7	84.3	48.5	19.4	88.4	140	37.9
LOS by Move:	F	F	D	F	E	D	F	D	B	F	F	D
HCM2k95thQ:	14	36	11	30	12	24	28	66	10	17	119	44

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #5329: (23) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	7.3	6.3	6.3	7.3	6.1	6.1	5.5	6.2	6.2	5.8	6.2	6.2

Volume Module:

Base Vol:	311	604	327	699	1195	276	592	3326	187	274	2619	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	604	327	699	1195	276	592	3326	187	274	2619	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	604	327	699	1195	276	592	3326	187	274	2619	255
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	311	604	327	699	1195	276	592	3326	187	274	2619	255
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	604	327	699	1195	276	592	3326	187	274	2619	255
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	311	604	327	699	1195	276	592	3326	187	274	2619	255

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

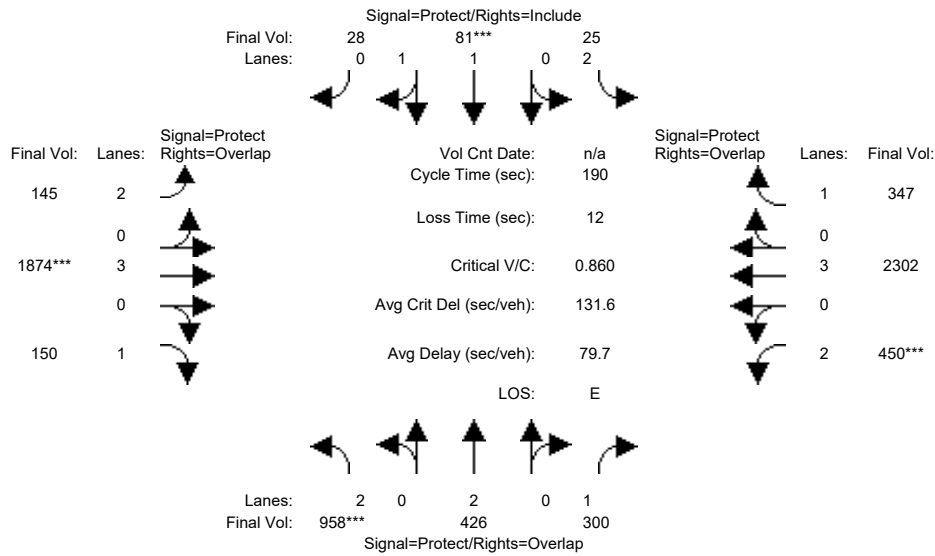
Vol/Sat:	0.10	0.11	0.19	0.22	0.21	0.16	0.19	0.58	0.11	0.09	0.46	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.1	39.0	53.9	23.8	42.8	62.9	20.2	100	120.3	14.9	95.0	118.8
Volume/Cap:	0.94	0.52	0.66	1.77	0.93	0.48	1.77	1.11	0.17	1.11	0.92	0.23
Delay/Veh:	117.3	67.5	63.1	439.7	84.3	51.1	450.0	132	30.9	176.1	39.1	8.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	117.3	67.5	63.1	439.7	84.3	51.1	450.0	132	30.9	176.1	39.1	8.1
LOS by Move:	F	E	E	F	F	D	F	F	C	F	D	A
HCM2k95thQ:	21	18	30	71	39	23	63	119	17	25	72	7

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #5332: (42) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	38	52	52	10	24	24	16	92	92	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	958	426	300	25	81	28	145	1874	150	450	2302	347
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	958	426	300	25	81	28	145	1874	150	450	2302	347
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	958	426	300	25	81	28	145	1874	150	450	2302	347
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	958	426	300	25	81	28	145	1874	150	450	2302	347
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	958	426	300	25	81	28	145	1874	150	450	2302	347
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	958	426	300	25	81	28	145	1874	150	450	2302	347

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.47	0.53	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	2749	950	3150	5700	1750	3150	5700	1750

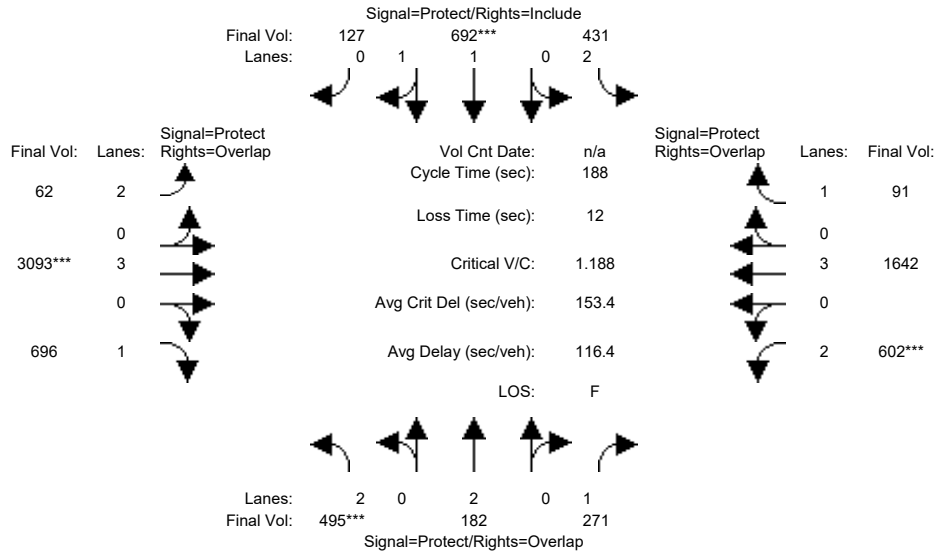
Capacity Analysis Module:												
Vol/Sat:	0.30	0.11	0.17	0.01	0.03	0.03	0.05	0.33	0.09	0.14	0.40	0.20
Crit Moves:	***				***			***			***	
Green Time:	38.0	52.0	76.0	10.0	24.0	24.0	16.0	92.0	130.0	24.0	100	110.0
Volume/Cap:	1.52	0.41	0.43	0.15	0.23	0.23	0.55	0.68	0.13	1.13	0.77	0.34
Delay/Veh:	318.4	56.7	41.7	86.4	75.0	75.0	85.9	30.4	3.4	168.8	27.1	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	318.4	56.7	41.7	86.4	75.0	75.0	85.9	30.4	3.4	168.8	27.1	13.3
LOS by Move:	F	E	D	F	E	E	F	C	A	F	C	B
HCM2k95thQ:	87	18	23	2	6	6	11	38	2	33	45	12

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #5332: (42) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2

Volume Module:												
Base Vol:	495	182	271	431	692	127	62	3093	696	602	1642	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	495	182	271	431	692	127	62	3093	696	602	1642	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	495	182	271	431	692	127	62	3093	696	602	1642	91
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	495	182	271	431	692	127	62	3093	696	602	1642	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	495	182	271	431	692	127	62	3093	696	602	1642	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	495	182	271	431	692	127	62	3093	696	602	1642	91

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.68	0.32	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3126	574	3150	5700	1750	3150	5700	1750

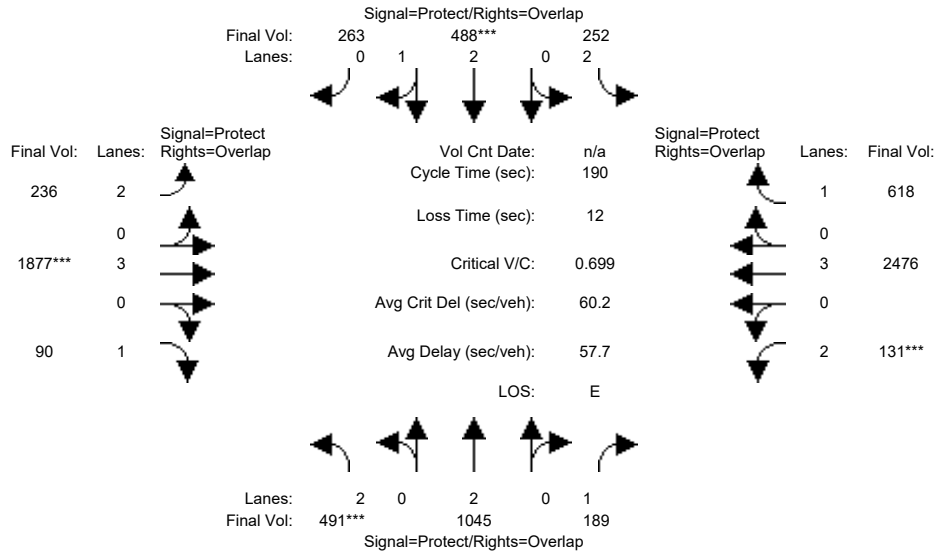
Capacity Analysis Module:												
Vol/Sat:	0.16	0.05	0.15	0.14	0.22	0.22	0.02	0.54	0.40	0.19	0.29	0.05
Crit Moves:	***			****			****			****		
Green Time:	22.1	39.0	65.9	18.1	35.0	35.0	12.7	92.0	114.1	26.9	106	124.3
Volume/Cap:	1.34	0.23	0.44	1.42	1.19	1.19	0.29	1.11	0.66	1.34	0.51	0.08
Delay/Veh:	251.5	62.2	47.4	292.4	176	175.7	84.1	114	35.5	246.3	16.5	4.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	251.5	62.2	47.4	292.4	176	175.7	84.1	114	35.5	246.3	16.5	4.6
LOS by Move:	F	E	D	F	F	F	F	F	D	F	B	A
HCM2k95thQ:	43	8	22	39	50	50	5	110	54	51	22	2

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #5334: (43) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	51	51	17	41	41	18	91	91	19	92	92
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	491	1045	189	252	488	263	236	1877	90	131	2476	618
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	491	1045	189	252	488	263	236	1877	90	131	2476	618
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	491	1045	189	252	488	263	236	1877	90	131	2476	618
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	491	1045	189	252	488	263	236	1877	90	131	2476	618
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	491	1045	189	252	488	263	236	1877	90	131	2476	618
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	491	1045	189	252	488	263	236	1877	90	131	2476	618

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

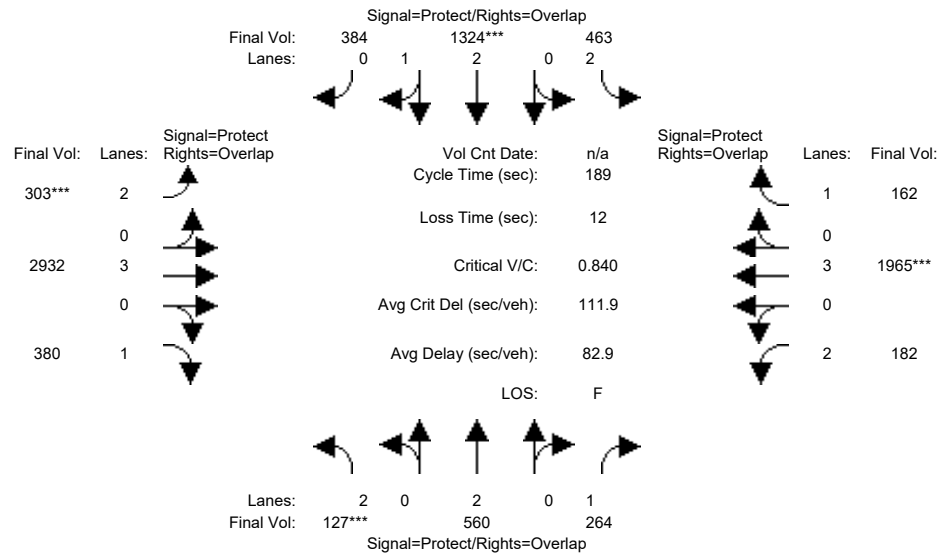
Vol/Sat:	0.16	0.28	0.11	0.08	0.13	0.15	0.07	0.33	0.05	0.04	0.43	0.35
Crit Moves:	****				****			****		****		
Green Time:	27.0	51.0	70.0	17.0	41.0	59.0	18.0	91.0	118.0	19.0	92.0	109.0
Volume/Cap:	1.10	1.02	0.29	0.89	0.60	0.48	0.79	0.69	0.08	0.42	0.90	0.62
Delay/Veh:	152.9	104	42.7	113.8	67.8	53.4	97.5	31.4	7.5	81.2	39.6	18.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	152.9	104	42.7	113.8	67.8	53.4	97.5	31.4	7.5	81.2	39.6	18.1
LOS by Move:	F	F	D	F	E	D	F	C	A	F	D	B
HCM2k95thQ:	37	56	15	18	22	23	15	38	2	8	66	30

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #5334: (43) CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	30	30	20	38	38	13	100	100	16	103	103
Y+R:	5.8	5.6	5.6	5.6	5.4	5.4	5.3	6.2	6.2	5.4	6.2	6.2

Volume Module:

Base Vol:	127	560	264	463	1324	384	303	2932	380	182	1965	162
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	560	264	463	1324	384	303	2932	380	182	1965	162
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	560	264	463	1324	384	303	2932	380	182	1965	162
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	560	264	463	1324	384	303	2932	380	182	1965	162
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	560	264	463	1324	384	303	2932	380	182	1965	162
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	560	264	463	1324	384	303	2932	380	182	1965	162

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.30	0.70	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4339	1259	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

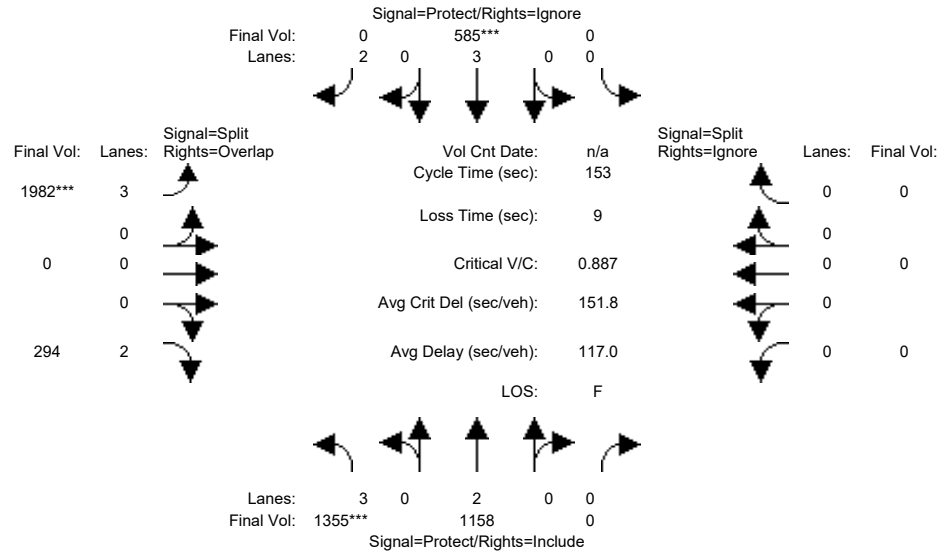
Vol/Sat:	0.04	0.15	0.15	0.15	0.31	0.31	0.10	0.51	0.22	0.06	0.34	0.09
Crit Moves:	****			****			****			****		
Green Time:	13.0	30.8	47.1	28.5	46.4	61.0	14.6	101	114.4	16.2	103	131.5
Volume/Cap:	0.59	0.90	0.61	0.97	1.24	0.95	1.24	0.96	0.36	0.67	0.63	0.13
Delay/Veh:	89.5	94.2	65.2	114.1	187	73.3	226.4	62.6	26.6	90.3	30.3	9.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.5	94.2	65.2	114.1	187	73.3	226.4	62.6	26.6	90.3	30.3	9.7
LOS by Move:	F	F	E	F	F	E	F	E	C	F	C	A
HCM2k95thQ:	9	30	25	32	73	56	25	80	27	12	42	7

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #5335: (44) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	79	0	0	50	50	67	0	67	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	1355	1158	0	0	585	1970	1982	0	294	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1355	1158	0	0	585	1970	1982	0	294	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1355	1158	0	0	585	1970	1982	0	294	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1355	1158	0	0	585	0	1982	0	294	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1355	1158	0	0	585	0	1982	0	294	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	1355	1158	0	0	585	0	1982	0	294	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.80	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	4551	0	3150	0	0	0

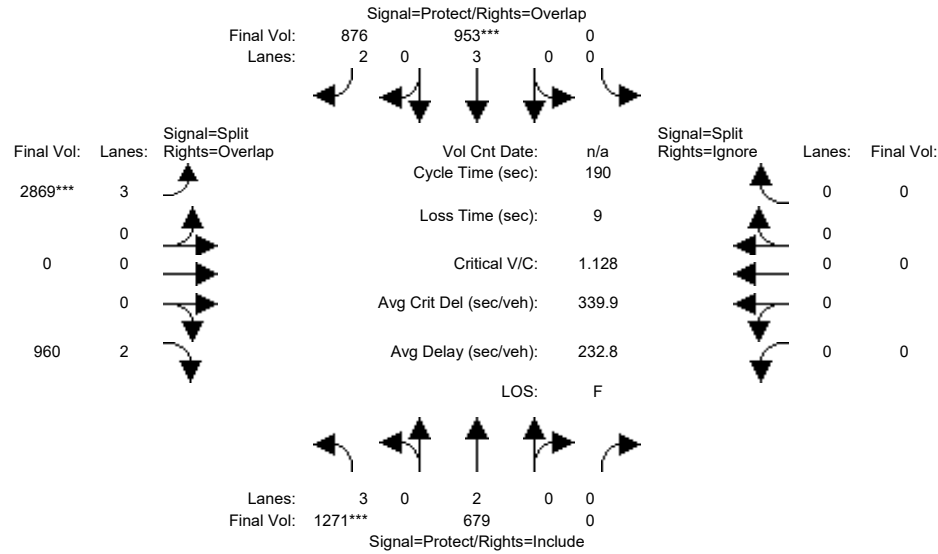
Capacity Analysis Module:												
Vol/Sat:	0.30	0.30	0.00	0.00	0.10	0.00	0.44	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	28.6	78.0	0.0	0.0	49.4	0.0	66.1	0.0	94.8	0.0	0.0	0.0
Volume/Cap:	1.59	0.60	0.00	0.00	0.32	0.00	1.01	0.00	0.15	0.00	0.00	0.00
Delay/Veh:	334.7	27.3	0.0	0.0	39.7	0.0	59.9	0.0	6.6	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	334.7	27.3	0.0	0.0	39.7	0.0	59.9	0.0	6.6	0.0	0.0	0.0
LOS by Move:	F	C	A	A	D	A	E	A	A	A	A	A
HCM2k95thQ:	81	33	0	0	13	0	68	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #5335: (44) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	77	0	0	61	61	112	0	112	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1271	679	0	0	953	876	2869	0	960	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1271	679	0	0	953	876	2869	0	960	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1271	679	0	0	953	876	2869	0	960	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1271	679	0	0	953	876	2869	0	960	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1271	679	0	0	953	876	2869	0	960	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	1271	679	0	0	953	876	2869	0	960	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.80	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	4551	0	3150	0	0	0

Capacity Analysis Module:

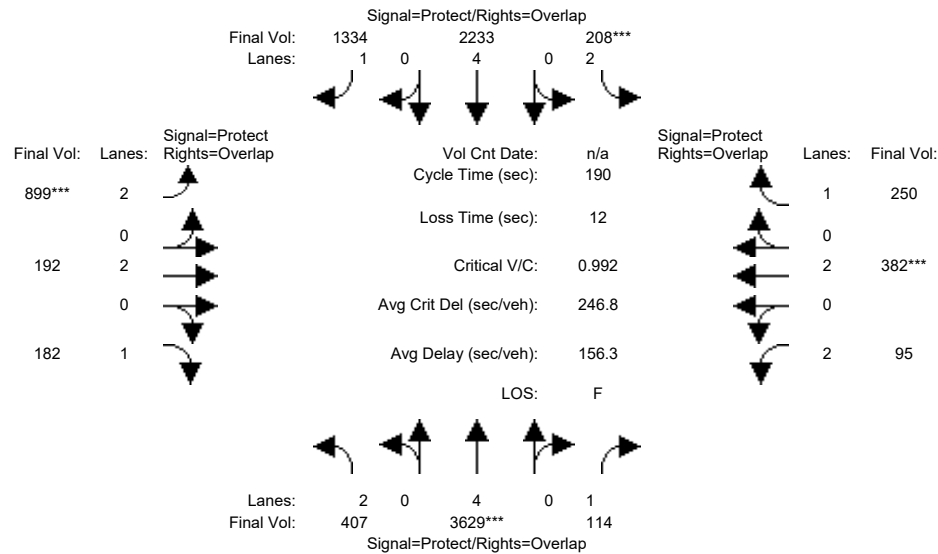
Vol/Sat:	0.28	0.18	0.00	0.00	0.17	0.28	0.63	0.00	0.30	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	16.2	74.5	0.0	0.0	58.2	165.2	106.9	0.0	123.2	0.0	0.0	0.0
Volume/Cap:	3.27	0.46	0.00	0.00	0.55	0.32	1.12	0.00	0.47	0.00	0.00	0.00
Delay/Veh:	1119	45.0	0.0	0.0	57.8	2.4	88.5	0.0	8.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	1119	45.0	0.0	0.0	57.8	2.4	88.5	0.0	8.0	0.0	0.0	0.0
LOS by Move:	F	D	A	A	E	A	F	A	A	A	A	A
HCM2k95thQ:	116	26	0	0	27	12	127	0	14	0	0	0

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #5408: (33) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	112	112	20	105	105	15	33	33	13	31	31
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	407	3629	114	208	2233	1334	899	192	182	95	382	250
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	407	3629	114	208	2233	1334	899	192	182	95	382	250
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	407	3629	114	208	2233	1334	899	192	182	95	382	250
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	407	3629	114	208	2233	1334	899	192	182	95	382	250
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	3629	114	208	2233	1334	899	192	182	95	382	250
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	407	3629	114	208	2233	1334	899	192	182	95	382	250

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

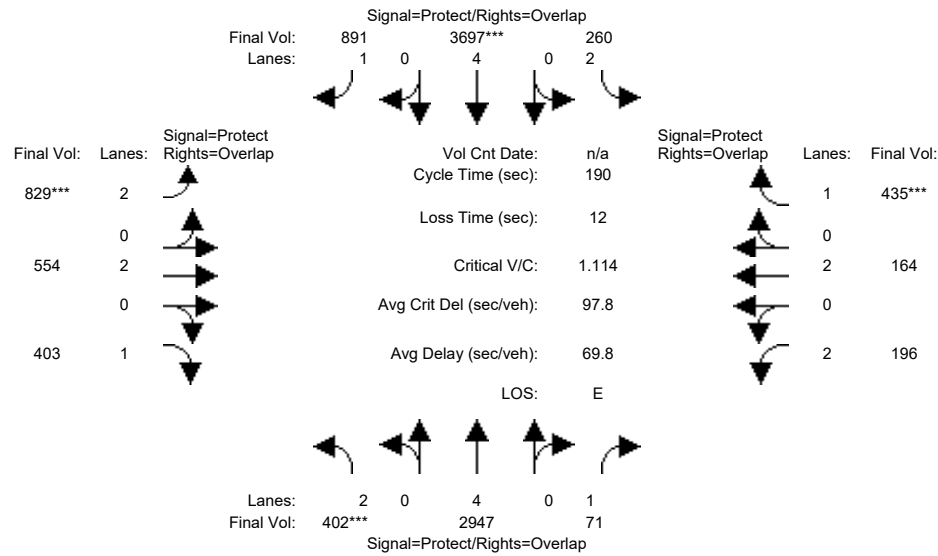
Vol/Sat:	0.13	0.48	0.07	0.07	0.29	0.76	0.29	0.05	0.10	0.03	0.10	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.0	112	125.0	20.0	105	120.0	15.0	33.0	60.0	13.0	31.0	51.0
Volume/Cap:	0.91	0.81	0.10	0.63	0.53	1.21	3.62	0.29	0.33	0.44	0.62	0.53
Delay/Veh:	102.6	19.5	4.9	85.2	18.3	119.1	1274	68.6	50.0	86.4	75.8	60.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	102.6	19.5	4.9	85.2	18.3	119.1	1274	68.6	50.0	86.4	75.8	60.5
LOS by Move:	F	B	A	F	B	F	F	E	D	F	E	E
HCM2k95thQ:	29	51	2	15	25	169	118	9	15	6	18	23

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #5408: (33) SAN TOMAS EXP / SCOTT BL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	89	89	21	98	98	29	45	45	11	27	27
Y+R:	5.7	5.8	5.8	6.0	5.8	5.8	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module:

Base Vol:	402	2947	71	260	3697	891	829	554	403	196	164	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	402	2947	71	260	3697	891	829	554	403	196	164	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	402	2947	71	260	3697	891	829	554	403	196	164	435
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	402	2947	71	260	3697	891	829	554	403	196	164	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	402	2947	71	260	3697	891	829	554	403	196	164	435
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	402	2947	71	260	3697	891	829	554	403	196	164	435

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

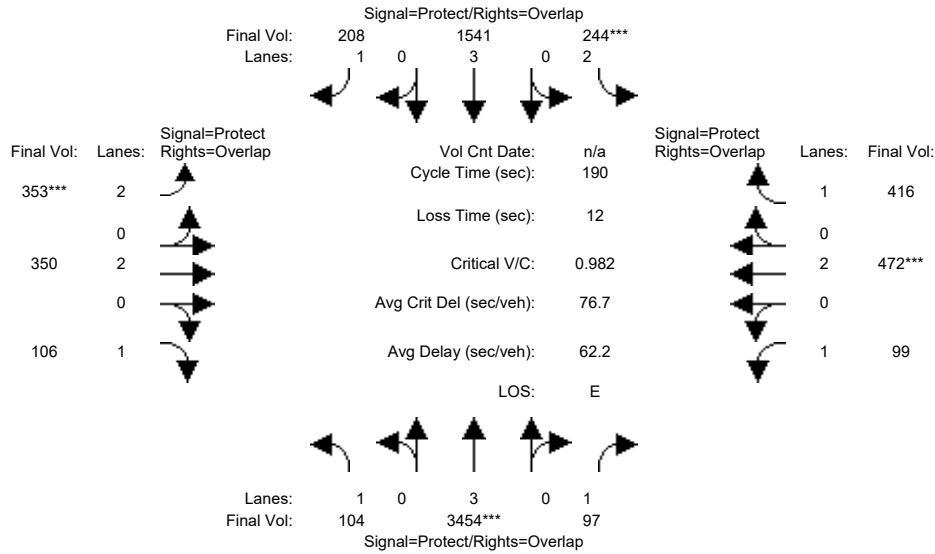
Vol/Sat:	0.13	0.39	0.04	0.08	0.49	0.51	0.26	0.15	0.23	0.06	0.04	0.25
Crit Moves:	****				****		****					****
Green Time:	19.3	94.9	107.5	22.4	98.0	137.8	39.8	48.1	67.4	12.6	27.0	49.4
Volume/Cap:	1.26	0.78	0.07	0.70	0.94	0.70	1.26	0.58	0.65	0.94	0.30	0.96
Delay/Veh:	223.5	30.9	12.2	86.4	60.3	27.3	202.4	62.9	53.8	132.7	73.4	100.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	223.5	30.9	12.2	86.4	60.3	27.3	202.4	62.9	53.8	132.7	73.4	100.4
LOS by Move:	F	C	B	F	E	C	F	E	D	F	E	F
HCM2k95thQ:	37	48	2	18	84	66	64	24	34	15	8	47

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #5414: (34) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	109	109	12	104	104	20	39	39	18	37	37
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	104	4064	97	244	1813	208	353	350	106	99	472	416
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	104	4064	97	244	1813	208	353	350	106	99	472	416
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	104	4064	97	244	1813	208	353	350	106	99	472	416
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	104	3454	97	244	1541	208	353	350	106	99	472	416
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	3454	97	244	1541	208	353	350	106	99	472	416
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	104	3454	97	244	1541	208	353	350	106	99	472	416

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

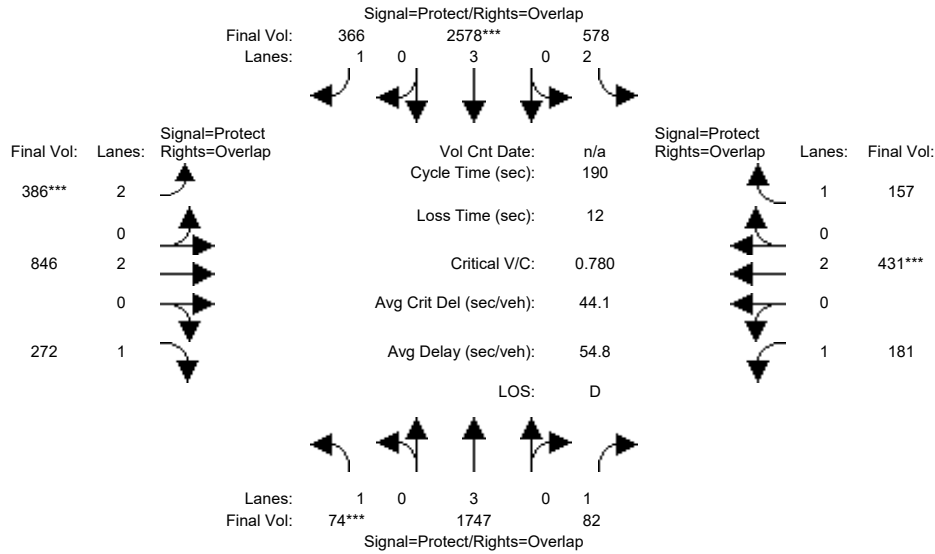
Capacity Analysis Module:												
Vol/Sat:	0.06	0.61	0.06	0.08	0.27	0.12	0.11	0.09	0.06	0.06	0.12	0.24
Crit Moves:	****			****			****			****		
Green Time:	17.0	109	127.0	12.0	104	124.0	20.0	39.0	56.0	18.0	37.0	49.0
Volume/Cap:	0.66	1.06	0.08	1.23	0.49	0.18	1.06	0.45	0.21	0.60	0.64	0.92
Delay/Veh:	94.0	58.9	4.2	227.1	18.4	5.7	152.6	66.5	50.5	88.4	72.2	92.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.0	58.9	4.2	227.1	18.4	5.7	152.6	66.5	50.5	88.4	72.2	92.9
LOS by Move:	F	E	A	F	B	A	F	E	D	F	E	F
HCM2k95thQ:	11	106	1	22	23	4	30	17	9	13	23	47

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #5414: (34) San Tomas Expressway and Monroe Street



Street Name:	San Tomas Expressway						Monroe Street					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	78	78	34	102	102	14	42	42	12	40	40
Y+R:	5.3	5.8	5.8	5.6	5.8	5.8	6.0	5.6	5.6	6.0	5.6	5.6

Volume Module:												
Base Vol:	74	2426	82	578	3532	366	386	846	272	181	431	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	74	2426	82	578	3532	366	386	846	272	181	431	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	74	2426	82	578	3532	366	386	846	272	181	431	157
User Adj:	1.00	0.72	1.00	1.00	0.73	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	74	1747	82	578	2578	366	386	846	272	181	431	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	74	1747	82	578	2578	366	386	846	272	181	431	157
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	74	1747	82	578	2578	366	386	846	272	181	431	157

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	1750	3800	1750

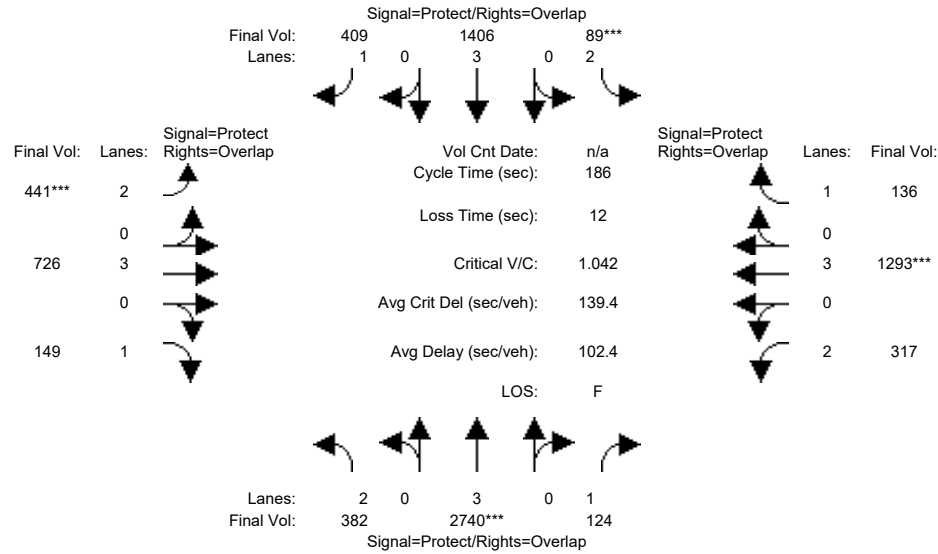
Capacity Analysis Module:												
Vol/Sat:	0.04	0.31	0.05	0.18	0.45	0.21	0.12	0.22	0.16	0.10	0.11	0.09
Crit Moves:	***				****		****				****	
Green Time:	11.0	78.1	98.7	34.9	102	127.0	25.0	44.4	55.4	20.6	40.0	74.9
Volume/Cap:	0.73	0.75	0.09	1.00	0.84	0.31	0.93	0.95	0.53	0.95	0.54	0.23
Delay/Veh:	111.5	43.3	17.0	114.6	28.5	5.1	109.3	91.5	57.6	135.9	67.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.5	43.3	17.0	114.6	28.5	5.1	109.3	91.5	57.6	135.9	67.5	38.5
LOS by Move:	F	D	B	F	C	A	F	F	E	F	E	D
HCM2k95thQ:	9	41	3	39	59	7	29	46	25	26	20	12

Note: Queue reported is the number of cars per lane.

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2040 PH2+FC AM wo Conn

Intersection #5416: (35) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	97	97	15	85	85	26	36	36	26	36	36
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	382	3224	124	89	1654	409	441	726	149	317	1293	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	3224	124	89	1654	409	441	726	149	317	1293	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	3224	124	89	1654	409	441	726	149	317	1293	136
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	2740	124	89	1406	409	441	726	149	317	1293	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	2740	124	89	1406	409	441	726	149	317	1293	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	382	2740	124	89	1406	409	441	726	149	317	1293	136

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	4731	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

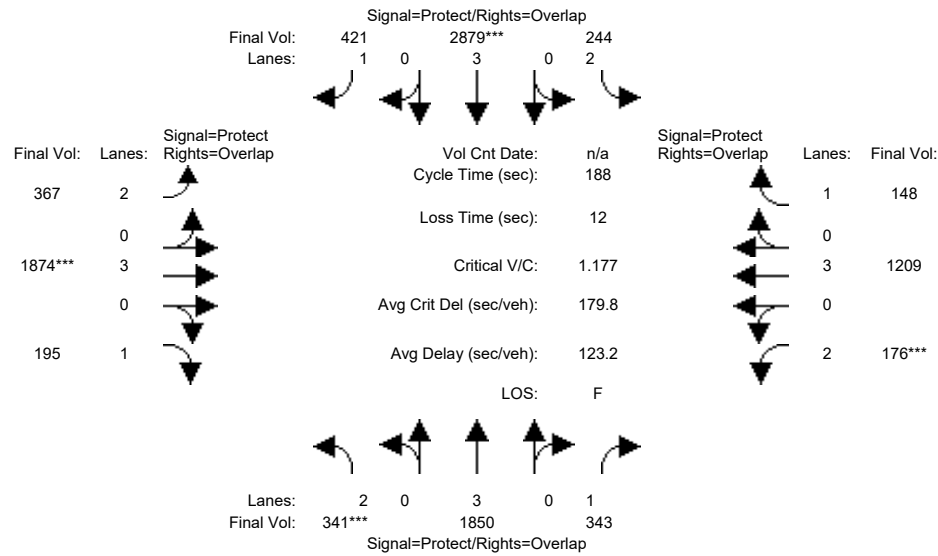
Vol/Sat:	0.12	0.58	0.07	0.03	0.25	0.23	0.14	0.13	0.09	0.10	0.23	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	27.0	97.0	123.0	15.0	85.0	111.0	26.0	36.0	63.0	26.0	36.0	51.0
Volume/Cap:	0.84	1.11	0.11	0.35	0.54	0.39	1.00	0.66	0.25	0.72	1.17	0.28
Delay/Veh:	98.7	133	26.5	81.7	43.6	27.6	123.3	70.8	44.7	82.2	162	53.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	98.7	133	26.5	81.7	43.6	27.6	123.3	70.8	44.7	82.2	162	53.4
LOS by Move:	F	F	C	F	D	C	F	E	D	F	F	D
HCM2k95thQ:	24	98	11	6	36	29	30	22	12	19	53	12

Note: Queue reported is the number of cars per lane.

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City of Santa Clara

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2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #5416: (35) SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	13	75	75	20	82	82	23	53	53	16	46	46
Y+R:	5.7	5.8	5.8	5.7	5.8	5.8	5.9	5.6	5.6	6.0	5.6	5.6

Volume Module:

Base Vol:	341	2202	343	244	3511	421	367	1874	195	176	1209	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	341	2202	343	244	3511	421	367	1874	195	176	1209	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	341	2202	343	244	3511	421	367	1874	195	176	1209	148
User Adj:	1.00	0.84	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	341	1850	343	244	2879	421	367	1874	195	176	1209	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	341	1850	343	244	2879	421	367	1874	195	176	1209	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	341	1850	343	244	2879	421	367	1874	195	176	1209	148

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

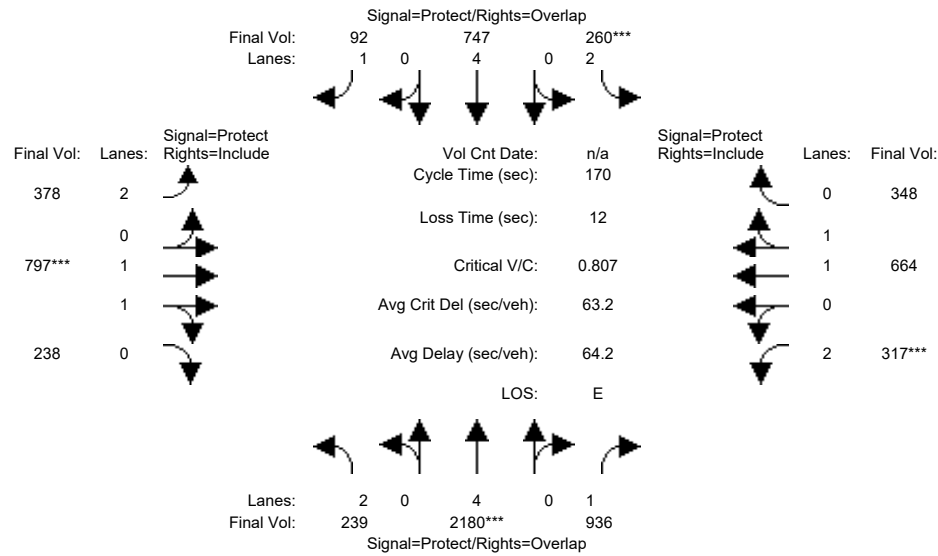
Vol/Sat:	0.11	0.32	0.20	0.08	0.61	0.24	0.12	0.33	0.11	0.06	0.21	0.08
Crit Moves:	****			****			****			****		
Green Time:	16.2	84.5	100.5	22.5	90.8	113.8	23.0	53.0	69.2	16.0	46.0	68.5
Volume/Cap:	1.26	0.72	0.37	0.65	1.26	0.40	0.95	1.17	0.30	0.66	0.87	0.23
Delay/Veh:	229.0	51.0	32.8	90.0	199	39.2	115.5	149	42.5	89.2	74.1	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	229.0	51.0	32.8	90.0	199	39.2	115.5	149	42.5	89.2	74.1	41.7
LOS by Move:	F	D	C	F	F	D	F	F	D	F	E	D
HCM2k95thQ:	30	50	26	15	116	35	23	70	15	12	39	12

Note: Queue reported is the number of cars per lane.

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2040 PH2+FC AM wo Conn

Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	73	73	16	69	69	23	38	38	23	38	38
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3

Volume Module:

Base Vol:	239	2180	936	260	747	92	378	797	238	317	664	348
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	239	2180	936	260	747	92	378	797	238	317	664	348
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	239	2180	936	260	747	92	378	797	238	317	664	348
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	239	2180	936	260	747	92	378	797	238	317	664	348
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	239	2180	936	260	747	92	378	797	238	317	664	348
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	239	2180	936	260	747	92	378	797	238	317	664	348

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.53	0.47	2.00	1.29	0.71
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2849	851	3150	2427	1272

Capacity Analysis Module:

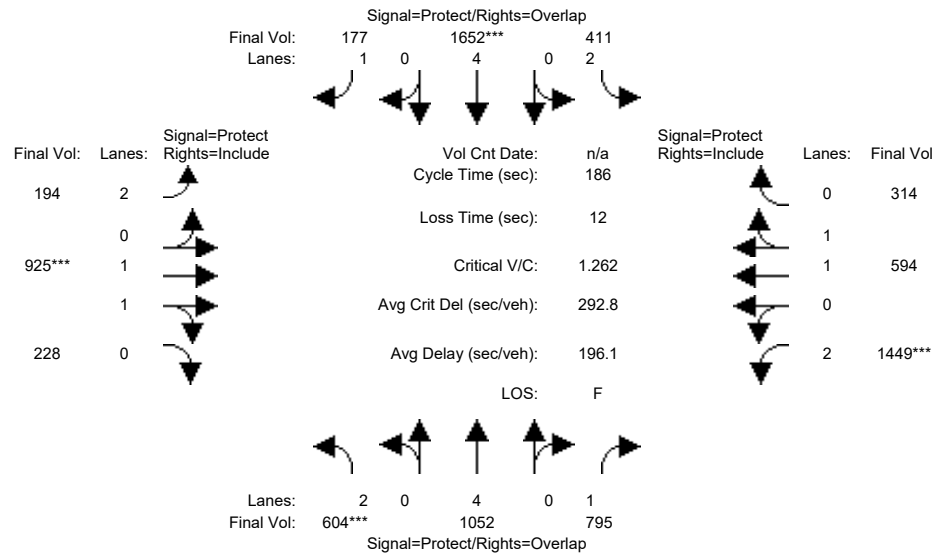
Vol/Sat:	0.08	0.29	0.53	0.08	0.10	0.05	0.12	0.28	0.28	0.10	0.27	0.27
Crit Moves:	****			****			****			****		
Green Time:	18.4	73.0	96.0	16.0	70.6	93.6	23.0	46.0	46.0	23.0	46.0	46.0
Volume/Cap:	0.70	0.67	0.95	0.88	0.24	0.10	0.89	1.03	1.03	0.74	1.01	1.01
Delay/Veh:	79.5	39.3	51.9	100.2	32.3	18.2	91.8	99.6	99.6	77.6	93.2	93.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.5	39.3	51.9	100.2	32.3	18.2	91.8	99.6	99.6	77.6	93.2	93.2
LOS by Move:	E	D	D	F	C	B	F	F	F	E	F	F
HCM2k95thQ:	13	38	74	17	14	6	23	53	53	18	51	51

Note: Queue reported is the number of cars per lane.

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Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	19	52	52	25	68	68	39	46	46	37	44	44
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2

Volume Module:

Base Vol:	604	1052	795	411	1652	177	194	925	228	1449	594	314
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	604	1052	795	411	1652	177	194	925	228	1449	594	314
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	604	1052	795	411	1652	177	194	925	228	1449	594	314
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	604	1052	795	411	1652	177	194	925	228	1449	594	314
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	604	1052	795	411	1652	177	194	925	228	1449	594	314
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	604	1052	795	411	1652	177	194	925	228	1449	594	314

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.59	0.41	2.00	1.29	0.71
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2968	732	3150	2420	1279

Capacity Analysis Module:

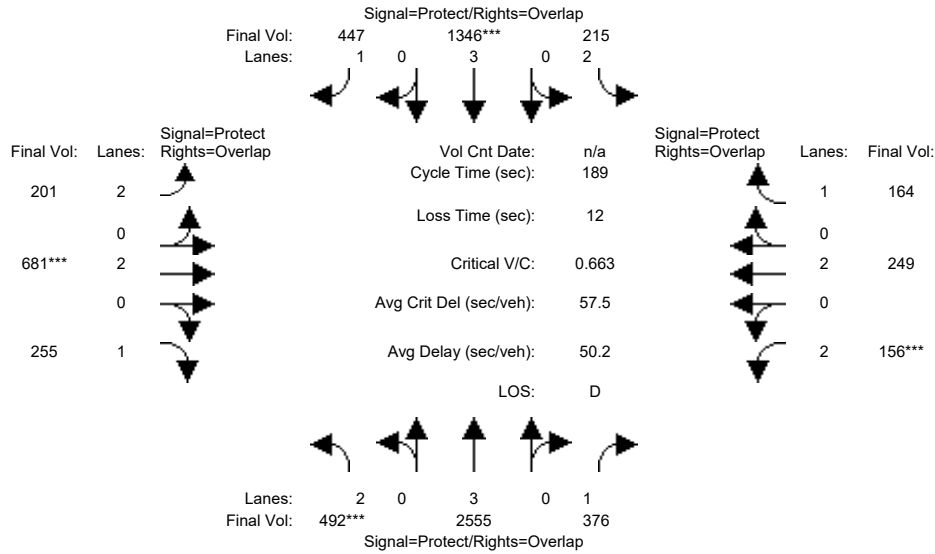
Vol/Sat:	0.19	0.14	0.45	0.13	0.22	0.10	0.06	0.31	0.31	0.46	0.25	0.25
Crit Moves:	****			****			****			****		
Green Time:	19.0	58.8	99.8	28.2	68.0	108.1	40.1	46.0	46.0	41.0	46.9	46.9
Volume/Cap:	1.88	0.44	0.85	0.86	0.59	0.17	0.29	1.26	1.26	2.09	0.97	0.97
Delay/Veh:	489.8	50.6	43.9	91.4	48.2	18.2	61.2	196	196.0	566.5	91.9	91.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	489.8	50.6	43.9	91.4	48.2	18.2	61.2	196	196.0	566.5	91.9	91.9
LOS by Move:	F	D	D	F	D	B	E	F	F	F	F	F
HCM2k95thQ:	64	22	69	26	34	13	10	75	75	155	48	48

Note: Queue reported is the number of cars per lane.

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Intersection #5611: (5) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	100	100	17	92	92	15	34	34	14	32	32
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7

Volume Module:												
Base Vol:	492	2937	376	215	1547	447	201	681	255	156	249	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	492	2937	376	215	1547	447	201	681	255	156	249	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	492	2937	376	215	1547	447	201	681	255	156	249	164
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	492	2555	376	215	1346	447	201	681	255	156	249	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	492	2555	376	215	1346	447	201	681	255	156	249	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	492	2555	376	215	1346	447	201	681	255	156	249	164

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750

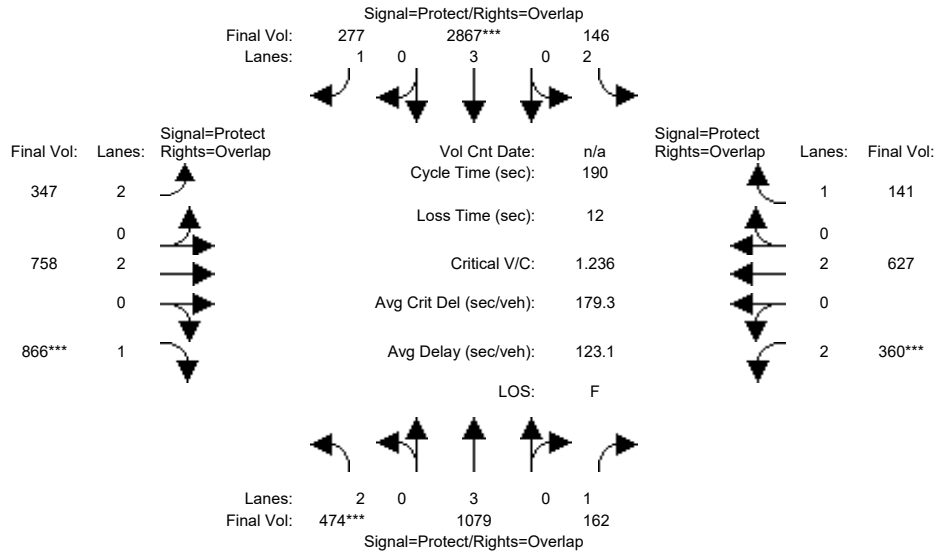
Capacity Analysis Module:												
Vol/Sat:	0.16	0.45	0.21	0.07	0.24	0.26	0.06	0.18	0.16	0.05	0.07	0.09
Crit Moves:	***				***			***			***	
Green Time:	33.1	107	120.9	18.2	92.0	108.6	16.6	37.9	71.0	14.0	35.4	53.5
Volume/Cap:	0.89	0.79	0.34	0.71	0.49	0.44	0.73	0.89	0.42	0.67	0.35	0.33
Delay/Veh:	93.0	44.5	23.3	90.5	25.8	14.9	93.4	86.4	44.3	92.5	67.1	54.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.0	44.5	23.3	90.5	25.8	14.9	93.4	86.4	44.3	92.5	67.1	54.0
LOS by Move:	F	D	C	F	C	B	F	F	D	F	E	D
HCM2k95thQ:	33	67	26	14	23	18	15	37	21	10	11	14

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #5611: (5) Lawrence Expwy & Arques Ave



Street Name:	Lawrence Expwy						Arques Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	86	86	15	79	79	24	41	41	24	41	41
Y+R:	6.3	6.2	6.2	6.1	6.2	6.2	5.9	5.7	5.7	5.9	5.7	5.7

Volume Module:												
Base Vol:	474	1610	162	146	3584	277	347	758	866	360	627	141
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	474	1610	162	146	3584	277	347	758	866	360	627	141
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	474	1610	162	146	3584	277	347	758	866	360	627	141
User Adj:	1.00	0.67	1.00	1.00	0.80	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	474	1079	162	146	2867	277	347	758	866	360	627	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	474	1079	162	146	2867	277	347	758	866	360	627	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	474	1079	162	146	2867	277	347	758	866	360	627	141

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.84	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1601	3150	3800	1750

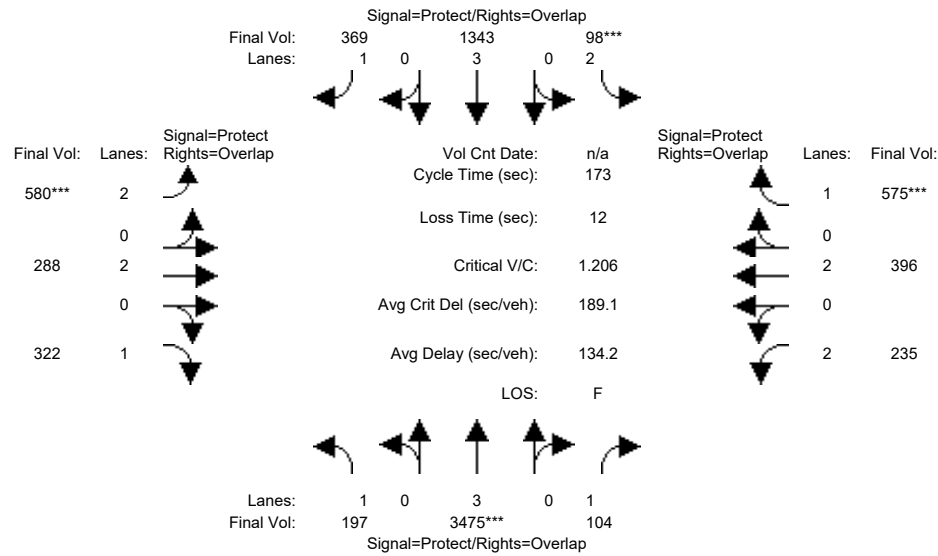
Capacity Analysis Module:												
Vol/Sat:	0.15	0.19	0.09	0.05	0.50	0.16	0.11	0.20	0.54	0.11	0.17	0.08
Crit Moves:	***			****					****	****		
Green Time:	22.0	86.0	110.0	15.0	79.0	107.4	28.4	53.0	75.0	24.0	48.6	63.6
Volume/Cap:	1.30	0.42	0.16	0.59	1.21	0.28	0.74	0.72	1.37	0.90	0.65	0.24
Delay/Veh:	237.6	29.4	11.6	88.1	162	28.6	83.2	64.0	234.0	105.4	64.6	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	237.6	29.4	11.6	88.1	162	28.6	83.2	64.0	234.0	105.4	64.6	46.0
LOS by Move:	F	C	B	F	F	C	F	E	F	F	E	D
HCM2k95thQ:	43	20	5	10	114	21	23	34	128	22	26	11

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #5613: (52) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	81	81	13	80	80	23	39	39	17	33	33
Y+R:	6.0	6.2	6.2	6.1	6.2	6.2	5.7	5.6	5.6	5.6	5.7	5.7

Volume Module: 8:00 AM - 9:00 AM												
Base Vol:	197	3994	104	98	1544	369	580	288	322	235	396	575
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	3994	104	98	1544	369	580	288	322	235	396	575
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	3994	104	98	1544	369	580	288	322	235	396	575
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	197	3475	104	98	1343	369	580	288	322	235	396	575
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	3475	104	98	1343	369	580	288	322	235	396	575
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	197	3475	104	98	1343	369	580	288	322	235	396	575

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

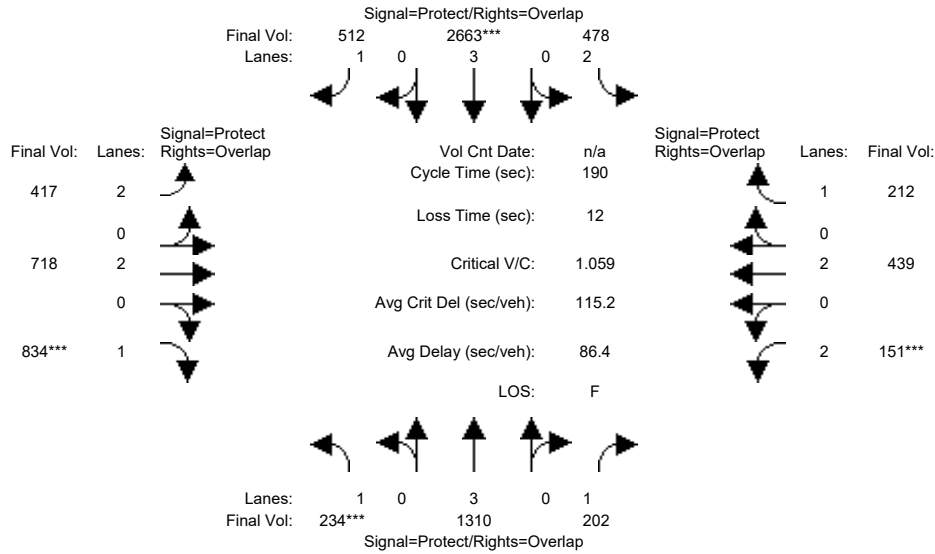
Capacity Analysis Module:												
Vol/Sat:	0.11	0.61	0.06	0.03	0.24	0.21	0.18	0.08	0.18	0.07	0.10	0.33
Crit Moves:	****			****			****			****		
Green Time:	14.1	80.5	97.8	13.2	79.7	102.8	23.1	38.5	52.6	17.3	32.5	45.7
Volume/Cap:	1.38	1.31	0.11	0.41	0.51	0.35	1.38	0.34	0.61	0.75	0.55	1.24
Delay/Veh:	288.5	180	11.4	77.3	27.2	10.8	260.0	56.8	53.3	85.1	64.6	190.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	288.5	180	11.4	77.3	27.2	10.8	260.0	56.8	53.3	85.1	64.6	190.5
LOS by Move:	F	F	B	E	C	B	F	E	D	F	E	F
HCM2k95thQ:	32	141	3	6	23	12	51	12	28	16	18	76

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #5613: (52) Lawrence Expwy & Monroe St/Reed Ave



Street Name:	Lawrence Expwy						Monroe St/Reed Ave					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	90	90	27	100	100	15	35	35	14	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: 5:00 PM - 6:00 PM												
Base Vol:	234	1638	202	478	3371	512	417	718	834	151	439	212
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1638	202	478	3371	512	417	718	834	151	439	212
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	1638	202	478	3371	512	417	718	834	151	439	212
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1310	202	478	2663	512	417	718	834	151	439	212
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1310	202	478	2663	512	417	718	834	151	439	212
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	234	1310	202	478	2663	512	417	718	834	151	439	212

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	5700	1750	3150	5700	1750	3150	3800	1750	3150	3800	1750

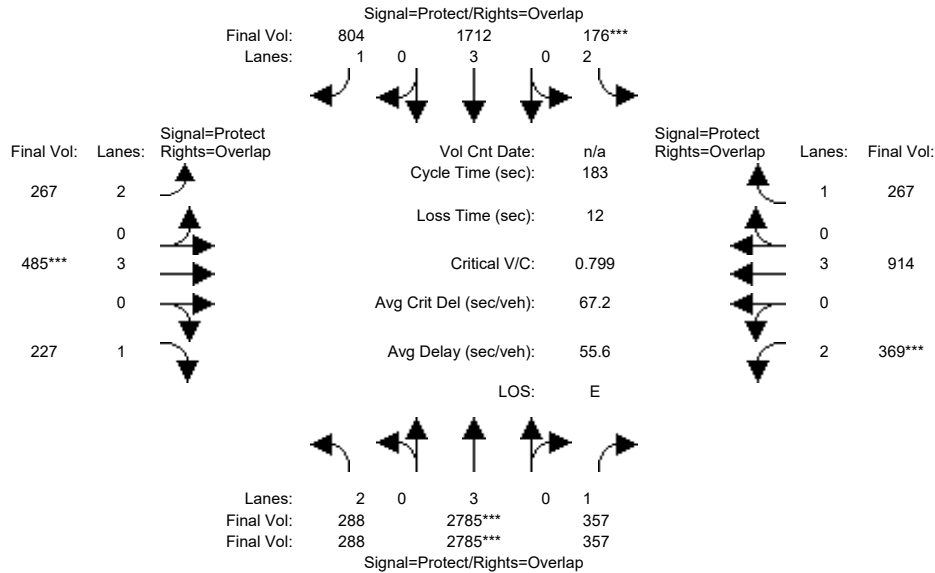
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.12	0.15	0.47	0.29	0.13	0.19	0.48	0.05	0.12	0.12
Crit Moves:	***			****			****			****		
Green Time:	18.0	90.0	104.0	28.0	100	125.5	25.5	46.0	64.0	14.0	34.5	62.5
Volume/Cap:	1.41	0.49	0.21	1.03	0.89	0.44	0.99	0.78	1.41	0.65	0.64	0.37
Delay/Veh:	304.4	27.6	15.2	131.1	54.6	24.0	121.7	71.6	259.6	92.0	73.9	49.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	304.4	27.6	15.2	131.1	54.6	24.0	121.7	71.6	259.6	92.0	73.9	49.1
LOS by Move:	F	C	B	F	D	C	F	E	F	F	E	D
HCM2k95thQ:	40	24	8	31	72	35	32	35	127	12	22	18

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #5625: (53) Lawrence Expwy & Homestead Rd



Street Name:	Lawrence Expwy						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	85	85	13	75	75	15	40	40	21	46	46
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9

Volume Module: 8:00 AM - 9:00 AM												
Base Vol:	288	3201	357	176	1968	804	267	485	227	369	914	267
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	288	3201	357	176	1968	804	267	485	227	369	914	267
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	288	3201	357	176	1968	804	267	485	227	369	914	267
User Adj:	1.00	0.87	1.00	1.00	0.87	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	288	2785	357	176	1712	804	267	485	227	369	914	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	288	2785	357	176	1712	804	267	485	227	369	914	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	288	2785	357	176	1712	804	267	485	227	369	914	267

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

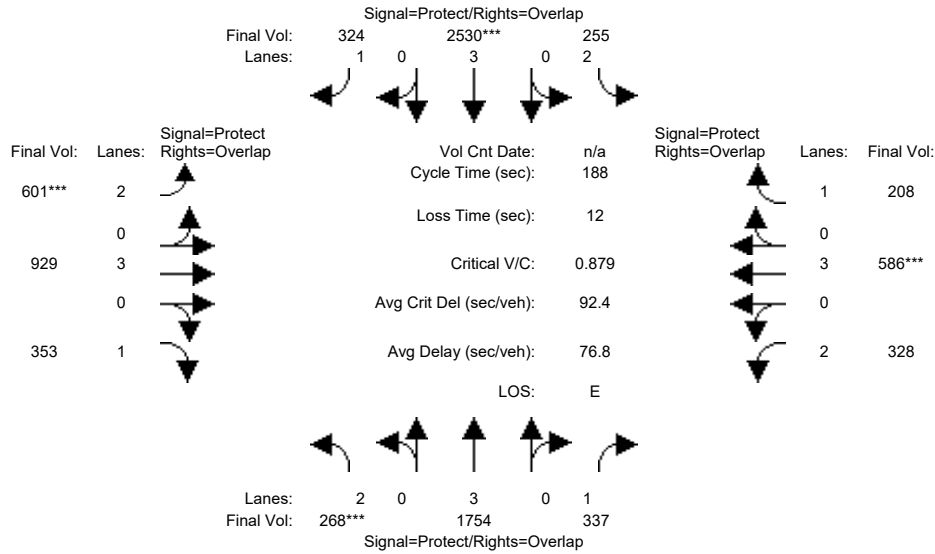
Capacity Analysis Module:												
Vol/Sat:	0.09	0.49	0.20	0.06	0.30	0.46	0.08	0.09	0.13	0.12	0.16	0.15
Crit Moves:	****			****			****			****		
Green Time:	21.2	96.6	117.2	13.0	88.4	103.2	14.8	40.4	61.6	20.6	46.1	59.1
Volume/Cap:	0.79	0.93	0.32	0.79	0.62	0.81	1.05	0.39	0.39	1.04	0.64	0.47
Delay/Veh:	89.7	56.5	22.2	100.3	28.1	26.4	153.5	60.9	46.7	139.9	61.9	50.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.7	56.5	22.2	100.3	28.1	26.4	153.5	60.9	46.7	139.9	61.9	50.1
LOS by Move:	F	E	C	F	C	C	F	E	D	F	E	D
HCM2k95thQ:	16	72	23	12	32	52	24	14	19	30	27	23

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #5625: (53) Lawrence Expwy & Homestead Rd



Street Name:	Lawrence Expwy						Homestead Rd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	80	80	20	91	91	22	42	42	17	37	37
Y+R:	6.4	6.2	6.2	5.9	6.2	6.2	6.1	6.0	6.0	5.8	5.9	5.9

Volume Module: 5:15 PM - 6:15 PM												
Base Vol:	268	2192	337	255	3203	324	601	929	353	328	586	208
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	268	2192	337	255	3203	324	601	929	353	328	586	208
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	268	2192	337	255	3203	324	601	929	353	328	586	208
User Adj:	1.00	0.80	1.00	1.00	0.79	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	1754	337	255	2530	324	601	929	353	328	586	208
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	1754	337	255	2530	324	601	929	353	328	586	208
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	268	1754	337	255	2530	324	601	929	353	328	586	208

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

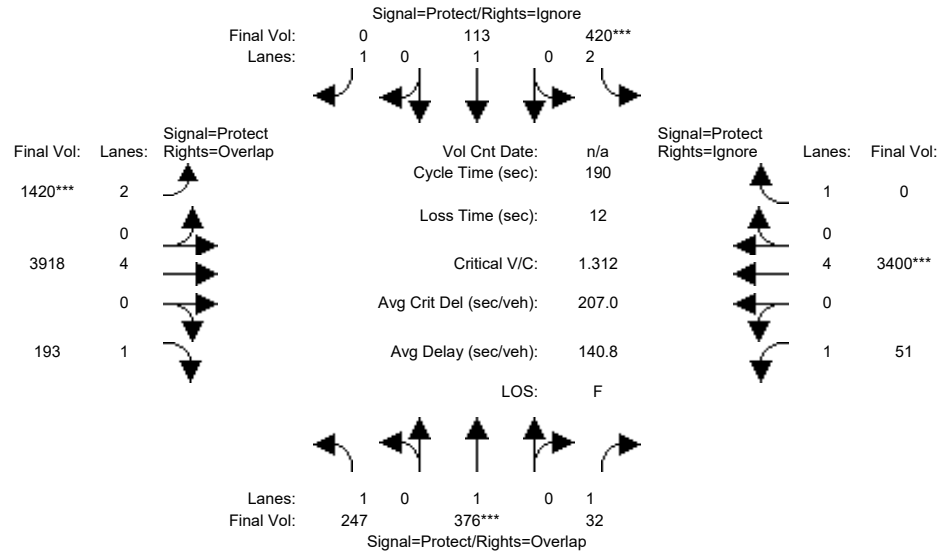
Capacity Analysis Module:												
Vol/Sat:	0.09	0.31	0.19	0.08	0.44	0.19	0.19	0.16	0.20	0.10	0.10	0.12
Crit Moves:	***			****			****			****		
Green Time:	14.8	84.6	107.0	21.2	91.0	124.2	33.2	47.9	62.7	22.3	37.0	58.2
Volume/Cap:	1.08	0.68	0.34	0.72	0.92	0.28	1.08	0.64	0.60	0.88	0.52	0.38
Delay/Veh:	171.7	64.2	40.9	94.3	78.6	30.7	139.1	63.4	54.1	101.7	68.0	51.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	171.7	64.2	40.9	94.3	78.6	30.7	139.1	63.4	54.1	101.7	68.0	51.3
LOS by Move:	F	E	D	F	E	C	F	E	D	F	E	D
HCM2k95thQ:	21	49	29	17	77	28	45	28	31	24	19	18

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #5805: (32) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	11	11	10	11	11	60	122	122	12	74	74
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8

Volume Module:

Base Vol:	247	376	32	420	113	562	1420	3918	193	51	3400	633
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	247	376	32	420	113	562	1420	3918	193	51	3400	633
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	247	376	32	420	113	562	1420	3918	193	51	3400	633
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	247	376	32	420	113	0	1420	3918	193	51	3400	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	247	376	32	420	113	0	1420	3918	193	51	3400	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	247	376	32	420	113	0	1420	3918	193	51	3400	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750

Capacity Analysis Module:

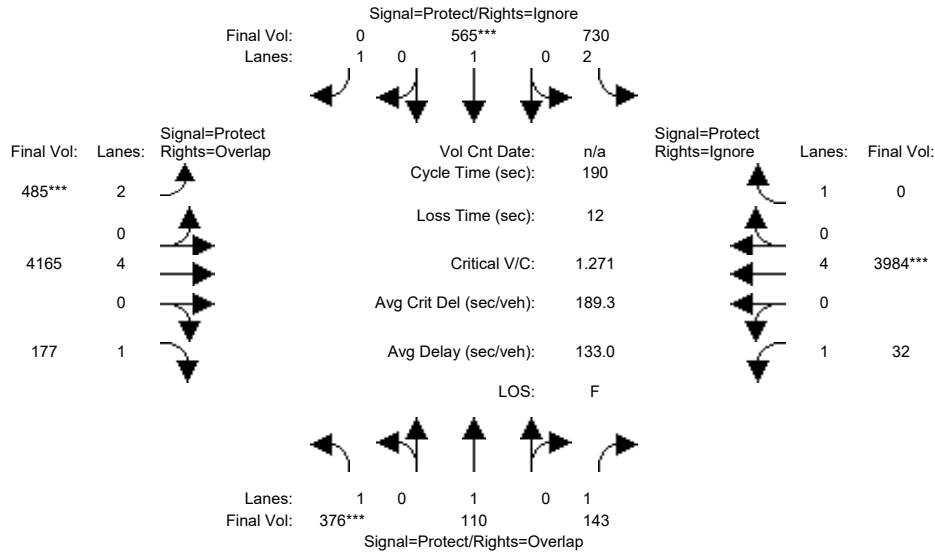
Vol/Sat:	0.14	0.20	0.02	0.13	0.06	0.00	0.45	0.52	0.11	0.03	0.45	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	31.0	26.3	38.3	17.7	13.0	0.0	60.0	122	153.0	12.0	74.0	0.0
Volume/Cap:	0.87	1.43	0.09	1.43	0.87	0.00	1.43	0.80	0.14	0.46	1.15	0.00
Delay/Veh:	100.7	296	61.8	298.4	129	0.0	283.2	56.2	15.3	92.8	154	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	100.7	296	61.8	298.4	129	0.0	283.2	56.2	15.3	92.8	154	0.0
LOS by Move:	F	F	E	F	F	A	F	E	B	F	F	A
HCM2k95thQ:	30	58	3	42	16	0	121	81	16	7	97	0

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #5805: (32) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	9	11	11	10	11	11	24	95	95	9	80	80
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8

Volume Module: 4:45 - 5:45 PM

Base Vol:	376	110	143	730	565	1236	485	4165	177	32	3984	235
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	376	110	143	730	565	1236	485	4165	177	32	3984	235
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	376	110	143	730	565	1236	485	4165	177	32	3984	235
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	376	110	143	730	565	0	485	4165	177	32	3984	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	376	110	143	730	565	0	485	4165	177	32	3984	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	376	110	143	730	565	0	485	4165	177	32	3984	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750

Capacity Analysis Module:

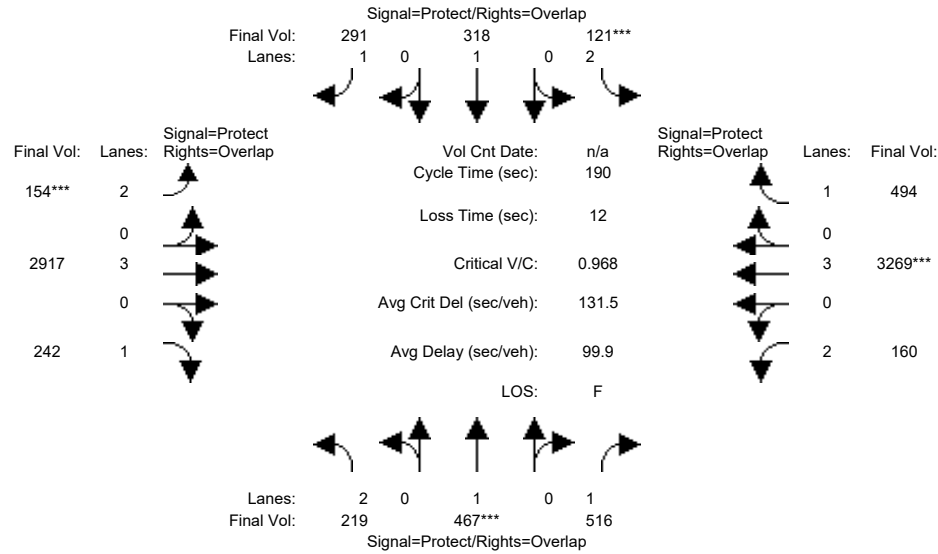
Vol/Sat:	0.21	0.06	0.08	0.23	0.30	0.00	0.15	0.55	0.10	0.02	0.52	0.00
Crit Moves:	****			****			****			****		
Green Time:	31.0	15.9	24.2	58.1	43.0	0.0	24.0	95.7	126.8	8.3	80.0	0.0
Volume/Cap:	1.32	0.69	0.64	0.76	1.32	0.00	1.22	1.09	0.15	0.42	1.25	0.00
Delay/Veh:	244.0	97.0	85.1	63.1	231	0.0	202.3	80.5	4.5	92.2	177	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	244.0	97.0	85.1	63.1	231	0.0	202.3	80.5	4.5	92.2	177	0.0
LOS by Move:	F	F	F	E	F	A	F	F	A	F	F	A
HCM2k95thQ:	58	14	17	39	77	0	42	110	3	5	123	0

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #5806: (45) DE LA CRUZ BL / MONTAGUE EXP



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	10	10	14	10	10	14	100	10	14	100	10
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	219	467	516	121	318	291	154	3353	242	160	3757	494
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	219	467	516	121	318	291	154	3353	242	160	3757	494
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	219	467	516	121	318	291	154	3353	242	160	3757	494
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	219	467	516	121	318	291	154	2917	242	160	3269	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	219	467	516	121	318	291	154	2917	242	160	3269	494
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	219	467	516	121	318	291	154	2917	242	160	3269	494

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

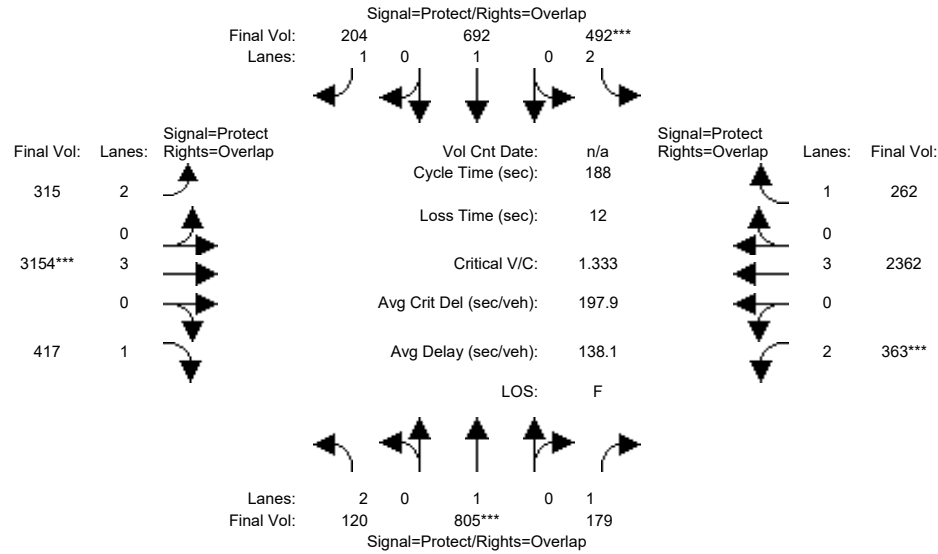
Vol/Sat:	0.07	0.25	0.29	0.04	0.17	0.17	0.05	0.51	0.14	0.05	0.57	0.28
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	24.5	49.2	64.0	13.1	37.4	53.4	16.0	91.0	115.5	14.8	89.8	102.9
Volume/Cap:	0.54	0.95	0.88	0.56	0.85	0.59	0.58	1.07	0.23	0.65	1.21	0.52
Delay/Veh:	78.9	97.4	73.1	88.9	90.3	60.8	87.0	88.5	17.1	91.2	140	19.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.9	97.4	73.1	88.9	90.3	60.8	87.0	88.5	17.1	91.2	140	19.9
LOS by Move:	E	F	E	F	F	E	F	F	B	F	F	B
HCM2k95thQ:	14	48	53	10	34	30	11	101	13	12	130	24

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #5806: (45) DE LA CRUZ BL / MONTAGUE EXP



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	39	39	20	46	46	22	85	85	22	85	85
Y+R:	5.6	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	120	805	179	492	692	204	315	3942	417	363	3473	262
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	805	179	492	692	204	315	3942	417	363	3473	262
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	805	179	492	692	204	315	3942	417	363	3473	262
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	805	179	492	692	204	315	3154	417	363	2362	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	805	179	492	692	204	315	3154	417	363	2362	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	120	805	179	492	692	204	315	3154	417	363	2362	262

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

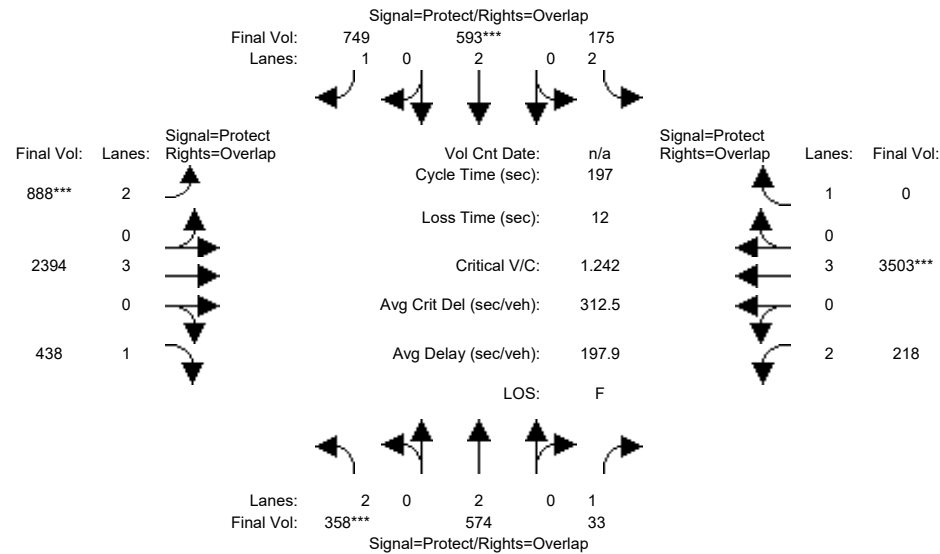
Vol/Sat:	0.04	0.42	0.10	0.16	0.36	0.12	0.10	0.55	0.24	0.12	0.41	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	12.0	49.0	71.0	20.0	57.0	79.0	22.0	85.0	97.0	22.0	85.0	105.0
Volume/Cap:	0.60	1.63	0.27	1.47	1.20	0.28	0.85	1.22	0.46	0.98	0.92	0.27
Delay/Veh:	90.5	360	40.8	310.4	172	36.0	98.8	147	21.8	125.5	62.9	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	90.5	360	40.8	310.4	172	36.0	98.8	147	21.8	125.5	62.9	28.6
LOS by Move:	F	F	D	F	F	D	F	F	C	F	E	C
HCM2k95thQ:	7	122	13	48	84	15	23	126	21	29	71	20

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #5807: (47) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8

Volume Module:

Base Vol:	358	574	33	175	593	749	888	2752	438	218	4026	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	358	574	33	175	593	749	888	2752	438	218	4026	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	358	574	33	175	593	749	888	2752	438	218	4026	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	358	574	33	175	593	749	888	2394	438	218	3503	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	358	574	33	175	593	749	888	2394	438	218	3503	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	358	574	33	175	593	749	888	2394	438	218	3503	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

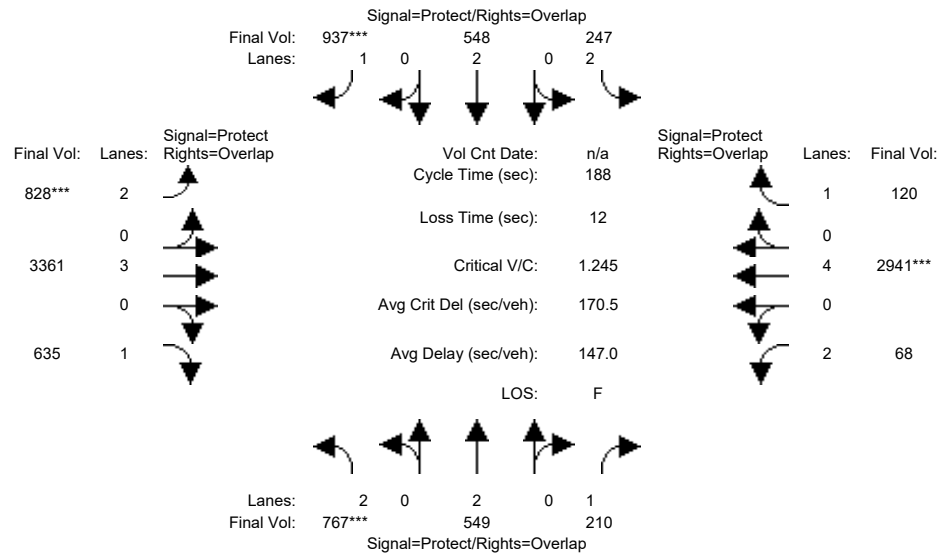
Vol/Sat:	0.11	0.15	0.02	0.06	0.16	0.43	0.28	0.42	0.25	0.07	0.61	0.00
Crit Moves:	****			****			****			****		
Green Time:	16.1	42.1	54.8	22.4	48.3	82.3	34.0	96.2	112.3	12.7	74.9	0.0
Volume/Cap:	1.39	0.71	0.07	0.49	0.64	1.02	1.63	0.86	0.44	1.07	1.62	0.00
Delay/Veh:	288.5	74.6	52.4	83.0	68.0	97.0	374.8	47.4	24.6	176.0	341	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	288.5	74.6	52.4	83.0	68.0	97.0	374.8	47.4	24.6	176.0	341	0.0
LOS by Move:	F	E	D	F	E	F	F	D	C	F	F	A
HCM2k95thQ:	35	28	3	12	28	85	86	65	27	16	180	0

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #5807: (47) MONTAGUE EXPWY/FIRST STREET



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	38	38	32	48	48	29	84	84	10	65	65
Y+R:	6.2	5.8	5.8	6.2	5.8	5.8	5.9	5.8	5.8	5.9	5.8	5.8

Volume Module:

Base Vol:	767	549	210	247	548	937	828	4365	635	68	2941	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	767	549	210	247	548	937	828	4365	635	68	2941	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	767	549	210	247	548	937	828	4365	635	68	2941	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.77	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	767	549	210	247	548	937	828	3361	635	68	2941	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	767	549	210	247	548	937	828	3361	635	68	2941	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	767	549	210	247	548	937	828	3361	635	68	2941	120

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	7600	1750

Capacity Analysis Module:

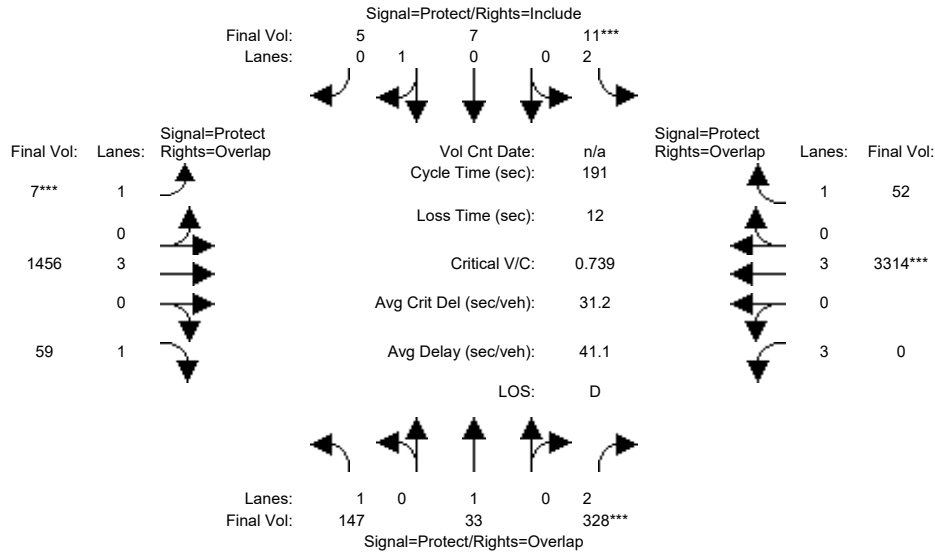
Vol/Sat:	0.24	0.14	0.12	0.08	0.14	0.54	0.26	0.59	0.36	0.02	0.39	0.07
Crit Moves:	****					****	****				****	
Green Time:	34.7	39.9	49.9	33.6	48.0	85.5	37.5	92.5	127.2	10.0	65.0	98.6
Volume/Cap:	1.32	0.68	0.45	0.44	0.56	1.18	1.32	1.20	0.54	0.41	1.12	0.13
Delay/Veh:	232.1	70.5	58.3	69.3	61.7	144.2	242.4	172	37.5	91.0	143	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	232.1	70.5	58.3	69.3	61.7	144.2	242.4	172	37.5	91.0	143	39.7
LOS by Move:	F	E	E	E	E	F	F	F	D	F	F	D
HCM2k95thQ:	63	26	19	15	24	117	66	127	52	5	79	11

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #5808: (49) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	94	10	7	100	10
Y+R:	5.8	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8

Volume Module:												
Base Vol:	147	33	377	11	7	5	7	1673	59	0	3809	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	147	33	377	11	7	5	7	1673	59	0	3809	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	147	33	377	11	7	5	7	1673	59	0	3809	52
User Adj:	1.00	1.00	0.87	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	147	33	328	11	7	5	7	1456	59	0	3314	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	147	33	328	11	7	5	7	1456	59	0	3314	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	147	33	328	11	7	5	7	1456	59	0	3314	52

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.58	0.42	1.00	3.00	1.00	3.00	3.00	1.00
Final Sat.:	1750	1900	3150	3150	1050	750	1750	5700	1750	4551	5700	1750

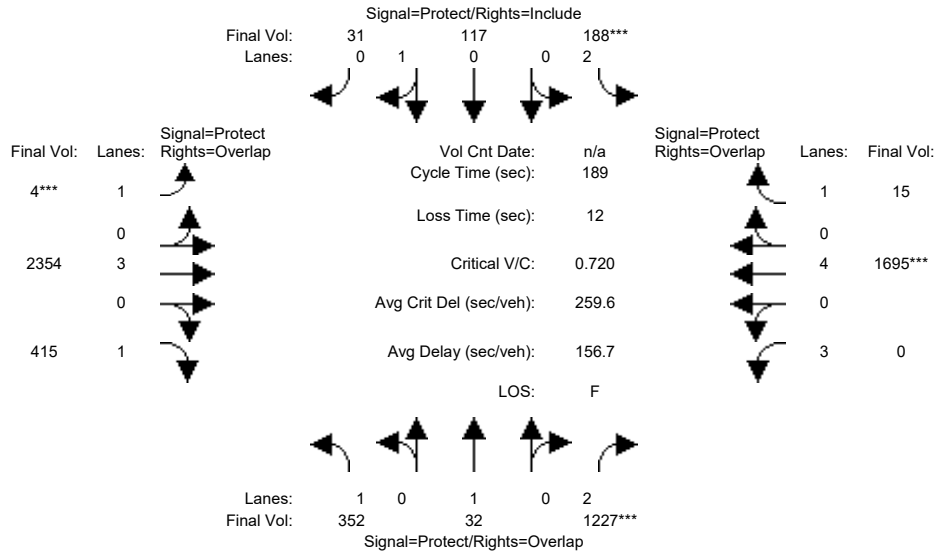
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.10	0.00	0.01	0.01	0.00	0.26	0.03	0.00	0.58	0.03
Crit Moves:			****	****			****			****		
Green Time:	17.1	21.8	90.5	6.1	14.5	14.5	10.1	66.3	83.4	68.7	124	130.3
Volume/Cap:	0.94	0.15	0.22	0.11	0.09	0.09	0.08	0.74	0.08	0.00	0.89	0.04
Delay/Veh:	140.2	76.6	29.6	90.3	82.4	82.4	86.4	56.1	31.4	0.0	31.1	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	140.2	76.6	29.6	90.3	82.4	82.4	86.4	56.1	31.4	0.0	31.1	10.0
LOS by Move:	F	E	C	F	F	F	F	E	C	A	C	A
HCM2k95thQ:	19	3	12	1	1	1	1	41	4	0	77	2

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #5808: (49) TRIMBLE RD/MONTAGUE EXPWY



Street Name:	TRIMBLE RD						MONTAGUE EXPWY					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	22	22	25	35	35	7	77	77	40	111	111
Y+R:	5.9	6.4	6.4	6.5	6.6	6.6	5.9	5.8	5.8	6.0	5.8	5.8

Volume Module:												
Base Vol:	352	32	1496	188	117	31	4	2980	415	0	1695	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	352	32	1496	188	117	31	4	2980	415	0	1695	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	352	32	1496	188	117	31	4	2980	415	0	1695	15
User Adj:	1.00	1.00	0.82	1.00	1.00	1.00	1.00	0.79	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	352	32	1227	188	117	31	4	2354	415	0	1695	15
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	352	32	1227	188	117	31	4	2354	415	0	1695	15
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	352	32	1227	188	117	31	4	2354	415	0	1695	15

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	0.95	0.95	0.92	1.00	0.92	0.80	1.00	0.92
Lanes:	1.00	1.00	2.00	2.00	0.79	0.21	1.00	3.00	1.00	3.00	4.00	1.00
Final Sat.:	1750	1900	3150	3150	1423	377	1750	5700	1750	4551	7600	1750

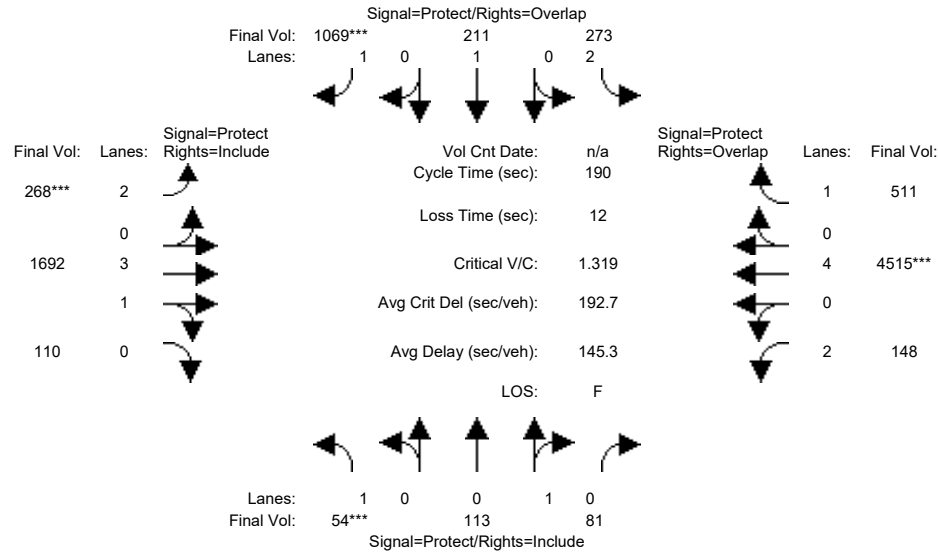
Capacity Analysis Module:												
Vol/Sat:	0.20	0.02	0.39	0.06	0.08	0.08	0.00	0.41	0.24	0.00	0.22	0.01
Crit Moves:			****	****			****			****		
Green Time:	24.0	34.0	34.0	25.0	35.0	35.0	7.0	118	142.0	0.0	111	136.0
Volume/Cap:	1.58	0.09	2.16	0.45	0.44	0.44	0.06	0.66	0.32	0.00	0.38	0.01
Delay/Veh:	365.7	64.8	607.5	76.4	69.3	69.3	88.2	23.2	7.8	0.0	28.5	12.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	365.7	64.8	607.5	76.4	69.3	69.3	88.2	23.2	7.8	0.0	28.5	12.9
LOS by Move:	F	E	F	E	E	E	F	C	A	A	C	B
HCM2k95thQ:	61	3	135	12	15	15	0	46	16	0	29	1

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #5809: (50) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	102	10	7	104	10
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8

Volume Module: 7:00-9:00

Base Vol:	54	113	81	273	211	1069	268	1692	110	148	4515	511
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	54	113	81	273	211	1069	268	1692	110	148	4515	511
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	113	81	273	211	1069	268	1692	110	148	4515	511
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	113	81	273	211	1069	268	1692	110	148	4515	511
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	113	81	273	211	1069	268	1692	110	148	4515	511
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	54	113	81	273	211	1069	268	1692	110	148	4515	511

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92
Lanes:	1.00	0.58	0.42	2.00	1.00	1.00	2.00	3.75	0.25	2.00	4.00	1.00
Final Sat.:	1750	1048	752	3150	1900	1750	3150	7041	458	3150	7600	1750

Capacity Analysis Module:

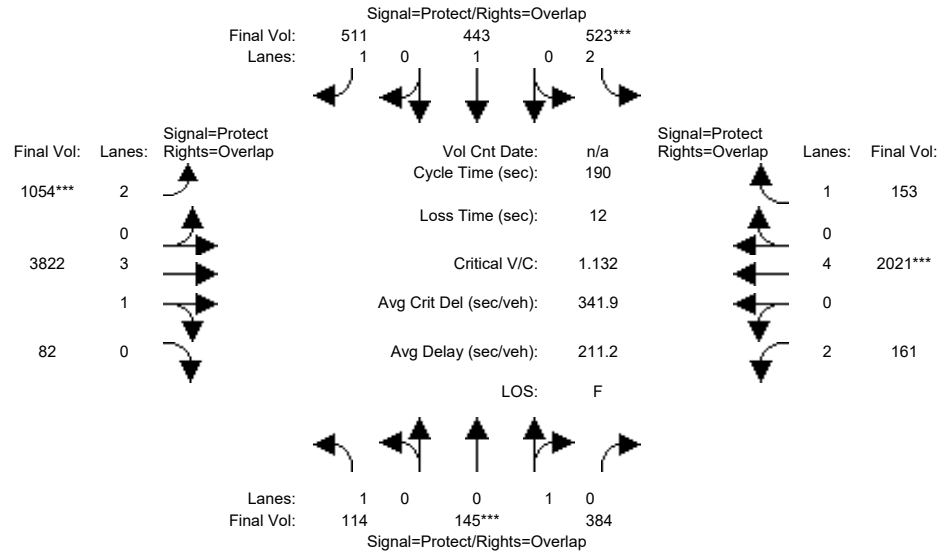
Vol/Sat:	0.03	0.11	0.11	0.09	0.11	0.61	0.09	0.24	0.24	0.05	0.59	0.29
Crit Moves:	****					****	****			****		
Green Time:	13.3	28.8	28.8	11.9	27.6	47.1	19.5	111	110.5	16.2	108	119.4
Volume/Cap:	0.44	0.71	0.71	1.38	0.76	2.46	0.83	0.41	0.41	0.55	1.05	0.46
Delay/Veh:	87.3	85.1	85.1	290.3	90.0	737.2	99.8	22.0	22.0	85.8	70.5	18.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.3	85.1	85.1	290.3	90.0	737.2	99.8	22.0	22.0	85.8	70.5	18.8
LOS by Move:	F	F	F	F	F	F	F	C	C	F	E	B
HCM2k95thQ:	7	22	22	27	22	223	17	24	24	11	114	28

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #5809: (50) MONTAGUE EXPWY/McCarthy Blvd-O'Toole Ave



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	11	23	23	28	40	40	15	103	103	14	102	102
Y+R:	5.2	5.5	5.5	5.5	5.5	5.5	5.6	5.8	5.8	5.9	5.8	5.8

Volume Module:

Base Vol:	114	145	384	523	443	511	1054	3822	82	161	2021	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	145	384	523	443	511	1054	3822	82	161	2021	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	145	384	523	443	511	1054	3822	82	161	2021	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	145	384	523	443	511	1054	3822	82	161	2021	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	145	384	523	443	511	1054	3822	82	161	2021	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	145	384	523	443	511	1054	3822	82	161	2021	153

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.83	1.00	0.92	0.83	0.74	0.95	0.83	1.00	0.92
Lanes:	1.00	0.27	0.73	2.00	1.00	1.00	2.00	3.93	0.07	2.00	4.00	1.00
Final Sat.:	1750	493	1307	3150	1900	1750	3150	5537	119	3150	7600	1750

Capacity Analysis Module:

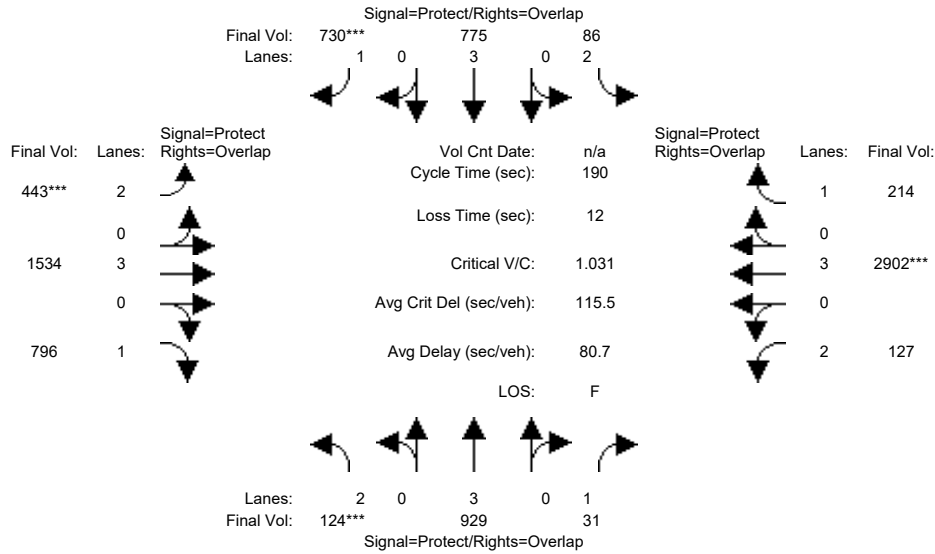
Vol/Sat:	0.07	0.29	0.29	0.17	0.23	0.29	0.33	0.69	0.69	0.05	0.27	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	11.1	23.0	37.0	28.0	39.9	64.9	25.0	113	124.1	14.0	102	130.0
Volume/Cap:	1.11	2.43	1.51	1.13	1.11	0.86	2.54	1.16	1.06	0.69	0.50	0.13
Delay/Veh:	211.4	740	319.9	162.2	154	69.8	792.3	152	106.9	99.2	49.3	25.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	211.4	740	319.9	162.2	154	69.8	792.3	152	106.9	99.2	49.3	25.4
LOS by Move:	F	F	F	F	F	E	F	F	F	F	D	C
HCM2k95thQ:	21	109	85	40	52	50	124	110	130	13	41	14

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #5812: (48) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	100	10	7	100	10
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	124	929	31	86	775	730	443	1763	796	127	3336	214
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	124	929	31	86	775	730	443	1763	796	127	3336	214
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	929	31	86	775	730	443	1763	796	127	3336	214
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	929	31	86	775	730	443	1534	796	127	2902	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	929	31	86	775	730	443	1534	796	127	2902	214
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	124	929	31	86	775	730	443	1534	796	127	2902	214

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

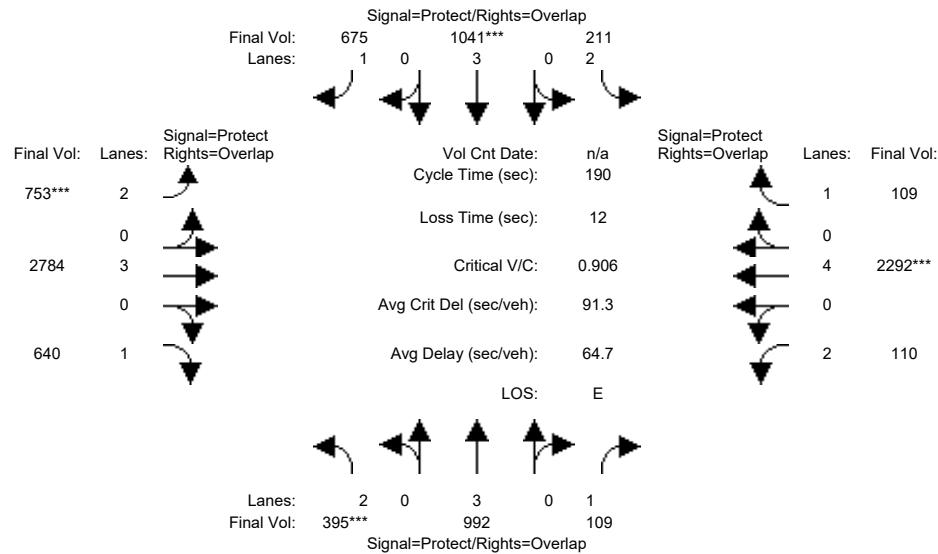
Vol/Sat:	0.04	0.16	0.02	0.03	0.14	0.42	0.14	0.27	0.45	0.04	0.51	0.12
Crit Moves:	****					****	****				****	
Green Time:	15.6	38.0	48.8	12.8	35.2	64.5	29.3	106	121.8	10.8	87.9	100.7
Volume/Cap:	0.48	0.81	0.07	0.41	0.73	1.23	0.91	0.48	0.71	0.71	1.10	0.23
Delay/Veh:	84.7	77.3	53.5	86.2	75.7	180.0	100.5	25.4	24.6	100.5	103	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.7	77.3	53.5	86.2	75.7	180.0	100.5	25.4	24.6	100.5	103	24.0
LOS by Move:	F	E	D	F	E	F	F	C	C	F	F	C
HCM2k95thQ:	8	31	3	6	25	97	27	29	50	11	104	13

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #5812: (48) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	395	992	109	211	1041	675	753	3437	640	110	2292	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	395	992	109	211	1041	675	753	3437	640	110	2292	109
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	395	992	109	211	1041	675	753	3437	640	110	2292	109
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	395	992	109	211	1041	675	753	2784	640	110	2292	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	395	992	109	211	1041	675	753	2784	640	110	2292	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	395	992	109	211	1041	675	753	2784	640	110	2292	109

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	7600	1750

Capacity Analysis Module:

Vol/Sat:	0.13	0.17	0.06	0.07	0.18	0.39	0.24	0.49	0.37	0.03	0.30	0.06
Crit Moves:	****			****			****			****		
Green Time:	20.3	48.2	60.2	13.1	41.0	79.7	38.7	105	125.0	12.0	78.0	91.1
Volume/Cap:	1.17	0.69	0.20	0.97	0.85	0.92	1.17	0.89	0.56	0.55	0.73	0.13
Delay/Veh:	189.9	65.4	47.4	141.9	77.1	68.8	169.6	28.9	7.8	89.8	55.1	33.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	189.9	65.4	47.4	141.9	77.1	68.8	169.6	28.9	7.8	89.8	55.1	33.5
LOS by Move:	F	E	D	F	E	E	F	C	A	F	E	C
HCM2k95thQ:	32	30	9	16	34	66	52	60	17	9	48	9

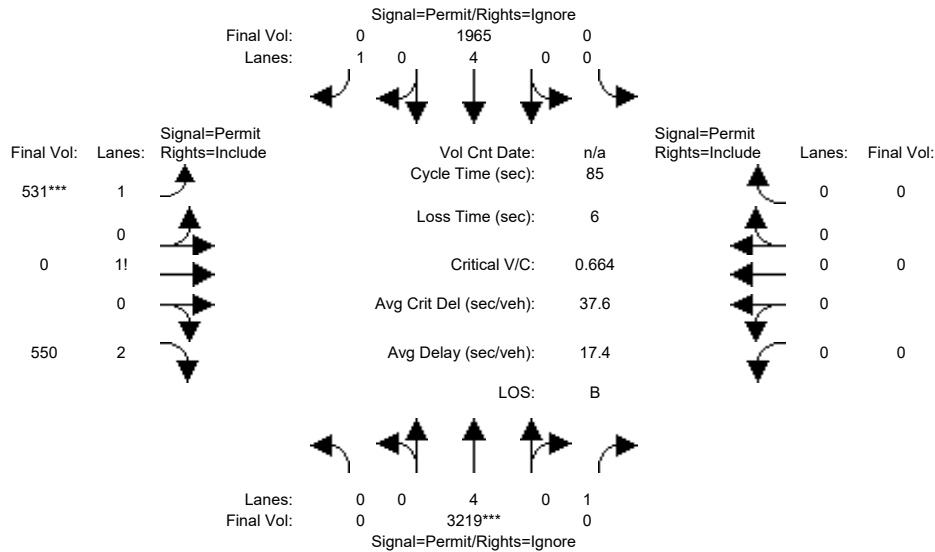
Note: Queue reported is the number of cars per lane.

**Level of Service Calculations with Improvements
(2030 FC Buildout)**

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #27: (4) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0

Volume Module:	Lawrence Expwy NB			Lawrence Expwy SB			US 101 SB Ramps EB			US 101 SB Ramps WB		
Base Vol:	0	3219	869	0	1965	0	531	0	550	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3219	869	0	1965	0	531	0	550	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3219	869	0	1965	0	531	0	550	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3219	0	0	1965	0	531	0	550	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3219	0	0	1965	0	531	0	550	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	3219	0	0	1965	0	531	0	550	0	0	0

Saturation Flow Module:	Lawrence Expwy NB			Lawrence Expwy SB			US 101 SB Ramps EB			US 101 SB Ramps WB		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	1.57	0.00	2.43	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	2741	0	3840	0	0	0

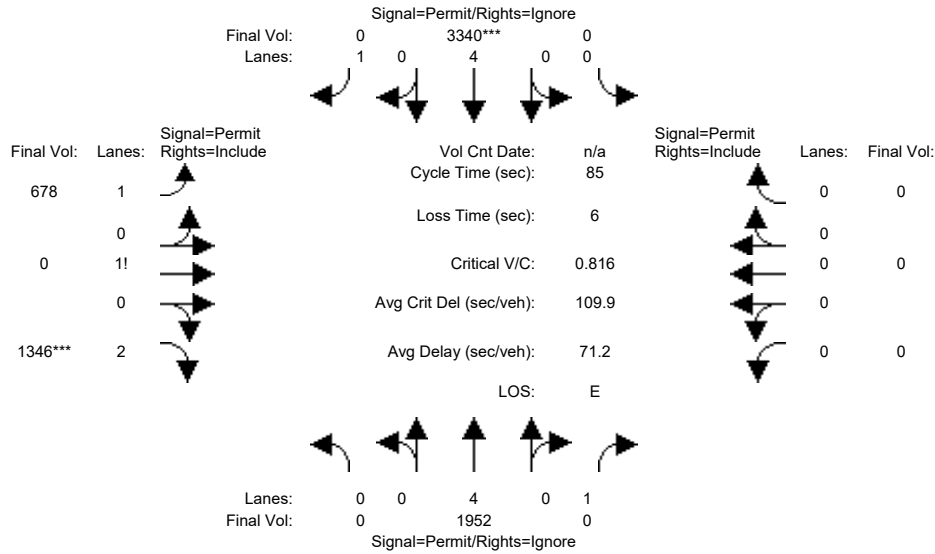
Capacity Analysis Module:	Lawrence Expwy NB			Lawrence Expwy SB			US 101 SB Ramps EB			US 101 SB Ramps WB		
Vol/Sat:	0.00	0.42	0.00	0.00	0.26	0.00	0.19	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****			****			****			****		
Green Time:	0.0	60.2	0.0	0.0	59.8	0.0	13.5	13.5	13.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.60	0.00	0.00	0.37	0.00	1.22	0.00	0.90	0.00	0.00	0.00
Delay/Veh:	0.0	1.6	0.0	0.0	1.3	0.0	144.9	0.0	44.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.6	0.0	0.0	1.3	0.0	144.9	0.0	44.7	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	D	A	A	A
HCM2k95thQ:	0	7	0	0	3	0	35	0	19	0	0	0

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #27: (4) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0

Volume Module:												
Base Vol:	0	1952	467	0	3387	0	678	0	1346	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1952	467	0	3387	0	678	0	1346	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	0	0	0	0	-47	0	0	0	0	0	0	0
Initial Fut:	0	1952	467	0	3340	0	678	0	1346	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1952	0	0	3340	0	678	0	1346	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1952	0	0	3340	0	678	0	1346	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	0	1952	0	0	3340	0	678	0	1346	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.85	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	1.41	0.00	2.59	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	2470	0	4190	0	0	0

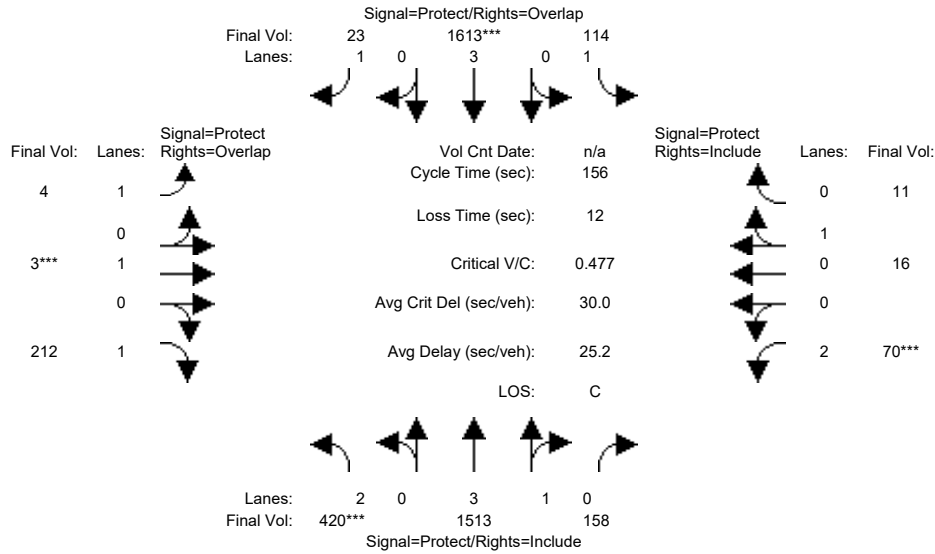
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.44	0.00	0.27	0.00	0.32	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	63.4	0.0	0.0	63.8	0.0	17.5	17.5	17.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.34	0.00	0.00	0.59	0.00	1.33	0.00	1.56	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.2	0.0	189.5	0.0	290.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.2	0.0	189.5	0.0	290.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2k95thQ:	0	1	0	0	2	0	52	0	70	0	0	0

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #54: (17) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1

Volume Module:

Base Vol:	379	1386	149	113	1498	21	4	3	191	72	14	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	379	1386	149	113	1498	21	4	3	191	72	14	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	-1	-24	-7	-10	-46	0	0	0	0	-9	0	-1
Initial Fut:	378	1362	142	103	1452	21	4	3	191	63	14	10
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	420	1513	158	114	1613	23	4	3	212	70	16	11
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	420	1513	158	114	1613	23	4	3	212	70	16	11
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	420	1513	158	114	1613	23	4	3	212	70	16	11

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	3.61	0.39	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.58	0.42
Final Sat.:	3150	6791	708	1750	5700	1750	1750	1900	1750	3150	1050	750

Capacity Analysis Module:

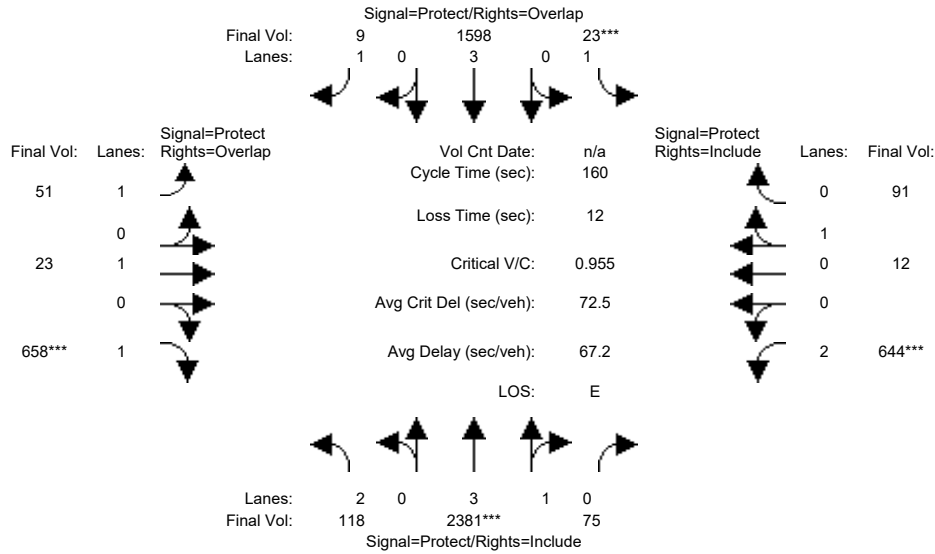
Vol/Sat:	0.13	0.22	0.22	0.07	0.28	0.01	0.00	0.00	0.12	0.02	0.01	0.01
Crit Moves:	****			****			****			****		
Green Time:	40.1	96.9	96.9	28.4	85.2	91.4	6.2	12.0	52.1	6.7	12.5	12.5
Volume/Cap:	0.52	0.36	0.36	0.36	0.52	0.02	0.06	0.02	0.36	0.52	0.19	0.19
Delay/Veh:	50.2	14.5	14.5	56.5	22.6	13.6	72.5	66.6	39.7	76.6	67.7	67.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	14.5	14.5	56.5	22.6	13.6	72.5	66.6	39.7	76.6	67.7	67.7
LOS by Move:	D	B	B	E	C	B	E	E	D	E	E	E
HCM2k95thQ:	18	17	17	10	28	1	1	0	15	5	3	3

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #54: (17) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1

Volume Module:

Base Vol:	111	2277	74	23	1506	8	47	21	614	651	11	89
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	111	2277	74	23	1506	8	47	21	614	651	11	89
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	-1	-63	-4	-2	-20	0	0	0	-2	-52	0	-4
Initial Fut:	110	2214	70	21	1486	8	47	21	612	599	11	85
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	118	2381	75	23	1598	9	51	23	658	644	12	91
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	2381	75	23	1598	9	51	23	658	644	12	91
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	118	2381	75	23	1598	9	51	23	658	644	12	91

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	3.87	0.13	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.11	0.89
Final Sat.:	3150	7270	230	1750	5700	1750	1750	1900	1750	3150	206	1594

Capacity Analysis Module:

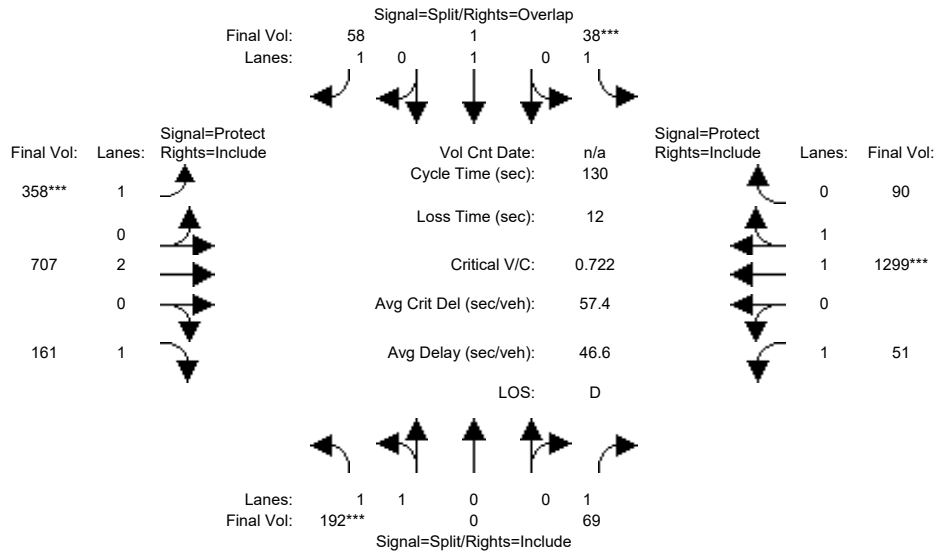
Vol/Sat:	0.04	0.33	0.33	0.01	0.28	0.00	0.03	0.01	0.38	0.20	0.06	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	7.0	53.4	53.4	6.0	52.4	81.9	29.5	55.2	62.2	33.4	59.1	59.1
Volume/Cap:	0.86	0.98	0.98	0.34	0.86	0.01	0.16	0.03	0.97	0.98	0.16	0.16
Delay/Veh:	113.6	66.5	66.5	78.2	54.4	19.1	55.0	34.7	74.2	93.2	33.9	33.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	113.6	66.5	66.5	78.2	54.4	19.1	55.0	34.7	74.2	93.2	33.9	33.9
LOS by Move:	F	E	E	E	D	B	E	C	E	F	C	C
HCM2k95thQ:	7	47	47	2	42	0	5	1	61	39	7	7

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #73: (27) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Movement:												
Min. Green:	29	29	29	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:												
Base Vol:	529	0	68	39	1	59	364	655	382	55	1346	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	529	0	68	39	1	59	364	655	382	55	1346	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	-356	0	-6	-5	0	-7	-42	-19	-237	-9	-177	-15
Initial Fut:	173	0	62	34	1	52	322	636	145	46	1169	81
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	192	0	69	38	1	58	358	707	161	51	1299	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	192	0	69	38	1	58	358	707	161	51	1299	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	192	0	69	38	1	58	358	707	161	51	1299	90

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	0.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.87	0.13
Final Sat.:	3550	0	1750	1750	1900	1750	1750	3800	1750	1750	3460	240

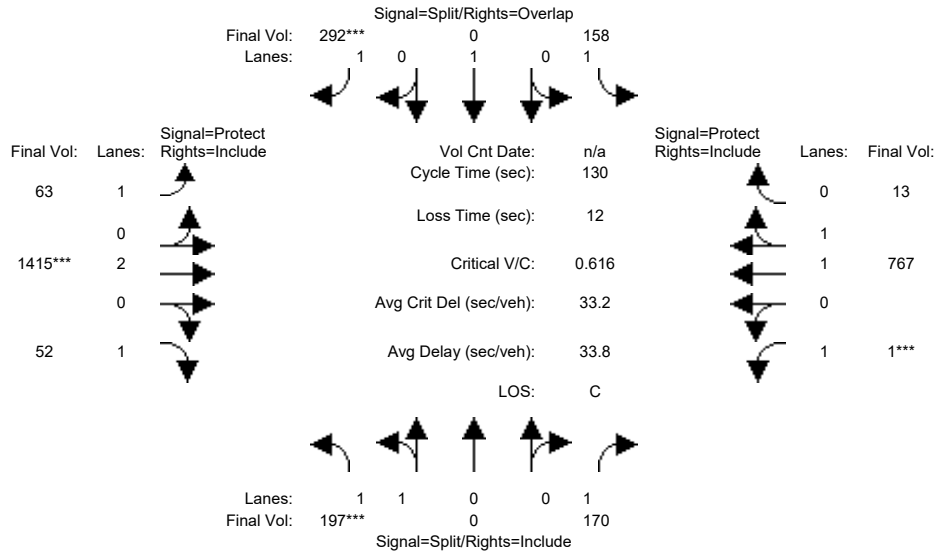
Capacity Analysis Module:												
Vol/Sat:	0.05	0.00	0.04	0.02	0.00	0.03	0.20	0.19	0.09	0.03	0.38	0.38
Crit Moves:	****			****			****			****		
Green Time:	29.0	0.0	29.0	10.0	10.0	37.9	27.9	59.4	59.4	19.6	51.1	51.1
Volume/Cap:	0.24	0.00	0.18	0.28	0.01	0.11	0.95	0.41	0.20	0.19	0.95	0.95
Delay/Veh:	41.6	0.0	41.1	57.8	55.4	33.9	85.0	23.7	21.3	48.6	52.4	52.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.6	0.0	41.1	57.8	55.4	33.9	85.0	23.7	21.3	48.6	52.4	52.4
LOS by Move:	D	A	D	E	E	C	F	C	C	D	D	D
HCM2k95thQ:	7	0	5	4	0	4	30	17	8	4	50	50

Note: Queue reported is the number of cars per lane.

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City of Santa Clara

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2000 HCM Operations (Future Volume Alternative)
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Intersection #73: (27) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	29	29	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:

Base Vol:	1573	0	174	183	0	323	69	1488	164	8	882	15
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1573	0	174	183	0	323	69	1488	164	8	882	15
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	xxxxx	0	-9	-30	0	-40	-8	-115	-114	-7	-138	-2
Initial Fut:	191	0	165	153	0	283	61	1373	50	1	744	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	197	0	170	158	0	292	63	1415	52	1	767	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	0	170	158	0	292	63	1415	52	1	767	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	197	0	170	158	0	292	63	1415	52	1	767	13

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3550	0	1750	1750	1900	1750	1750	3800	1750	1750	3636	64

Capacity Analysis Module:

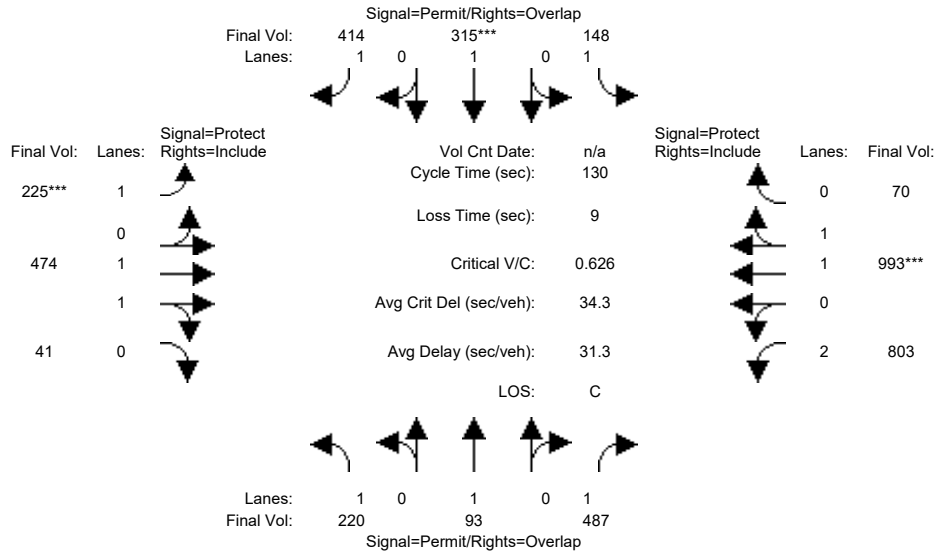
Vol/Sat:	0.06	0.00	0.10	0.09	0.00	0.17	0.04	0.37	0.03	0.00	0.21	0.21
Crit Moves:	****					****		****		****		
Green Time:	29.0	0.0	29.0	17.8	0.0	33.9	16.1	63.2	63.2	8.0	55.1	55.1
Volume/Cap:	0.25	0.00	0.44	0.66	0.00	0.64	0.29	0.77	0.06	0.01	0.50	0.50
Delay/Veh:	41.7	0.0	44.2	59.7	0.0	45.7	52.5	29.4	17.7	57.3	27.6	27.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.7	0.0	44.2	59.7	0.0	45.7	52.5	29.4	17.7	57.3	27.6	27.6
LOS by Move:	D	A	D	E	A	D	D	C	B	E	C	C
HCM2k95thQ:	7	0	12	14	0	21	5	38	2	0	21	21

Note: Queue reported is the number of cars per lane.

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Intersection #74: (28) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	34	34	36	36	36	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:

Base Vol:	222	93	482	135	316	391	207	449	40	824	985	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	222	93	482	135	316	391	207	449	40	824	985	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	-22	-8	-39	0	-29	-14	-2	-18	-3	-93	-81	0
Initial Fut:	200	85	443	135	287	377	205	431	37	731	904	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	220	93	487	148	315	414	225	474	41	803	993	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	220	93	487	148	315	414	225	474	41	803	993	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	220	93	487	148	315	414	225	474	41	803	993	70

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.84	0.16	2.00	1.86	0.14
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3407	293	3150	3455	245

Capacity Analysis Module:

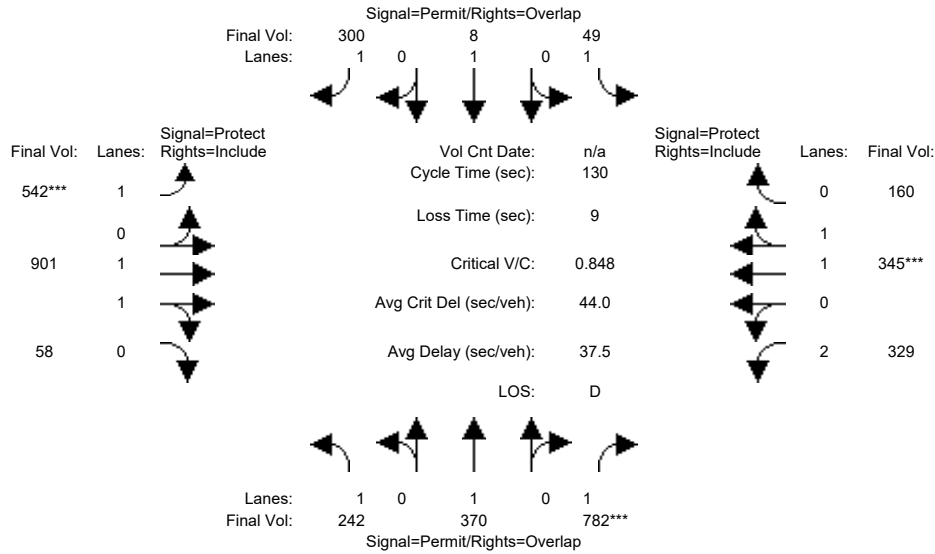
Vol/Sat:	0.13	0.05	0.28	0.08	0.17	0.24	0.13	0.14	0.14	0.26	0.29	0.29
Crit Moves:					****		****				****	
Green Time:	36.0	36.0	91.0	36.0	36.0	62.3	26.3	30.0	30.0	55.0	58.7	58.7
Volume/Cap:	0.45	0.18	0.40	0.31	0.60	0.49	0.64	0.60	0.60	0.60	0.64	0.64
Delay/Veh:	39.5	35.9	8.3	37.5	42.7	23.6	51.3	45.9	45.9	29.8	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.5	35.9	8.3	37.5	42.7	23.6	51.3	45.9	45.9	29.8	28.3	28.3
LOS by Move:	D	D	A	D	D	C	D	D	D	C	C	C
HCM2k95thQ:	15	6	16	10	20	21	17	17	17	25	28	28

Note: Queue reported is the number of cars per lane.

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Intersection #74: (28) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	34	34	36	36	36	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:

Base Vol:	262	396	857	48	105	294	542	954	61	356	355	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	262	396	857	48	105	294	542	954	61	356	355	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	-27	-37	-98	0	-97	-3	-16	-80	-5	-37	-20	0
Initial Fut:	235	359	759	48	8	291	526	874	56	319	335	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	242	370	782	49	8	300	542	901	58	329	345	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	370	782	49	8	300	542	901	58	329	345	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	242	370	782	49	8	300	542	901	58	329	345	160

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.88	0.12	2.00	1.35	0.65
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3477	223	3150	2529	1170

Capacity Analysis Module:

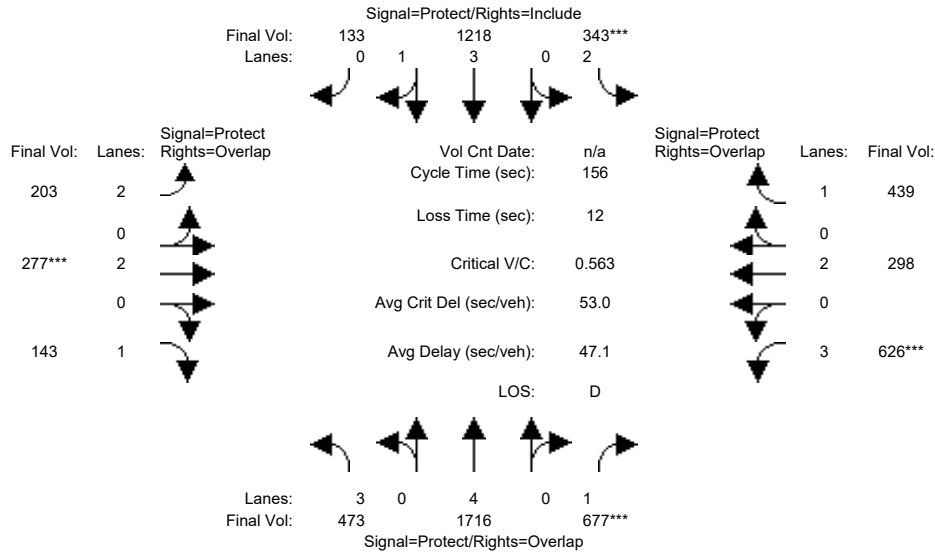
Vol/Sat:	0.14	0.19	0.45	0.03	0.00	0.17	0.31	0.26	0.26	0.10	0.14	0.14
Crit Moves:			****				****				****	
Green Time:	52.5	52.5	72.2	52.5	52.5	100.1	47.5	48.8	48.8	19.7	20.9	20.9
Volume/Cap:	0.34	0.48	0.81	0.07	0.01	0.22	0.85	0.69	0.69	0.69	0.85	0.85
Delay/Veh:	27.1	29.1	28.2	23.8	23.2	4.2	48.2	35.7	35.7	56.6	64.0	64.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.1	29.1	28.2	23.8	23.2	4.2	48.2	35.7	35.7	56.6	64.0	64.0
LOS by Move:	C	C	C	C	C	A	D	D	D	E	E	E
HCM2k95thQ:	13	20	46	3	0	7	38	29	29	14	19	19

Note: Queue reported is the number of cars per lane.

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Intersection #1206: (18) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	37	37	10	37	37	4	45	45	5	42	42
Y+R:	5.0	7.2	7.2	5.0	7.2	7.2	5.0	6.4	6.4	5.0	6.4	6.4

Volume Module:

Base Vol:	473	1670	724	594	1222	133	208	293	143	997	300	585
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	473	1670	724	594	1222	133	208	293	143	997	300	585
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM & R:	0	46	-47	-251	-4	0	-5	-16	0	-371	-2	-146
Initial Fut:	473	1716	677	343	1218	133	203	277	143	626	298	439
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	473	1716	677	343	1218	133	203	277	143	626	298	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	1716	677	343	1218	133	203	277	143	626	298	439
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	473	1716	677	343	1218	133	203	277	143	626	298	439

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	4.00	1.00	2.00	3.61	0.39	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	5700	7600	1900	3800	6852	748	3800	3800	1900	5700	3800	1900

Capacity Analysis Module:

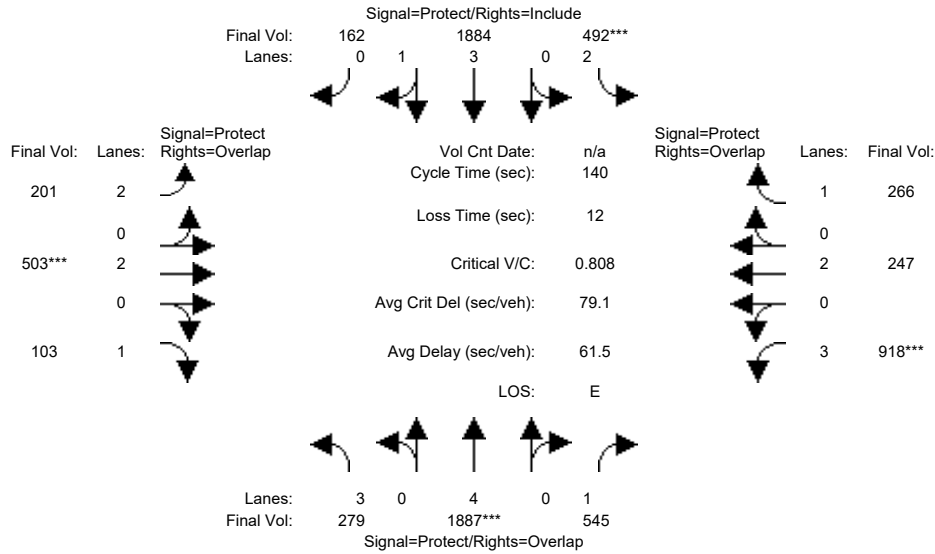
Vol/Sat:	0.08	0.23	0.36	0.09	0.18	0.18	0.05	0.07	0.08	0.11	0.08	0.23
Crit Moves:			****	****				****		****		
Green Time:	19.3	54.6	79.0	20.0	55.3	55.3	11.5	45.0	64.3	24.3	57.9	77.9
Volume/Cap:	0.67	0.64	0.70	0.70	0.50	0.50	0.73	0.25	0.18	0.70	0.21	0.46
Delay/Veh:	70.2	43.7	33.8	73.4	40.2	40.2	85.9	43.1	29.6	67.1	33.8	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.2	43.7	33.8	73.4	40.2	40.2	85.9	43.1	29.6	67.1	33.8	27.1
LOS by Move:	E	D	C	E	D	D	F	D	C	E	C	C
HCM2k95thQ:	14	28	41	14	21	21	10	10	9	17	9	22

Note: Queue reported is the number of cars per lane.

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Intersection #1206: (18) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	37	37	7	37	37	7	45	45	7	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	279	1573	558	690	1758	164	201	506	103	2118	262	650
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	1573	558	690	1758	164	201	506	103	2118	262	650
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10%TDM+Reas:	0	314	-13	-198	126	-2	0	-3	0	xxxxx	-15	-384
Initial Fut:	279	1887	545	492	1884	162	201	503	103	918	247	266
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	1887	545	492	1884	162	201	503	103	918	247	266
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	1887	545	492	1884	162	201	503	103	918	247	266
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	1887	545	492	1884	162	201	503	103	918	247	266

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.67	0.33	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6905	594	3150	3800	1750	4551	3800	1750

Capacity Analysis Module:

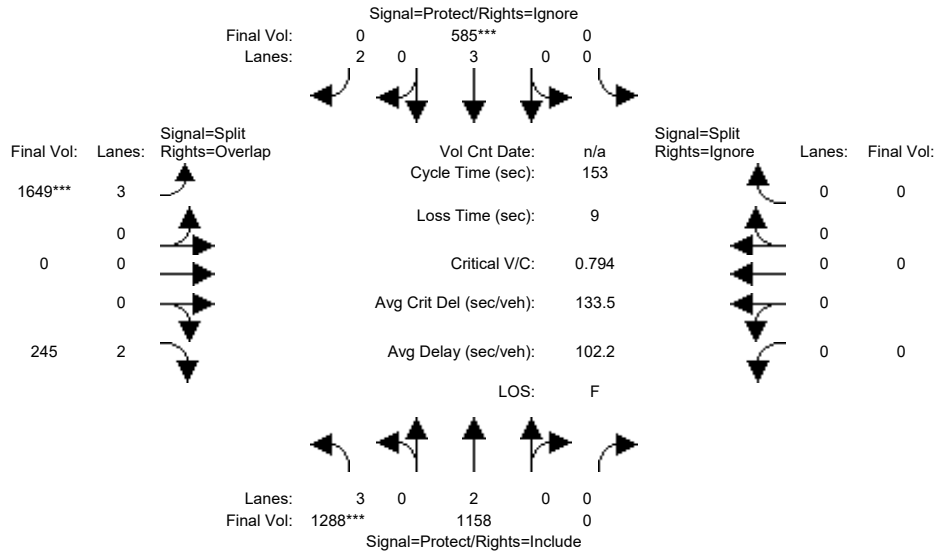
Vol/Sat:	0.06	0.25	0.31	0.16	0.27	0.27	0.06	0.13	0.06	0.20	0.07	0.15
Crit Moves:	****			****			****			****		
Green Time:	10.5	37.0	62.9	20.1	46.6	46.6	12.4	45.0	55.5	25.9	58.5	78.6
Volume/Cap:	0.82	0.94	0.69	1.09	0.82	0.82	0.72	0.41	0.15	1.09	0.16	0.27
Delay/Veh:	78.3	59.8	33.5	128.6	45.1	45.1	70.7	37.4	27.2	115.2	25.4	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.3	59.8	33.5	128.6	45.1	45.1	70.7	37.4	27.2	115.2	25.4	16.0
LOS by Move:	E	E	C	F	D	D	E	D	C	F	C	B
HCM2k95thQ:	9	33	32	27	32	32	10	15	6	36	6	12

Note: Queue reported is the number of cars per lane.

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Intersection #5335: (44) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	27	79	0	0	50	50	67	0	67	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	1297	1158	0	0	585	1947	1649	0	246	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1297	1158	0	0	585	1947	1649	0	246	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	-9	0	0	0	0	-1	0	0	-1	0	0	0
Initial Fut:	1288	1158	0	0	585	1946	1649	0	245	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1288	1158	0	0	585	0	1649	0	245	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1288	1158	0	0	585	0	1649	0	245	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	1288	1158	0	0	585	0	1649	0	245	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.80	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	4551	0	3150	0	0	0

Capacity Analysis Module:

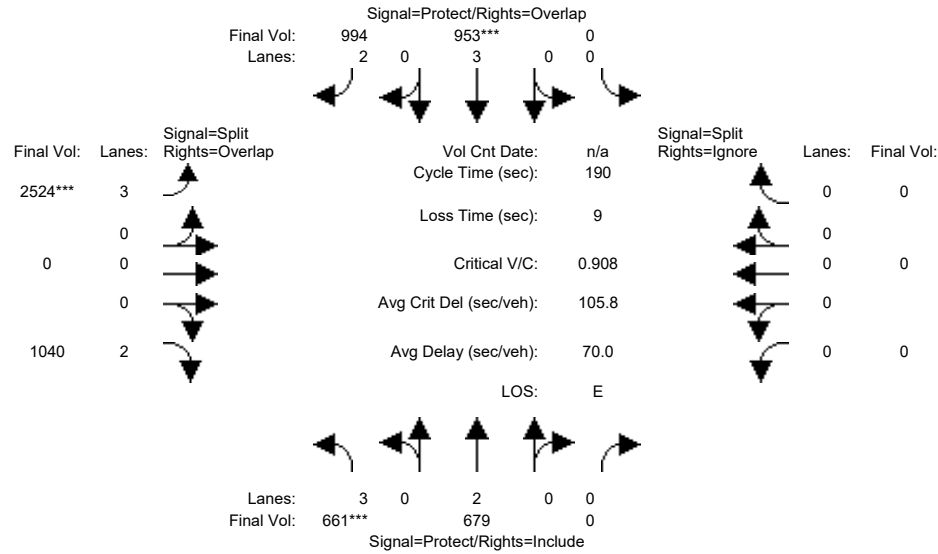
Vol/Sat:	0.28	0.30	0.00	0.00	0.10	0.00	0.36	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	28.6	78.0	0.0	0.0	49.4	0.0	66.1	0.0	94.8	0.0	0.0	0.0
Volume/Cap:	1.51	0.60	0.00	0.00	0.32	0.00	0.84	0.00	0.13	0.00	0.00	0.00
Delay/Veh:	299.8	27.3	0.0	0.0	39.7	0.0	37.0	0.0	6.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	299.8	27.3	0.0	0.0	39.7	0.0	37.0	0.0	6.4	0.0	0.0	0.0
LOS by Move:	F	C	A	A	D	A	D	A	A	A	A	A
HCM2k95thQ:	75	33	0	0	13	0	44	0	3	0	0	0

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #5335: (44) CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	17	77	0	0	61	61	112	0	112	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	663	679	0	0	953	994	2524	0	1055	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	663	679	0	0	953	994	2524	0	1055	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	-2	0	0	0	0	0	0	0	-15	0	0	0
Initial Fut:	661	679	0	0	953	994	2524	0	1040	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	661	679	0	0	953	994	2524	0	1040	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	661	679	0	0	953	994	2524	0	1040	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	661	679	0	0	953	994	2524	0	1040	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.80	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	3.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	4551	0	3150	0	0	0

Capacity Analysis Module:

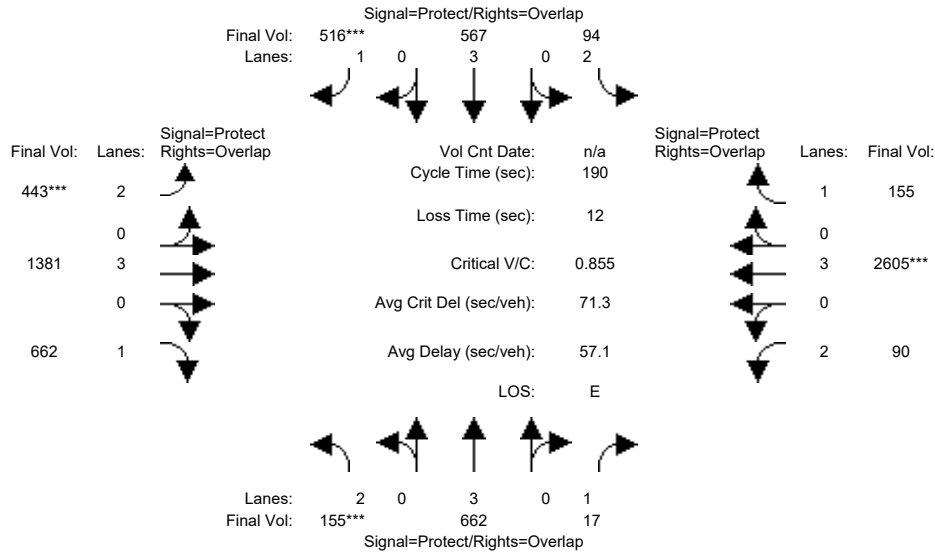
Vol/Sat:	0.15	0.18	0.00	0.00	0.17	0.32	0.55	0.00	0.33	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	16.2	74.5	0.0	0.0	58.2	165.2	106.9	0.0	123.2	0.0	0.0	0.0
Volume/Cap:	1.70	0.46	0.00	0.00	0.55	0.36	0.99	0.00	0.51	0.00	0.00	0.00
Delay/Veh:	417.0	45.0	0.0	0.0	57.8	2.6	42.5	0.0	8.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	417.0	45.0	0.0	0.0	57.8	2.6	42.5	0.0	8.4	0.0	0.0	0.0
LOS by Move:	F	D	A	A	E	A	D	A	A	A	A	A
HCM2k95thQ:	51	26	0	0	27	14	95	0	17	0	0	0

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - AM

Intersection #5812: (48) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	100	10	7	100	10
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	158	665	17	95	568	516	443	1587	664	90	3004	155
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	158	665	17	95	568	516	443	1587	664	90	3004	155
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	-3	-3	0	-1	-1	0	0	0	-2	0	-10	0
Initial Fut:	155	662	17	94	567	516	443	1587	662	90	2994	155
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	155	662	17	94	567	516	443	1381	662	90	2605	155
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	155	662	17	94	567	516	443	1381	662	90	2605	155
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	155	662	17	94	567	516	443	1381	662	90	2605	155

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

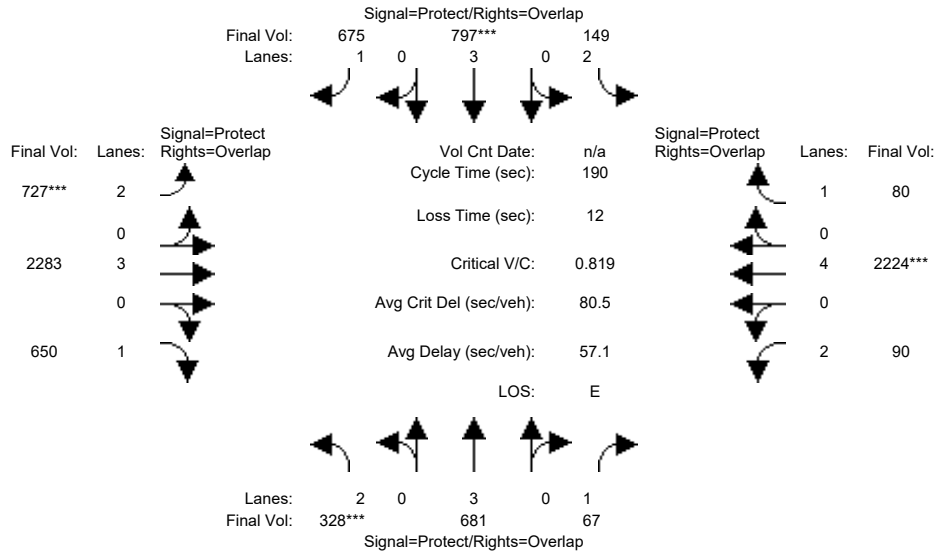
Vol/Sat:	0.05	0.12	0.01	0.03	0.10	0.29	0.14	0.24	0.38	0.03	0.46	0.09
Crit Moves:	****					****	****				****	
Green Time:	15.6	38.0	48.8	12.8	35.2	64.5	29.3	106	121.8	10.8	87.9	100.7
Volume/Cap:	0.60	0.58	0.04	0.44	0.54	0.87	0.91	0.43	0.59	0.50	0.99	0.17
Delay/Veh:	88.0	69.5	53.0	86.6	70.6	71.7	100.5	24.5	20.5	89.3	65.3	23.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.0	69.5	53.0	86.6	70.6	71.7	100.5	24.5	20.5	89.3	65.3	23.1
LOS by Move:	F	E	D	F	E	E	F	C	C	F	E	C
HCM2k95thQ:	10	21	2	6	18	51	28	26	38	7	84	9

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2030 FC - PM

Intersection #5812: (48) MONTAGUE EXPWY/ZANKER ROAD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	48	48	13	41	41	29	96	96	11	78	78
Y+R:	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8	5.2	5.8	5.8

Volume Module:

Base Vol:	328	681	67	152	798	675	727	2836	650	90	2224	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	328	681	67	152	798	675	727	2836	650	90	2224	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	0	0	0	-3	-1	0	0	-17	0	0	0	0
Initial Fut:	328	681	67	149	797	675	727	2819	650	90	2224	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.81	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	328	681	67	149	797	675	727	2283	650	90	2224	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	328	681	67	149	797	675	727	2283	650	90	2224	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	328	681	67	149	797	675	727	2283	650	90	2224	80

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	4.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	7600	1750

Capacity Analysis Module:

Vol/Sat:	0.10	0.12	0.04	0.05	0.14	0.39	0.23	0.40	0.37	0.03	0.29	0.05
Crit Moves:	****			****			****			****		
Green Time:	20.0	48.0	60.0	13.0	41.0	80.0	39.0	105	125.0	12.0	78.0	91.0
Volume/Cap:	0.99	0.47	0.12	0.69	0.65	0.92	1.12	0.73	0.56	0.45	0.71	0.10
Delay/Veh:	131.3	60.5	46.3	95.8	69.1	68.0	150.3	22.3	8.0	87.4	54.3	32.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	131.3	60.5	46.3	95.8	69.1	68.0	150.3	22.3	8.0	87.4	54.3	32.9
LOS by Move:	F	E	D	F	E	E	F	C	A	F	D	C
HCM2k95thQ:	24	20	6	10	25	66	48	38	17	7	47	7

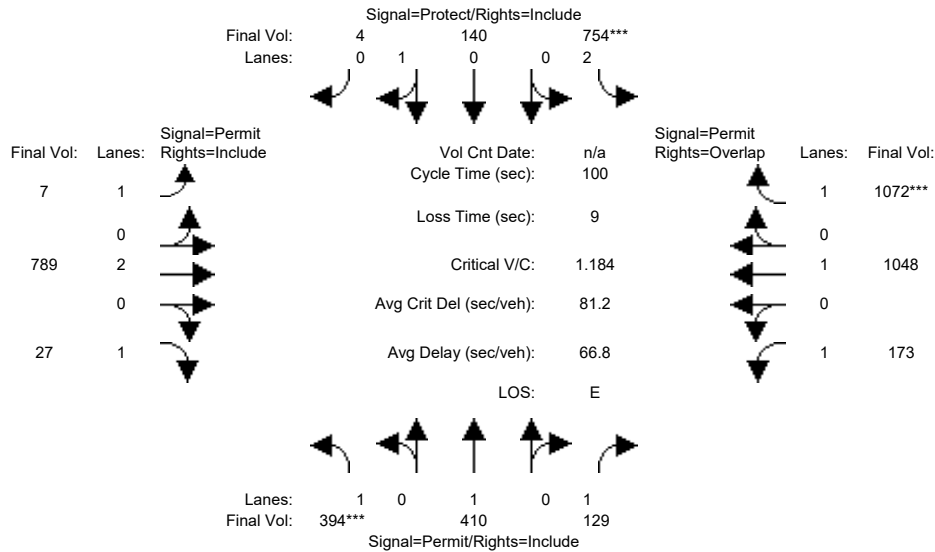
Note: Queue reported is the number of cars per lane.

**Level of Service Calculations with Improvements
(2040 FC Buildout)**

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #42: (8) Old Ironsides Dr & Old Glory Ln



Street Name:	Old Ironsides Dr						Old Glory Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	356	372	116	680	132	4	6	712	26	156	944	968
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	372	116	680	132	4	6	712	26	156	944	968
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	-1	-3	0	-1	-6	0	0	-2	-2	0	-1	-3
Initial Fut:	355	369	116	679	126	4	6	710	24	156	943	965
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	394	410	129	754	140	4	7	789	27	173	1048	1072
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	394	410	129	754	140	4	7	789	27	173	1048	1072
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	394	410	129	754	140	4	7	789	27	173	1048	1072

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	0.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	3150	1745	55	1750	3800	1750	1750	1900	1750

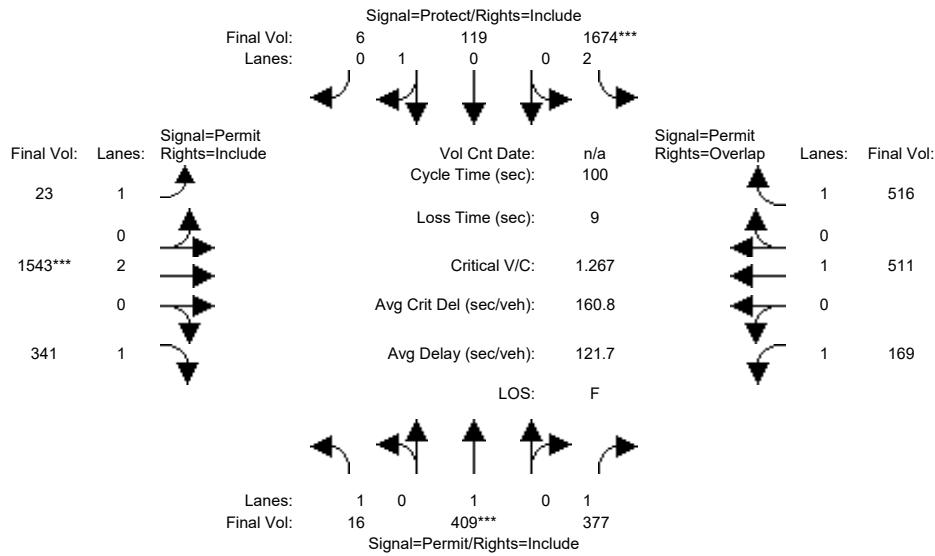
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.23	0.22	0.07	0.24	0.08	0.08	0.00	0.21	0.02	0.10	0.55	0.61
Crit Moves:	****			****								****
Green Time:	19.0	19.0	19.0	20.2	39.3	39.3	51.7	51.7	51.7	51.7	51.7	72.0
Volume/Cap:	1.18	1.13	0.39	1.18	0.20	0.20	0.01	0.40	0.03	0.19	1.07	0.85
Delay/Veh:	149.7	129	36.1	138.1	20.2	20.2	11.7	14.8	11.8	13.0	72.1	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	149.7	129	36.1	138.1	20.2	20.2	11.7	14.8	11.8	13.0	72.1	15.9
LOS by Move:	F	F	D	F	C	C	B	B	B	B	E	B
HCM2k95thQ:	40	37	8	39	6	0	0	14	1	6	68	45

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #42: (8) Old Ironsides Dr & Old Glory Ln



Street Name:	Old Ironsides Dr						Old Glory Ln					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	15	371	339	1509	111	5	21	1390	308	152	463	469
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	371	339	1509	111	5	21	1390	308	152	463	469
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	-1	-3	0	-2	-4	0	0	-1	-1	0	-3	-5
Initial Fut:	14	368	339	1507	107	5	21	1389	307	152	460	464
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	16	409	377	1674	119	6	23	1543	341	169	511	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	16	409	377	1674	119	6	23	1543	341	169	511	516
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	16	409	377	1674	119	6	23	1543	341	169	511	516

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	0.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	3150	1720	80	1750	3800	1750	1750	1900	1750

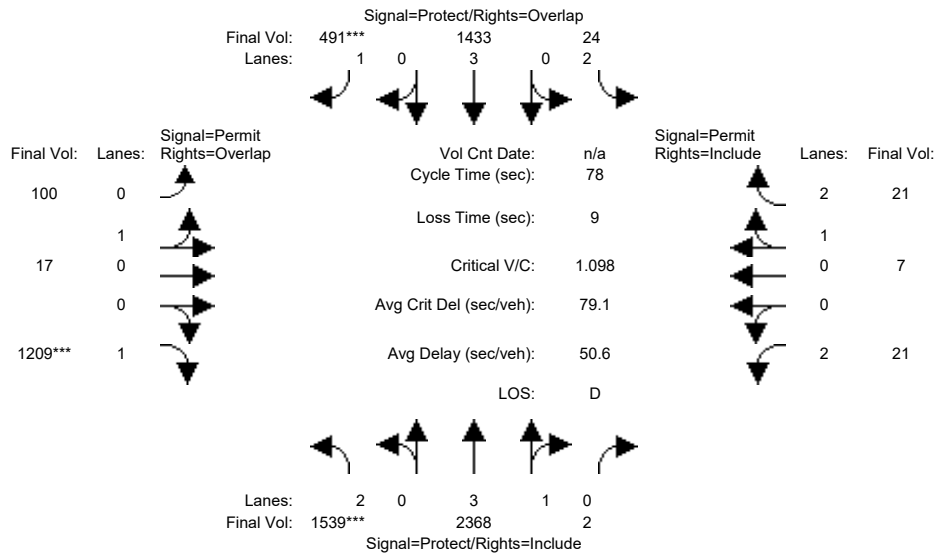
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.53	0.07	0.07	0.01	0.41	0.19	0.10	0.27	0.29
Crit Moves:	****			****			****					
Green Time:	17.0	17.0	17.0	42.0	58.9	58.9	32.1	32.1	32.1	32.1	32.1	74.0
Volume/Cap:	0.05	1.27	1.27	1.27	0.12	0.12	0.04	1.27	0.61	0.30	0.84	0.40
Delay/Veh:	34.8	184	185.7	155.3	9.1	9.1	23.4	161	30.6	25.9	41.6	5.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	184	185.7	155.3	9.1	9.1	23.4	161	30.6	25.9	41.6	5.0
LOS by Move:	C	F	F	F	A	A	C	F	C	C	D	A
HCM2k95thQ:	1	42	42	85	3	0	1	71	19	8	27	12

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #53: (16) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6

Volume Module:

Base Vol:	1389	2156	2	22	1333	442	90	15	1091	19	6	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1389	2156	2	22	1333	442	90	15	1091	19	6	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	-4	-25	0	0	-43	0	0	0	-3	0	0	0
Initial Fut:	1385	2131	2	22	1290	442	90	15	1088	19	6	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1539	2368	2	24	1433	491	100	17	1209	21	7	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1539	2368	2	24	1433	491	100	17	1209	21	7	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1539	2368	2	24	1433	491	100	17	1209	21	7	21

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	0.95	0.95
Lanes:	2.00	3.99	0.01	2.00	3.00	1.00	0.86	0.14	1.00	2.00	0.72	2.28
Final Sat.:	3150	7493	7	3150	5700	1750	1543	257	1750	3150	1296	4104

Capacity Analysis Module:

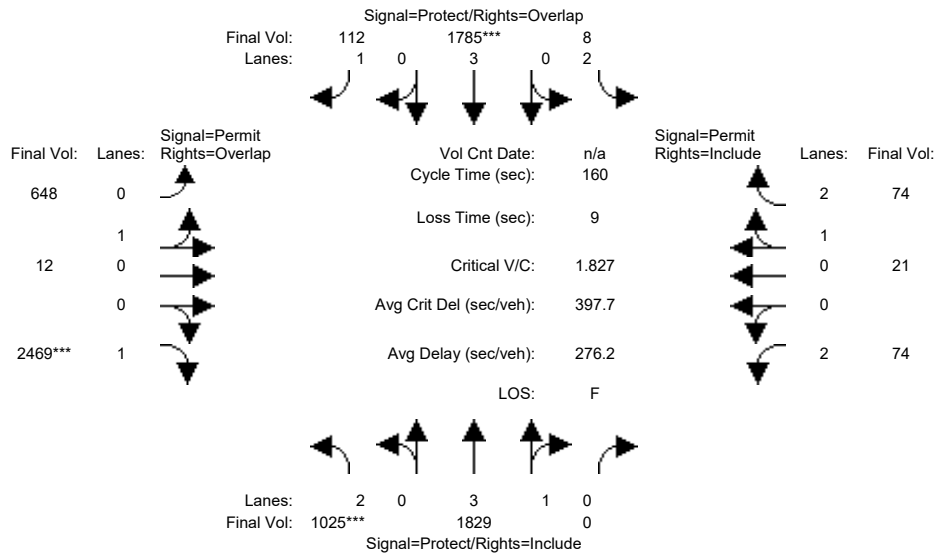
Vol/Sat:	0.49	0.32	0.32	0.01	0.25	0.28	0.06	0.06	0.69	0.01	0.01	0.01
Crit Moves:	****					****			****			
Green Time:	34.7	38.9	38.9	15.8	19.9	19.9	14.4	14.4	49.1	14.4	14.4	14.4
Volume/Cap:	1.10	0.63	0.63	0.04	0.98	1.10	0.35	0.35	1.10	0.04	0.03	0.03
Delay/Veh:	77.2	14.7	14.7	25.0	48.6	100.9	28.4	28.4	72.5	26.2	26.1	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.2	14.7	14.7	25.0	48.6	100.9	28.4	28.4	72.5	26.2	26.1	26.1
LOS by Move:	E	B	B	C	D	F	C	C	E	C	C	C
HCM2k95thQ:	55	19	19	1	26	35	5	5	75	1	0	0

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #53: (16) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6

Volume Module:

Base Vol:	982	1794	0	8	1722	106	616	11	2349	70	20	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	982	1794	0	8	1722	106	616	11	2349	70	20	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	-8	-56	0	0	-26	0	0	0	-3	0	0	0
Initial Fut:	974	1738	0	8	1696	106	616	11	2346	70	20	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	1025	1829	0	8	1785	112	648	12	2469	74	21	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1025	1829	0	8	1785	112	648	12	2469	74	21	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1025	1829	0	8	1785	112	648	12	2469	74	21	74

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.92	0.83	1.00	0.92	0.95	0.95	0.92	0.83	0.95	0.95
Lanes:	2.00	4.00	0.00	2.00	3.00	1.00	0.98	0.02	1.00	2.00	0.67	2.33
Final Sat.:	3150	7500	0	3150	5700	1750	1768	32	1750	3150	1200	4200

Capacity Analysis Module:

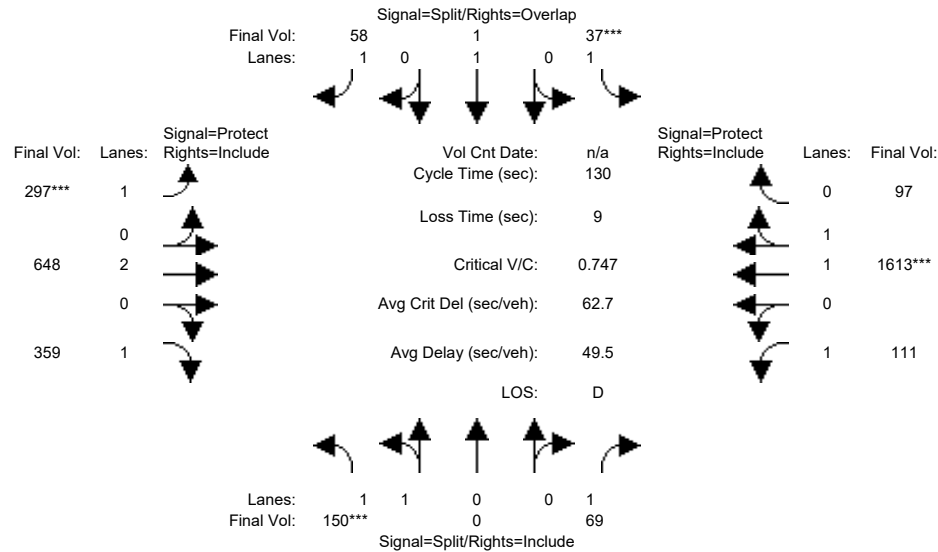
Vol/Sat:	0.33	0.24	0.00	0.00	0.31	0.06	0.37	0.37	1.41	0.02	0.02	0.02
Crit Moves:	****				****				****			
Green Time:	32.6	48.0	0.0	12.3	27.7	27.7	90.6	90.6	123.3	90.6	90.6	90.6
Volume/Cap:	1.60	0.81	0.00	0.03	1.81	0.37	0.65	0.65	1.83	0.04	0.03	0.03
Delay/Veh:	339.7	54.2	0.0	68.4	434	59.2	25.2	25.2	395.3	15.4	15.3	15.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	339.7	54.2	0.0	68.4	434	59.2	25.2	25.2	395.3	15.4	15.3	15.3
LOS by Move:	F	D	A	E	F	E	C	C	F	B	B	B
HCM2k95thQ:	88	36	0	0	92	10	36	36	407	2	1	1

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #73: (27) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	29	29	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:												
Base Vol:	528	0	68	38	1	59	304	604	515	109	1537	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	528	0	68	38	1	59	304	604	515	109	1537	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	-393	0	-6	-5	0	-7	-37	-21	-192	-9	-85	-16
Initial Fut:	135	0	62	33	1	52	267	583	323	100	1452	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	150	0	69	37	1	58	297	648	359	111	1613	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	0	69	37	1	58	297	648	359	111	1613	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	150	0	69	37	1	58	297	648	359	111	1613	97

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	0.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	3550	0	1750	1750	1900	1750	1750	3800	1750	1750	3491	209

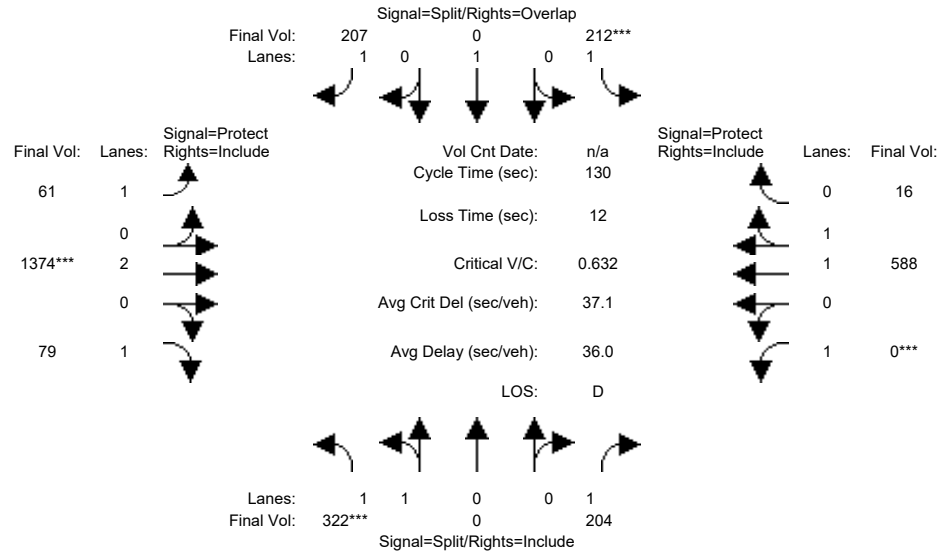
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.02	0.00	0.03	0.17	0.17	0.21	0.06	0.46	0.46
Crit Moves:	****			****			****				****	
Green Time:	29.0	0.0	29.0	10.0	10.0	32.0	22.0	62.6	62.6	19.4	60.0	60.0
Volume/Cap:	0.19	0.00	0.18	0.27	0.01	0.13	1.00	0.35	0.43	0.43	1.00	1.00
Delay/Veh:	41.1	0.0	41.1	57.7	55.4	38.3	106.7	21.2	22.3	51.4	57.1	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	0.0	41.1	57.7	55.4	38.3	106.7	21.2	22.3	51.4	57.1	57.1
LOS by Move:	D	A	D	E	E	D	F	C	C	D	E	E
HCM2k95thQ:	5	0	5	4	0	4	27	14	18	8	64	64

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #73: (27) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	29	29	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:

Base Vol:	1240	0	208	244	0	234	67	1516	296	8	603	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1240	0	208	244	0	234	67	1516	296	8	603	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM & R:	-928	0	-10	-38	0	-33	-8	-183	-219	-8	-33	-3
Initial Fut:	312	0	198	206	0	201	59	1333	77	0	570	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	322	0	204	212	0	207	61	1374	79	0	588	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	0	204	212	0	207	61	1374	79	0	588	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	322	0	204	212	0	207	61	1374	79	0	588	16

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	3550	0	1750	1750	1900	1750	1750	3800	1750	1750	3599	101

Capacity Analysis Module:

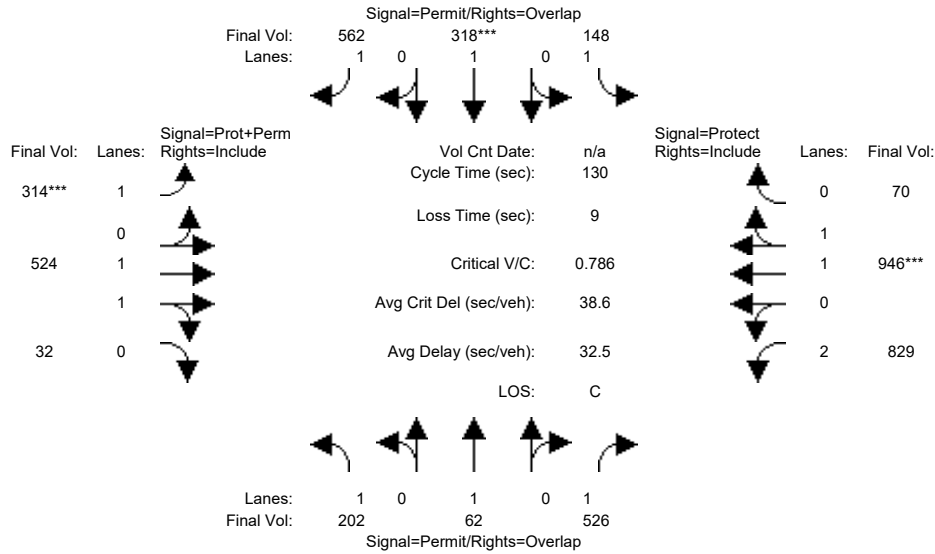
Vol/Sat:	0.09	0.00	0.12	0.12	0.00	0.12	0.03	0.36	0.05	0.00	0.16	0.16
Crit Moves:	****			****				****		****		
Green Time:	29.0	0.0	29.0	20.4	0.0	39.1	18.8	60.6	60.6	0.0	49.9	49.9
Volume/Cap:	0.41	0.00	0.52	0.78	0.00	0.39	0.24	0.78	0.10	0.00	0.43	0.43
Delay/Veh:	43.5	0.0	45.7	65.6	0.0	36.5	49.8	31.2	19.4	0.0	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	0.0	45.7	65.6	0.0	36.5	49.8	31.2	19.4	0.0	29.7	29.7
LOS by Move:	D	A	D	E	A	D	D	C	B	A	C	C
HCM2k95thQ:	12	0	15	19	0	13	4	38	4	0	16	16

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #74: (28) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	34	34	36	36	36	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:

Base Vol:	206	61	520	135	325	528	287	496	32	860	951	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	61	520	135	325	528	287	496	32	860	951	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	-22	-5	-41	0	-36	-17	-1	-19	-3	-106	-90	0
Initial Fut:	184	56	479	135	289	511	286	477	29	754	861	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	202	62	526	148	318	562	314	524	32	829	946	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	202	62	526	148	318	562	314	524	32	829	946	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	202	62	526	148	318	562	314	524	32	829	946	70

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.88	0.12	2.00	1.86	0.14
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3488	212	3150	3444	256

Capacity Analysis Module:

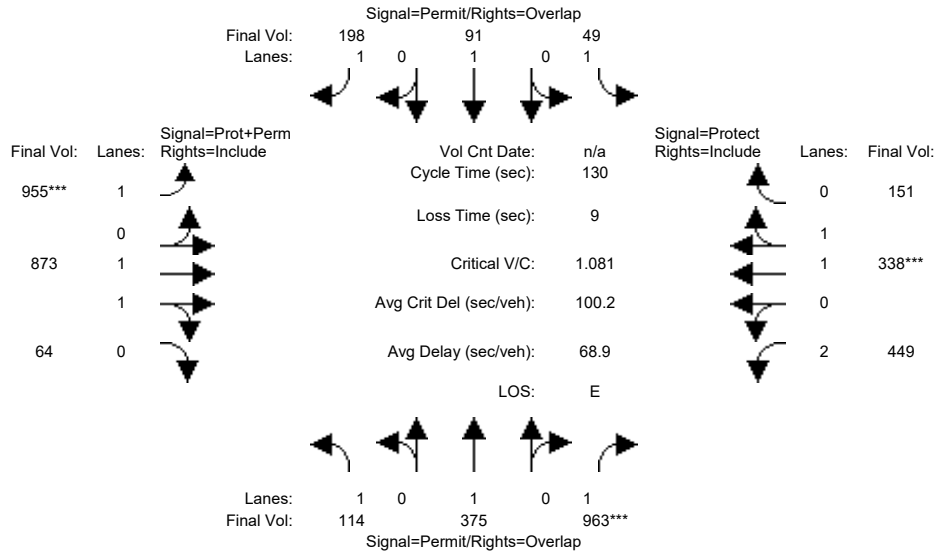
Vol/Sat:	0.12	0.03	0.30	0.08	0.17	0.32	0.00	0.15	0.15	0.26	0.27	0.27
Crit Moves:					****		****				****	
Green Time:	36.0	36.0	90.1	36.0	36.0	69.6	33.6	30.9	30.9	54.1	51.4	51.4
Volume/Cap:	0.42	0.12	0.43	0.31	0.60	0.60	0.69	0.63	0.63	0.63	0.69	0.69
Delay/Veh:	39.0	35.2	9.0	37.5	42.8	21.7	48.2	46.0	46.0	31.1	34.2	34.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	35.2	9.0	37.5	42.8	21.7	48.2	46.0	46.0	31.1	34.2	34.2
LOS by Move:	D	D	A	D	D	C	D	D	D	C	C	C
HCM2k95thQ:	14	4	18	10	20	28	22	19	19	27	29	29

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #74: (28) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	34	34	36	36	36	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:

Base Vol:	132	408	1059	48	94	194	945	945	68	479	351	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	408	1059	48	94	194	945	945	68	479	351	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	-21	-44	-125	0	-6	-2	-19	-98	-6	-43	-23	0
Initial Fut:	111	364	934	48	88	192	926	847	62	436	328	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	114	375	963	49	91	198	955	873	64	449	338	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	375	963	49	91	198	955	873	64	449	338	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	375	963	49	91	198	955	873	64	449	338	151

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.86	0.14	2.00	1.37	0.63
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3447	252	3150	2559	1139

Capacity Analysis Module:

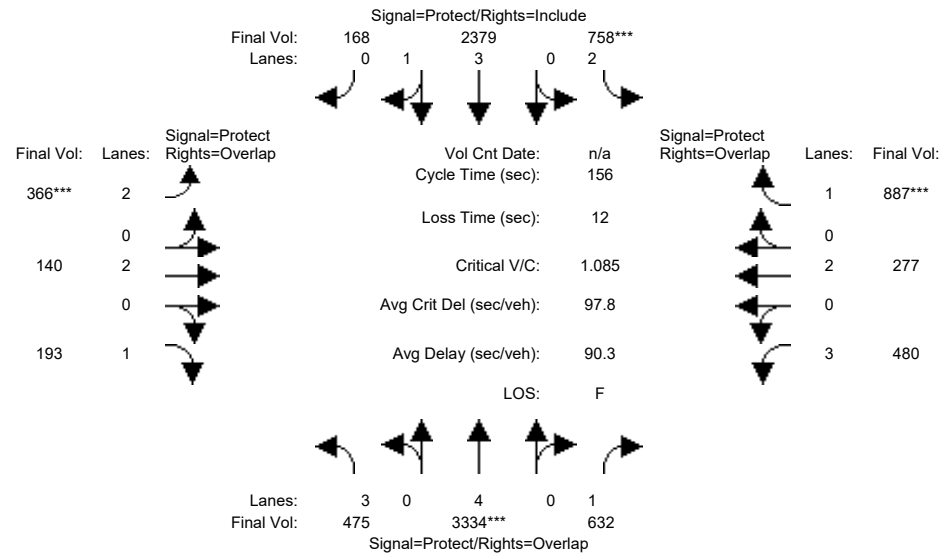
Vol/Sat:	0.07	0.20	0.55	0.03	0.05	0.11	0.00	0.25	0.25	0.14	0.13	0.13
Crit Moves:			****				****				****	
Green Time:	45.3	45.3	72.6	45.3	45.3	106.0	60.7	48.4	48.4	27.3	15.0	15.0
Volume/Cap:	0.19	0.57	0.99	0.08	0.14	0.14	1.17	0.68	0.68	0.68	1.14	1.14
Delay/Veh:	29.7	35.5	53.3	28.4	29.1	2.5	123.7	35.7	35.7	50.2	147	147.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	35.5	53.3	28.4	29.1	2.5	123.7	35.7	35.7	50.2	147	147.0
LOS by Move:	C	D	D	C	C	A	F	D	D	D	F	F
HCM2k95thQ:	7	22	73	3	5	4	92	28	28	18	26	26

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #1206: (18) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	37	37	10	37	37	4	45	45	5	42	42
Y+R:	5.0	7.2	7.2	5.0	7.2	7.2	5.0	6.4	6.4	5.0	6.4	6.4

Volume Module:

Base Vol:	475	3276	668	970	2233	168	371	158	193	740	284	1045
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	475	3276	668	970	2233	168	371	158	193	740	284	1045
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	0	58	-36	-212	146	0	-5	-18	0	-260	-7	-158
Initial Fut:	475	3334	632	758	2379	168	366	140	193	480	277	887
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	475	3334	632	758	2379	168	366	140	193	480	277	887
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	3334	632	758	2379	168	366	140	193	480	277	887
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	475	3334	632	758	2379	168	366	140	193	480	277	887

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	4.00	1.00	2.00	3.74	0.26	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	5700	7600	1900	3800	7099	501	3800	3800	1900	5700	3800	1900

Capacity Analysis Module:

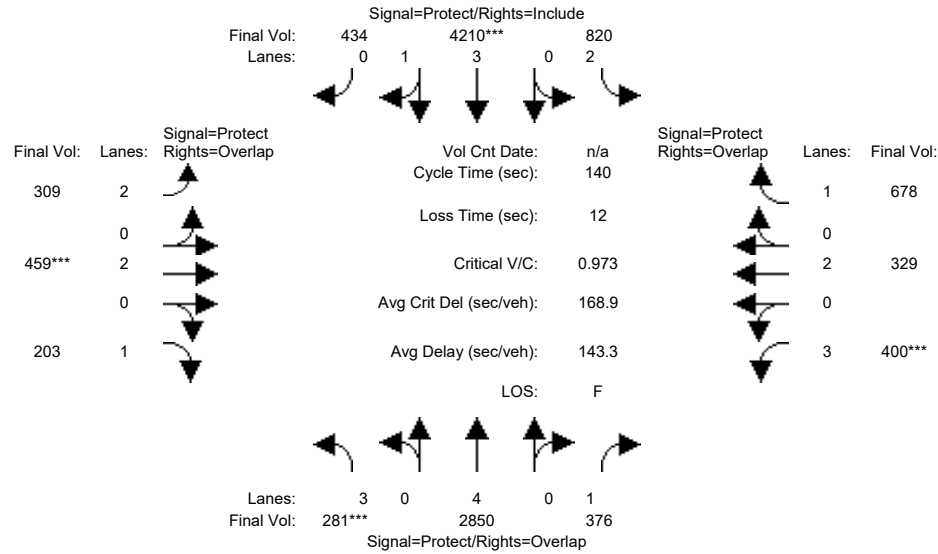
Vol/Sat:	0.08	0.44	0.33	0.20	0.34	0.34	0.10	0.04	0.10	0.08	0.07	0.47
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.3	63.1	70.3	28.7	73.5	73.5	13.8	45.0	63.3	7.3	42.0	70.7
Volume/Cap:	0.71	1.09	0.74	1.09	0.71	0.71	1.09	0.13	0.25	1.81	0.27	1.03
Delay/Veh:	72.7	91.3	40.9	123.2	34.1	34.1	144.8	41.2	31.5	451.6	45.6	81.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.7	91.3	40.9	123.2	34.1	34.1	144.8	41.2	31.5	451.6	45.6	81.4
LOS by Move:	E	F	D	F	C	C	F	D	C	F	D	F
HCM2k95thQ:	13	78	39	34	36	36	21	5	11	26	10	75

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #1206: (18) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	37	37	7	37	37	7	45	45	7	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	281	2758	387	1087	4025	438	309	562	103	1120	362	846
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	281	2758	387	1087	4025	438	309	562	103	1120	362	846
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM & R:	0	92	-11	-267	185	-4	0	-103	100	-720	-33	-168
Initial Fut:	281	2850	376	820	4210	434	309	459	203	400	329	678
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	2850	376	820	4210	434	309	459	203	400	329	678
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	2850	376	820	4210	434	309	459	203	400	329	678
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	281	2850	376	820	4210	434	309	459	203	400	329	678

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.61	0.39	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6798	701	3150	3800	1750	4551	3800	1750

Capacity Analysis Module:

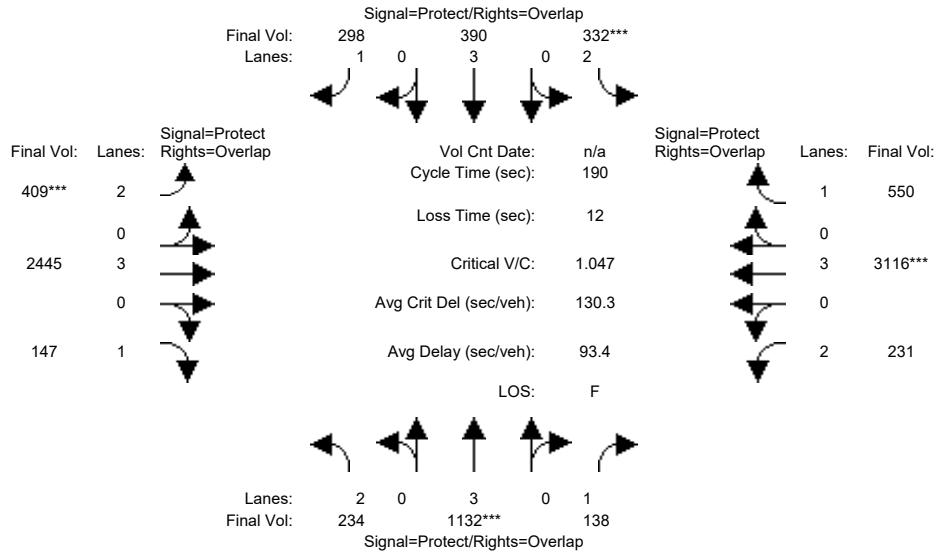
Vol/Sat:	0.06	0.38	0.21	0.26	0.62	0.62	0.10	0.12	0.12	0.09	0.09	0.39
Crit Moves:	****			****			****			****		
Green Time:	7.0	43.4	52.9	30.1	66.6	66.6	12.4	45.0	52.0	9.4	42.0	72.1
Volume/Cap:	1.23	1.21	0.57	1.21	1.30	1.30	1.10	0.38	0.31	1.30	0.29	0.75
Delay/Veh:	204.1	147	35.7	162.5	175	175.1	148.2	36.9	31.6	223.3	37.7	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	204.1	147	35.7	162.5	175	175.1	148.2	36.9	31.6	223.3	37.7	30.4
LOS by Move:	F	F	D	F	F	F	F	D	C	F	D	C
HCM2k95thQ:	14	68	23	49	121	121	20	14	12	21	10	39

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #5329: (23) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	22	42	42	15	35	35	32	101	101	20	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	234	1162	138	332	395	300	424	2445	147	231	3116	550
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	1162	138	332	395	300	424	2445	147	231	3116	550
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	0	-30	0	0	-5	-2	-15	0	0	0	0	0
Initial Fut:	234	1132	138	332	390	298	409	2445	147	231	3116	550
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	1132	138	332	390	298	409	2445	147	231	3116	550
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	1132	138	332	390	298	409	2445	147	231	3116	550
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	234	1132	138	332	390	298	409	2445	147	231	3116	550

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

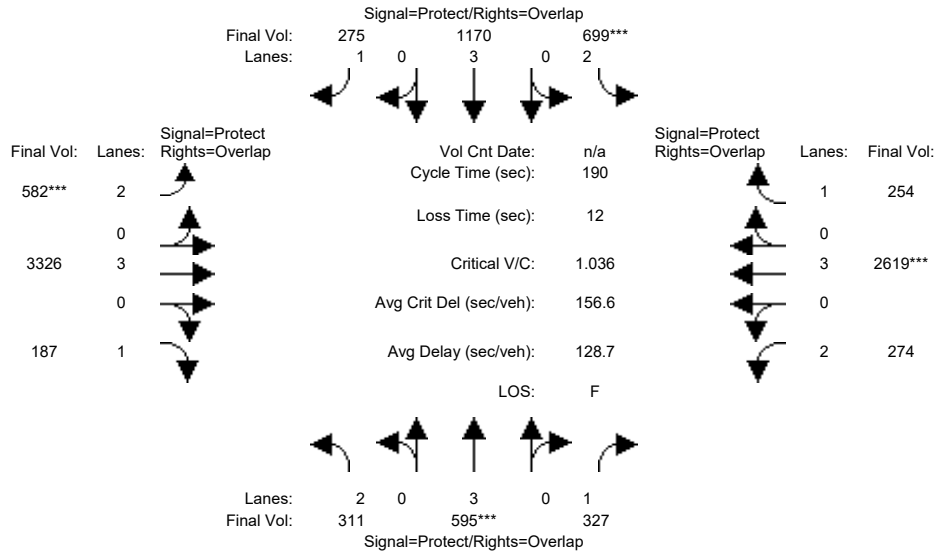
Vol/Sat:	0.07	0.20	0.08	0.11	0.07	0.17	0.13	0.43	0.08	0.07	0.55	0.31
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	22.0	42.0	62.0	15.0	35.0	67.0	32.0	101	123.0	20.0	89.0	104.0
Volume/Cap:	0.64	0.90	0.24	1.34	0.37	0.48	0.77	0.81	0.13	0.70	1.17	0.57
Delay/Veh:	84.1	80.8	47.0	263.0	68.1	48.6	82.3	48.5	19.4	88.4	140	37.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	80.8	47.0	263.0	68.1	48.6	82.3	48.5	19.4	88.4	140	37.9
LOS by Move:	F	F	D	F	E	D	F	D	B	F	F	D
HCM2k95thQ:	14	35	11	30	12	24	27	66	10	17	119	44

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #5329: (23) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	7.3	6.3	6.3	7.3	6.1	6.1	5.5	6.2	6.2	5.8	6.2	6.2

Volume Module:

Base Vol:	311	604	327	699	1195	276	592	3326	187	274	2619	255
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	311	604	327	699	1195	276	592	3326	187	274	2619	255
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	0	-9	0	0	-25	-1	-10	0	0	0	0	-1
Initial Fut:	311	595	327	699	1170	275	582	3326	187	274	2619	254
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	311	595	327	699	1170	275	582	3326	187	274	2619	254
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	595	327	699	1170	275	582	3326	187	274	2619	254
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	311	595	327	699	1170	275	582	3326	187	274	2619	254

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

Vol/Sat:	0.10	0.10	0.19	0.22	0.21	0.16	0.18	0.58	0.11	0.09	0.46	0.15
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	20.1	39.0	53.9	24.0	42.9	62.9	20.0	100	120.2	14.9	95.0	119.0
Volume/Cap:	0.93	0.51	0.66	1.76	0.91	0.47	1.76	1.11	0.17	1.11	0.92	0.23
Delay/Veh:	116.5	67.4	63.2	433.4	81.3	51.1	444.1	132	30.9	176.8	39.1	8.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	116.5	67.4	63.2	433.4	81.3	51.1	444.1	132	30.9	176.8	39.1	8.0
LOS by Move:	F	E	E	F	F	D	F	F	C	F	D	A
HCM2k95thQ:	21	18	30	70	37	23	62	119	17	25	72	7

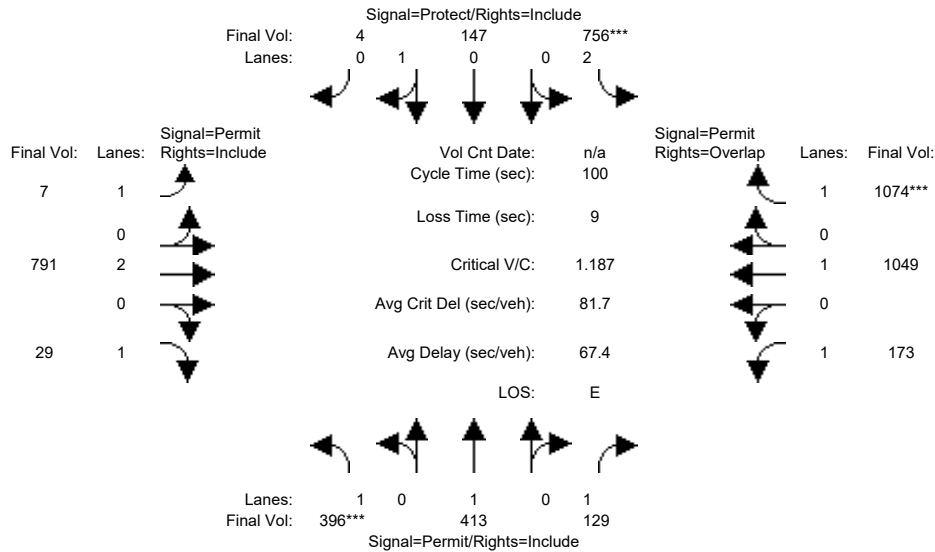
Note: Queue reported is the number of cars per lane.

**Level of Service Calculations with Improvements
(2040 Greystar)**

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #42: (8) Old Ironsides Dr & Old Glory Ln



Street Name:	Old Ironsides Dr						Old Glory Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	356	372	116	680	132	4	6	712	26	156	944	968
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	356	372	116	680	132	4	6	712	26	156	944	968
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	0	0	0	0	0	0	0	0	0	0	0	-1
Initial Fut:	356	372	116	680	132	4	6	712	26	156	944	967
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	396	413	129	756	147	4	7	791	29	173	1049	1074
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	413	129	756	147	4	7	791	29	173	1049	1074
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	396	413	129	756	147	4	7	791	29	173	1049	1074

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	0.97	0.03	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	3150	1747	53	1750	3800	1750	1750	1900	1750

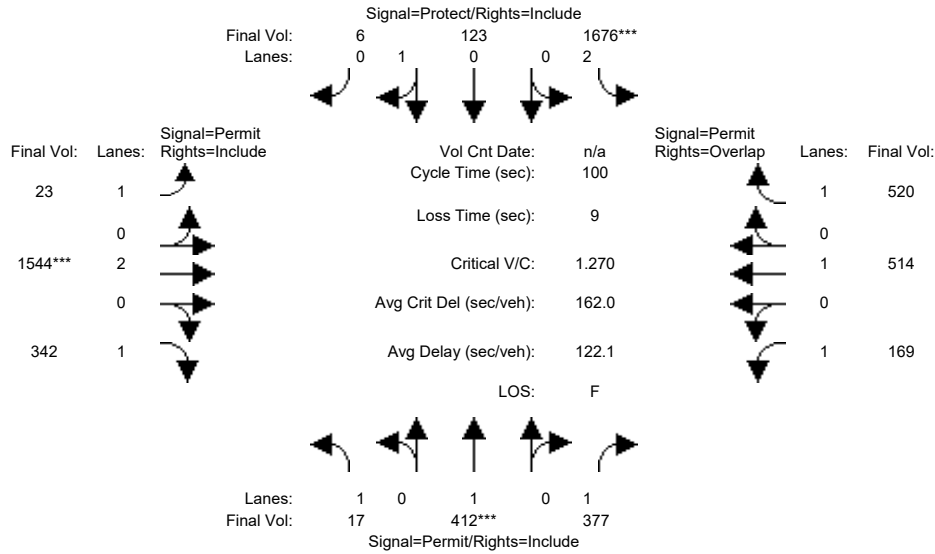
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.23	0.22	0.07	0.24	0.08	0.08	0.00	0.21	0.02	0.10	0.55	0.61
Crit Moves:	****			****								****
Green Time:	19.0	19.0	19.0	20.2	39.3	39.3	51.7	51.7	51.7	51.7	51.7	72.0
Volume/Cap:	1.19	1.14	0.39	1.19	0.21	0.21	0.01	0.40	0.03	0.19	1.07	0.85
Delay/Veh:	150.6	132	36.1	139.1	20.3	20.3	11.7	14.8	11.9	13.0	72.5	16.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	150.6	132	36.1	139.1	20.3	20.3	11.7	14.8	11.9	13.0	72.5	16.0
LOS by Move:	F	F	D	F	C	C	B	B	B	B	E	B
HCM2k95thQ:	37	34	7	39	6	0	0	14	1	6	68	45

Note: Queue reported is the number of cars per lane.

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2040 PH2+FC PM wo Conn

Intersection #42: (8) Old Ironsides Dr & Old Glory Ln



Street Name:	Old Ironsides Dr						Old Glory Ln					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	15	371	339	1509	111	5	21	1390	308	152	463	469
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	15	371	339	1509	111	5	21	1390	308	152	463	469
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	0	0	0	-1	0	0	0	0	0	0	0	-1
Initial Fut:	15	371	339	1508	111	5	21	1390	308	152	463	468
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	17	412	377	1676	123	6	23	1544	342	169	514	520
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	17	412	377	1676	123	6	23	1544	342	169	514	520
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	17	412	377	1676	123	6	23	1544	342	169	514	520

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	0.96	0.04	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	1900	1750	3150	1722	78	1750	3800	1750	1750	1900	1750

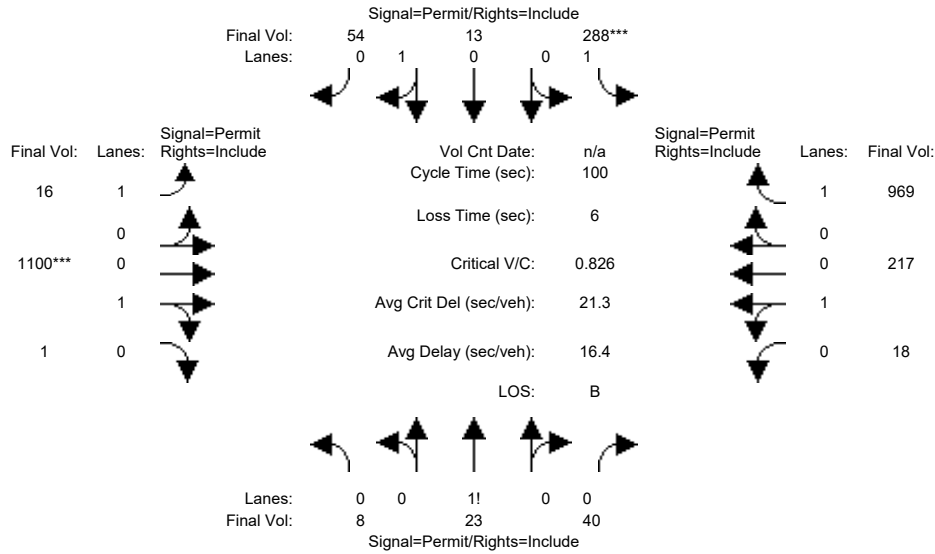
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.53	0.07	0.07	0.01	0.41	0.20	0.10	0.27	0.30
Crit Moves:	****			****			****					
Green Time:	17.1	17.1	17.1	41.9	59.0	59.0	32.0	32.0	32.0	32.0	32.0	73.9
Volume/Cap:	0.06	1.27	1.26	1.27	0.12	0.12	0.04	1.27	0.61	0.30	0.85	0.40
Delay/Veh:	34.8	185	182.4	156.5	9.1	9.1	23.5	162	30.7	25.9	42.3	5.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	185	182.4	156.5	9.1	9.1	23.5	162	30.7	25.9	42.3	5.0
LOS by Move:	C	F	F	F	A	A	C	F	C	C	D	A
HCM2k95thQ:	1	40	39	85	3	0	1	71	19	8	28	12

Note: Queue reported is the number of cars per lane.

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Intersection #43: (9) Old Ironsides Dr & Patrick Henry Dr



Street Name:	Old Ironsides Dr						Patrick Henry Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	7	21	36	259	12	49	14	990	1	16	195	873
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	7	21	36	259	12	49	14	990	1	16	195	873
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	0	0	0	0	0	0	0	0	0	0	0	-1
Initial Fut:	7	21	36	259	12	49	14	990	1	16	195	872
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	8	23	40	288	13	54	16	1100	1	18	217	969
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	23	40	288	13	54	16	1100	1	18	217	969
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	8	23	40	288	13	54	16	1100	1	18	217	969

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.11	0.33	0.56	1.00	0.20	0.80	1.00	0.99	0.01	0.08	0.92	1.00
Final Sat.:	191	574	984	1750	354	1446	1750	1798	2	136	1664	1750

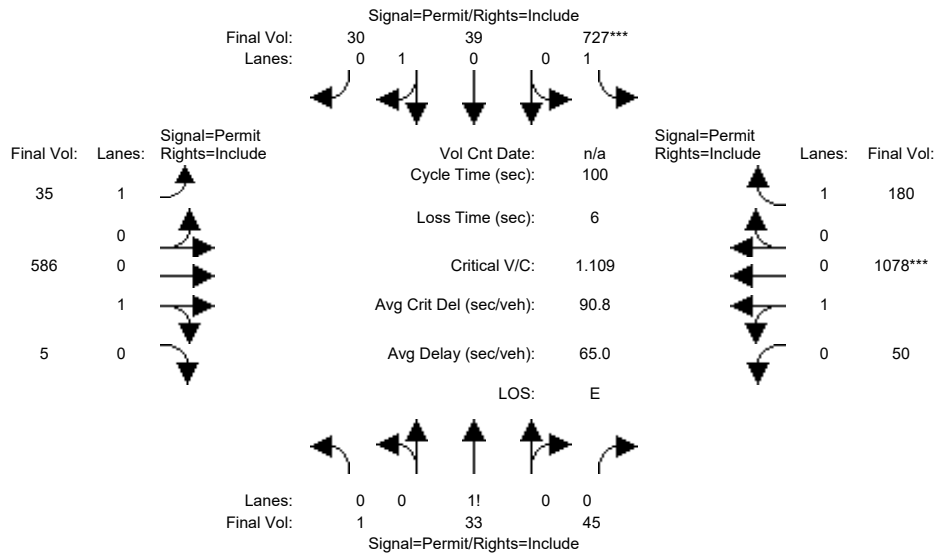
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.16	0.04	0.04	0.01	0.61	0.61	0.13	0.13	0.55
Crit Moves:				****				****				
Green Time:	19.9	19.9	19.9	19.9	19.9	19.9	74.1	74.1	74.1	74.1	74.1	74.1
Volume/Cap:	0.20	0.20	0.20	0.83	0.19	0.19	0.01	0.83	0.83	0.18	0.18	0.75
Delay/Veh:	33.7	33.7	33.7	53.2	33.6	33.6	3.4	13.0	13.0	3.9	3.9	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.7	33.7	33.7	53.2	33.6	33.6	3.4	13.0	13.0	3.9	3.9	10.0
LOS by Move:	C	C	C	D	C	C	A	B	B	A	A	A
HCM2k95thQ:	4	4	4	18	4	4	0	42	42	5	5	33

Note: Queue reported is the number of cars per lane.

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Intersection #43: (9) Old Ironsides Dr & Patrick Henry Dr



Street Name:	Old Ironsides Dr						Patrick Henry Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	1	30	41	669	36	28	32	539	5	46	992	166
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	30	41	669	36	28	32	539	5	46	992	166
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	30	41	669	36	28	32	539	5	46	992	166
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	1	33	45	727	39	30	35	586	5	50	1078	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	33	45	727	39	30	35	586	5	50	1078	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1	33	45	727	39	30	35	586	5	50	1078	180

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.92	0.95	0.95	0.92	0.95	0.95	0.95	0.95	0.92
Lanes:	0.01	0.42	0.57	1.00	0.56	0.44	1.00	0.99	0.01	0.04	0.96	1.00
Final Sat.:	24	729	997	1750	1012	787	1750	1783	17	80	1720	1750

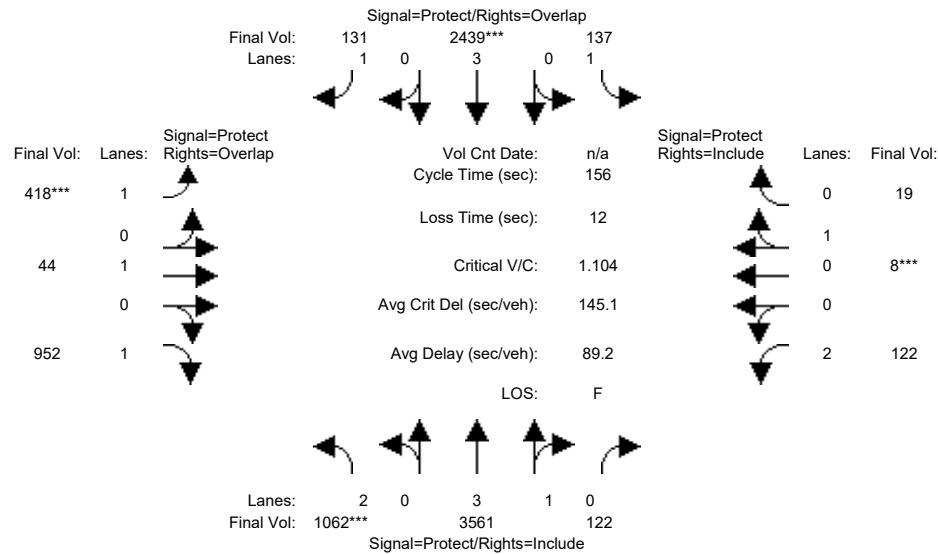
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.42	0.04	0.04	0.02	0.33	0.33	0.63	0.63	0.10
Crit Moves:				****						****		
Green Time:	37.5	37.5	37.5	37.5	37.5	37.5	56.5	56.5	56.5	56.5	56.5	56.5
Volume/Cap:	0.12	0.12	0.12	1.11	0.10	0.10	0.04	0.58	0.58	1.11	1.11	0.18
Delay/Veh:	20.5	20.5	20.5	100.1	20.4	20.4	9.7	14.9	14.9	84.7	84.7	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.5	20.5	20.5	100.1	20.4	20.4	9.7	14.9	14.9	84.7	84.7	10.6
LOS by Move:	C	C	C	F	C	C	A	B	B	F	F	B
HCM2k95thQ:	3	3	3	57	3	3	1	23	23	81	81	6

Note: Queue reported is the number of cars per lane.

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Intersection #54: (17) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1

Volume Module:												
Base Vol:	957	3206	110	124	2199	118	376	40	857	110	7	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	957	3206	110	124	2199	118	376	40	857	110	7	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	-1	-1	0	-1	-4	0	0	0	0	0	0	0
Initial Fut:	956	3205	110	123	2195	118	376	40	857	110	7	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	1062	3561	122	137	2439	131	418	44	952	122	8	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1062	3561	122	137	2439	131	418	44	952	122	8	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	1062	3561	122	137	2439	131	418	44	952	122	8	19

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	3.86	0.14	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.29	0.71
Final Sat.:	3150	7251	249	1750	5700	1750	1750	1900	1750	3150	525	1275

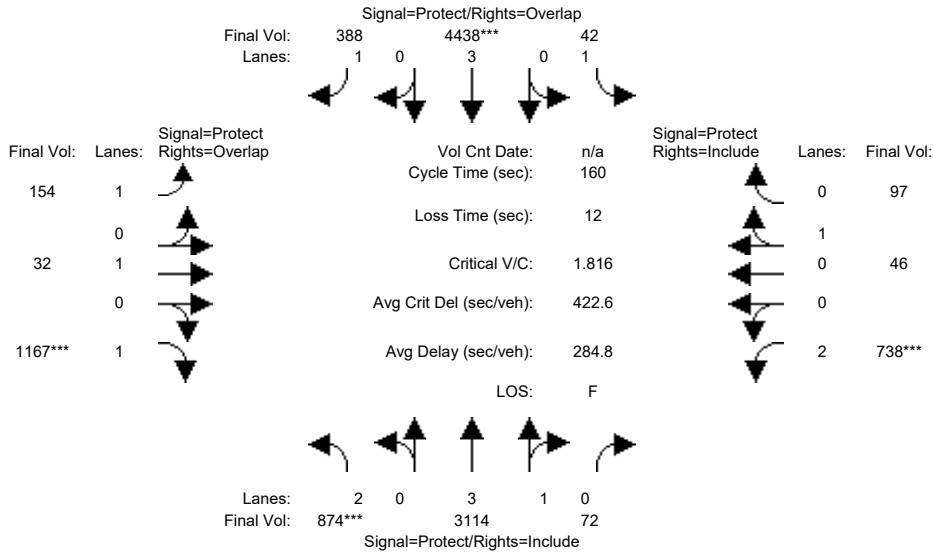
Capacity Analysis Module:												
Vol/Sat:	0.34	0.49	0.49	0.08	0.43	0.07	0.24	0.02	0.54	0.04	0.01	0.01
Crit Moves:	****				****		****				****	
Green Time:	44.3	86.8	86.8	13.8	56.3	87.7	31.4	36.5	80.9	6.9	12.0	12.0
Volume/Cap:	1.19	0.88	0.88	0.88	1.19	0.13	1.19	0.10	1.05	0.88	0.19	0.19
Delay/Veh:	151.0	32.7	32.7	110.6	139	16.2	171.2	46.9	81.3	117.9	68.1	68.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	151.0	32.7	32.7	110.6	139	16.2	171.2	46.9	81.3	117.9	68.1	68.1
LOS by Move:	F	C	C	F	F	B	F	D	F	F	E	E
HCM2k95thQ:	64	57	57	15	84	6	48	3	85	11	3	3

Note: Queue reported is the number of cars per lane.

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Intersection #54: (17) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1

Volume Module:

Base Vol:	813	2900	67	39	4131	361	143	30	1085	686	43	91
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	813	2900	67	39	4131	361	143	30	1085	686	43	91
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	0	-4	0	0	-4	0	0	0	0	0	0	-1
Initial Fut:	813	2896	67	39	4127	361	143	30	1085	686	43	90
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	874	3114	72	42	4438	388	154	32	1167	738	46	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	874	3114	72	42	4438	388	154	32	1167	738	46	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	874	3114	72	42	4438	388	154	32	1167	738	46	97

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	2.00	3.91	0.09	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.32	0.68
Final Sat.:	3150	7330	170	1750	5700	1750	1750	1900	1750	3150	582	1218

Capacity Analysis Module:

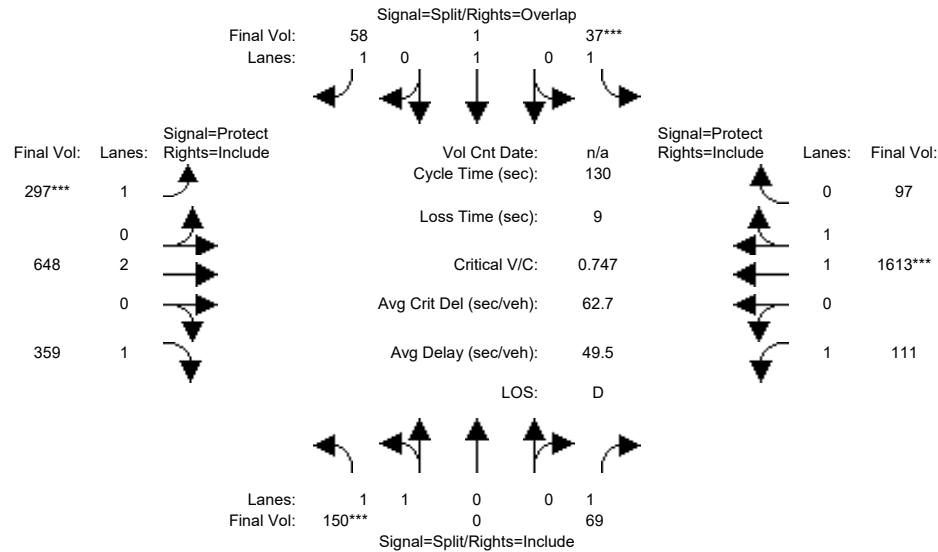
Vol/Sat:	0.28	0.42	0.42	0.02	0.78	0.22	0.09	0.02	0.67	0.23	0.08	0.08
Crit Moves:	****				****				****	****		
Green Time:	24.5	85.5	85.5	7.5	68.6	97.5	28.8	34.3	58.8	20.6	26.1	26.1
Volume/Cap:	1.82	0.79	0.79	0.51	1.82	0.36	0.49	0.08	1.82	1.82	0.49	0.49
Delay/Veh:	442.9	31.3	31.3	79.5	414	15.9	60.1	50.3	423.7	446.3	62.2	62.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	442.9	31.3	31.3	79.5	414	15.9	60.1	50.3	423.7	446.3	62.2	62.2
LOS by Move:	F	C	C	E	F	B	E	D	F	F	E	E
HCM2k95thQ:	81	48	48	4	226	18	13	2	193	72	13	13

Note: Queue reported is the number of cars per lane.

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Intersection #73: (27) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	29	29	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:												
Base Vol:	528	0	68	38	1	59	304	604	515	109	1537	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	528	0	68	38	1	59	304	604	515	109	1537	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	-393	0	-6	-5	0	-7	-37	-21	-192	-9	-85	-16
Initial Fut:	135	0	62	33	1	52	267	583	323	100	1452	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	150	0	69	37	1	58	297	648	359	111	1613	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	150	0	69	37	1	58	297	648	359	111	1613	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	150	0	69	37	1	58	297	648	359	111	1613	97

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	0.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.88	0.12
Final Sat.:	3550	0	1750	1750	1900	1750	1750	3800	1750	1750	3491	209

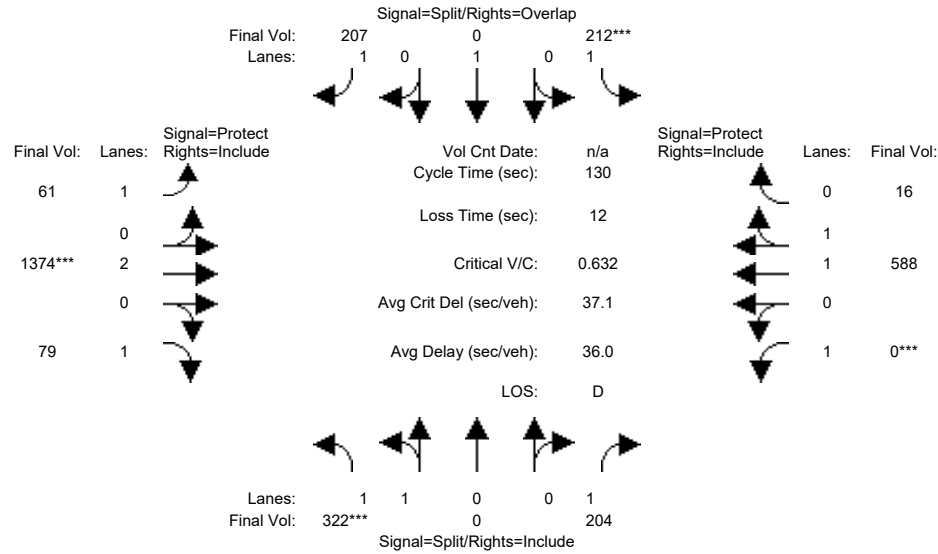
Capacity Analysis Module:												
Vol/Sat:	0.04	0.00	0.04	0.02	0.00	0.03	0.17	0.17	0.21	0.06	0.46	0.46
Crit Moves:	****			****			****				****	
Green Time:	29.0	0.0	29.0	10.0	10.0	32.0	22.0	62.6	62.6	19.4	60.0	60.0
Volume/Cap:	0.19	0.00	0.18	0.27	0.01	0.13	1.00	0.35	0.43	0.43	1.00	1.00
Delay/Veh:	41.1	0.0	41.1	57.7	55.4	38.3	106.7	21.2	22.3	51.4	57.1	57.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	0.0	41.1	57.7	55.4	38.3	106.7	21.2	22.3	51.4	57.1	57.1
LOS by Move:	D	A	D	E	E	D	F	C	C	D	E	E
HCM2k95thQ:	5	0	5	4	0	4	27	14	18	8	64	64

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #73: (27) FREEDOM CIRCLE W / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	29	29	10	10	10	8	15	15	8	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:												
Base Vol:	1240	0	208	244	0	234	67	1516	296	8	603	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1240	0	208	244	0	234	67	1516	296	8	603	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM & R:	-928	0	-10	-38	0	-33	-8	-183	-219	-8	-33	-3
Initial Fut:	312	0	198	206	0	201	59	1333	77	0	570	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	322	0	204	212	0	207	61	1374	79	0	588	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	0	204	212	0	207	61	1374	79	0	588	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	322	0	204	212	0	207	61	1374	79	0	588	16

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.94	0.06
Final Sat.:	3550	0	1750	1750	1900	1750	1750	3800	1750	1750	3599	101

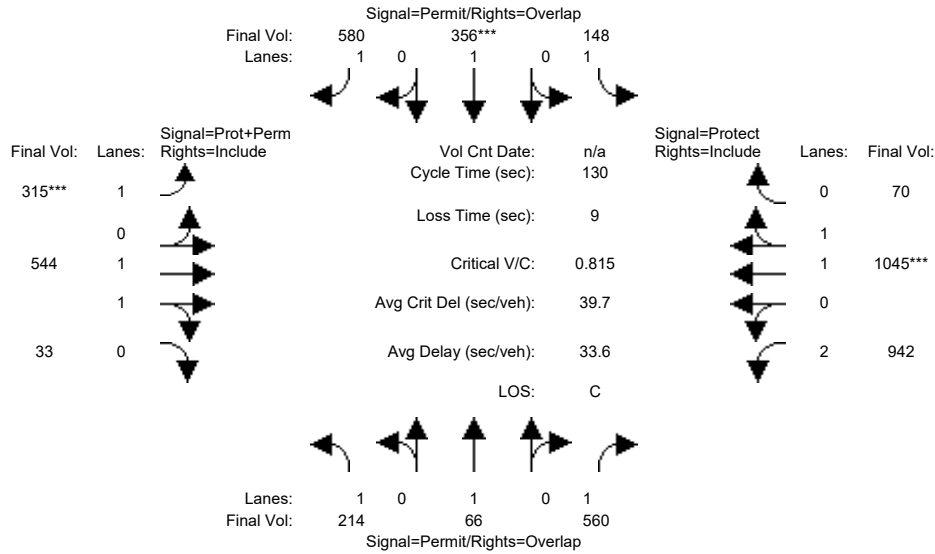
Capacity Analysis Module:												
Vol/Sat:	0.09	0.00	0.12	0.12	0.00	0.12	0.03	0.36	0.05	0.00	0.16	0.16
Crit Moves:	****			****				****		****		
Green Time:	29.0	0.0	29.0	20.4	0.0	39.1	18.8	60.6	60.6	0.0	49.9	49.9
Volume/Cap:	0.41	0.00	0.52	0.78	0.00	0.39	0.24	0.78	0.10	0.00	0.43	0.43
Delay/Veh:	43.5	0.0	45.7	65.6	0.0	36.5	49.8	31.2	19.4	0.0	29.7	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	0.0	45.7	65.6	0.0	36.5	49.8	31.2	19.4	0.0	29.7	29.7
LOS by Move:	D	A	D	E	A	D	D	C	B	A	C	C
HCM2k95thQ:	12	0	15	19	0	13	4	38	4	0	16	16

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #74: (28) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	34	34	36	36	36	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:

Base Vol:	206	61	520	135	325	528	287	496	32	860	951	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	206	61	520	135	325	528	287	496	32	860	951	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	-11	-1	-10	0	-1	0	0	-1	-2	-3	0	0
Initial Fut:	195	60	510	135	324	528	287	495	30	857	951	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	214	66	560	148	356	580	315	544	33	942	1045	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	214	66	560	148	356	580	315	544	33	942	1045	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	214	66	560	148	356	580	315	544	33	942	1045	70

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.88	0.12	2.00	1.87	0.13
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3488	211	3150	3467	233

Capacity Analysis Module:

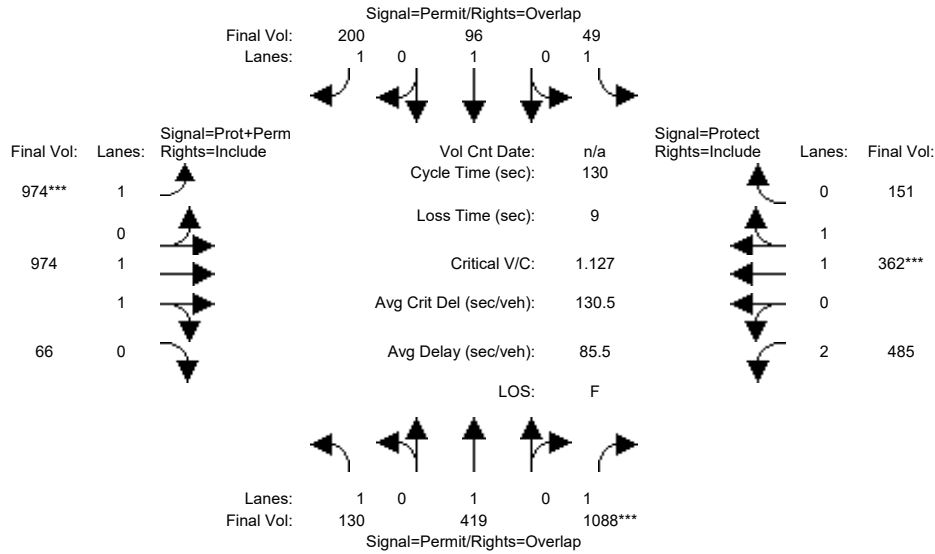
Vol/Sat:	0.12	0.03	0.32	0.08	0.19	0.33	0.00	0.16	0.16	0.30	0.30	0.30
Crit Moves:					****		****				****	
Green Time:	36.0	36.0	91.9	36.0	36.0	67.8	31.8	29.1	29.1	55.9	53.2	53.2
Volume/Cap:	0.44	0.13	0.45	0.31	0.68	0.64	0.74	0.70	0.70	0.70	0.74	0.74
Delay/Veh:	39.4	35.3	8.5	37.5	45.3	23.8	51.8	49.0	49.0	31.8	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.4	35.3	8.5	37.5	45.3	23.8	51.8	49.0	49.0	31.8	34.4	34.4
LOS by Move:	D	D	A	D	D	C	D	D	D	C	C	C
HCM2k95thQ:	15	4	19	10	23	31	23	20	20	31	32	32

Note: Queue reported is the number of cars per lane.

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City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #74: (28) FREEDOM CIRCLE E / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	34	34	36	36	36	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4

Volume Module:

Base Vol:	132	408	1059	48	94	194	945	945	68	479	351	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	408	1059	48	94	194	945	945	68	479	351	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	-6	-2	-4	0	-1	0	0	0	-4	-9	0	0
Initial Fut:	126	406	1055	48	93	194	945	945	64	470	351	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	130	419	1088	49	96	200	974	974	66	485	362	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	419	1088	49	96	200	974	974	66	485	362	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	419	1088	49	96	200	974	974	66	485	362	151

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.87	0.13	2.00	1.40	0.60
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3465	235	3150	2612	1087

Capacity Analysis Module:

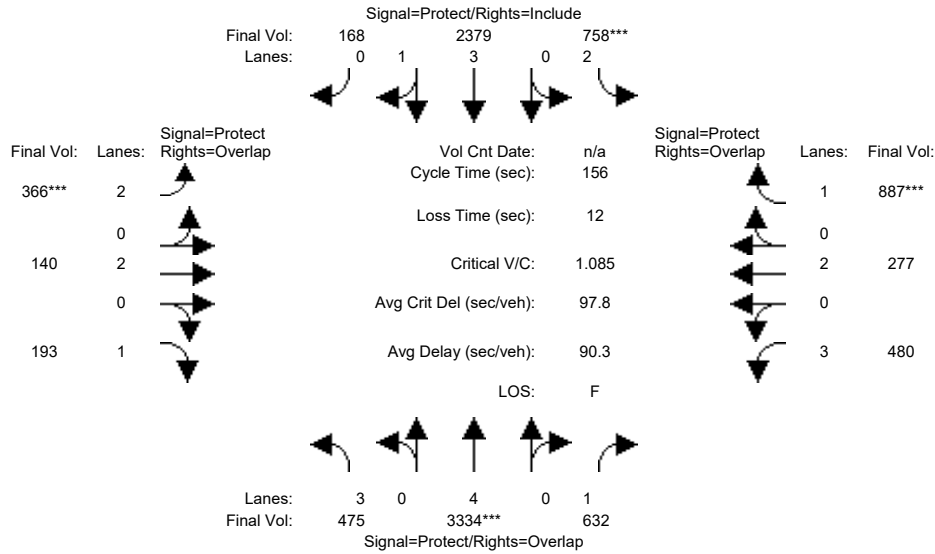
Vol/Sat:	0.07	0.22	0.62	0.03	0.05	0.11	0.00	0.28	0.28	0.15	0.14	0.14
Crit Moves:			****				****				****	
Green Time:	48.4	48.4	74.1	48.4	48.4	106.0	57.6	46.9	46.9	25.7	15.0	15.0
Volume/Cap:	0.20	0.59	1.09	0.08	0.14	0.14	1.26	0.78	0.78	0.78	1.20	1.20
Delay/Veh:	27.8	34.2	84.5	26.4	27.1	2.5	162.0	39.9	39.9	55.7	168	168.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.8	34.2	84.5	26.4	27.1	2.5	162.0	39.9	39.9	55.7	168	168.3
LOS by Move:	C	C	F	C	C	A	F	D	D	E	F	F
HCM2k95thQ:	7	24	95	3	5	4	104	33	33	21	29	29

Note: Queue reported is the number of cars per lane.

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2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC AM wo Conn

Intersection #1206: (18) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	8	37	37	10	37	37	4	45	45	5	42	42
Y+R:	5.0	7.2	7.2	5.0	7.2	7.2	5.0	6.4	6.4	5.0	6.4	6.4

Volume Module:

Base Vol:	475	3276	668	970	2233	168	371	158	193	740	284	1045
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	475	3276	668	970	2233	168	371	158	193	740	284	1045
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM:	0	58	-36	-212	146	0	-5	-18	0	-260	-7	-158
Initial Fut:	475	3334	632	758	2379	168	366	140	193	480	277	887
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	475	3334	632	758	2379	168	366	140	193	480	277	887
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	475	3334	632	758	2379	168	366	140	193	480	277	887
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	475	3334	632	758	2379	168	366	140	193	480	277	887

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	3.00	4.00	1.00	2.00	3.74	0.26	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	5700	7600	1900	3800	7099	501	3800	3800	1900	5700	3800	1900

Capacity Analysis Module:

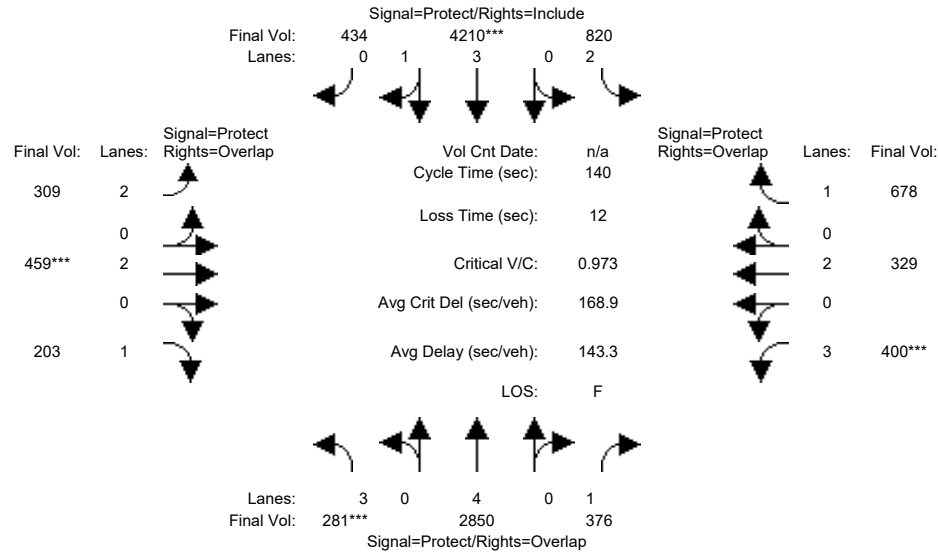
Vol/Sat:	0.08	0.44	0.33	0.20	0.34	0.34	0.10	0.04	0.10	0.08	0.07	0.47
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green Time:	18.3	63.1	70.3	28.7	73.5	73.5	13.8	45.0	63.3	7.3	42.0	70.7
Volume/Cap:	0.71	1.09	0.74	1.09	0.71	0.71	1.09	0.13	0.25	1.81	0.27	1.03
Delay/Veh:	72.7	91.3	40.9	123.2	34.1	34.1	144.8	41.2	31.5	451.6	45.6	81.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.7	91.3	40.9	123.2	34.1	34.1	144.8	41.2	31.5	451.6	45.6	81.4
LOS by Move:	E	F	D	F	C	C	F	D	C	F	D	F
HCM2k95thQ:	13	78	39	34	36	36	21	5	11	26	10	75

Note: Queue reported is the number of cars per lane.

Patrick Henry Specific Plan
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2000 HCM Operations (Future Volume Alternative)
2040 PH2+FC PM wo Conn

Intersection #1206: (18) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	37	37	7	37	37	7	45	45	7	42	42
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:

Base Vol:	281	2758	387	1087	4025	438	309	562	103	1120	362	846
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	281	2758	387	1087	4025	438	309	562	103	1120	362	846
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
10% TDM & R:	0	92	-11	-267	185	-4	0	-103	100	-720	-33	-168
Initial Fut:	281	2850	376	820	4210	434	309	459	203	400	329	678
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	281	2850	376	820	4210	434	309	459	203	400	329	678
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	281	2850	376	820	4210	434	309	459	203	400	329	678
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	281	2850	376	820	4210	434	309	459	203	400	329	678

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.61	0.39	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6798	701	3150	3800	1750	4551	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.06	0.38	0.21	0.26	0.62	0.62	0.10	0.12	0.12	0.09	0.09	0.39
Crit Moves:	****			****			****			****		
Green Time:	7.0	43.4	52.9	30.1	66.6	66.6	12.4	45.0	52.0	9.4	42.0	72.1
Volume/Cap:	1.23	1.21	0.57	1.21	1.30	1.30	1.10	0.38	0.31	1.30	0.29	0.75
Delay/Veh:	204.1	147	35.7	162.5	175	175.1	148.2	36.9	31.6	223.3	37.7	30.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	204.1	147	35.7	162.5	175	175.1	148.2	36.9	31.6	223.3	37.7	30.4
LOS by Move:	F	F	D	F	F	F	F	D	C	F	D	C
HCM2k95thQ:	14	68	23	49	121	121	20	14	12	21	10	39

Note: Queue reported is the number of cars per lane.

Appendix D

Signal Warrant Analysis

TRAFFIC SIGNAL WARRANTS WORKSHEET

Major Street: Old Ironside Dr
 Minor Street: Old Glory Ln/

Analyst: LJ date: 1/28/21
 Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 *Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h)..... **Rural (R)**
 In built up area of isolated community of < 10,000 population..... **Urban (U)**
AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD								
	Existing	2030 No Project	2030 GreyStar	2030 FC Buildout	2040 FC No Proj	2040 FC (Ph2 w FC wo MCB Conn)			
Minor Street Approach Direction w/ Highest Delay	WB	WB	WB	WB	WB	WB			
Highest Minor Street Average Delay (sec/veh)	8.7	8.8	8.8	9.4	OVFL	OVFL			
Corresponding Minor Street Approach Volume (veh/hr)	36	44	43	36	1823	2068			
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.1	0.1	>4	>4			
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No	No	Yes	Yes			
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	No	No	No	No	Yes	Yes			
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	No	No	No	Yes	Yes			
Signal Warranted based on Part A?	No	No	No	No	Yes	Yes			

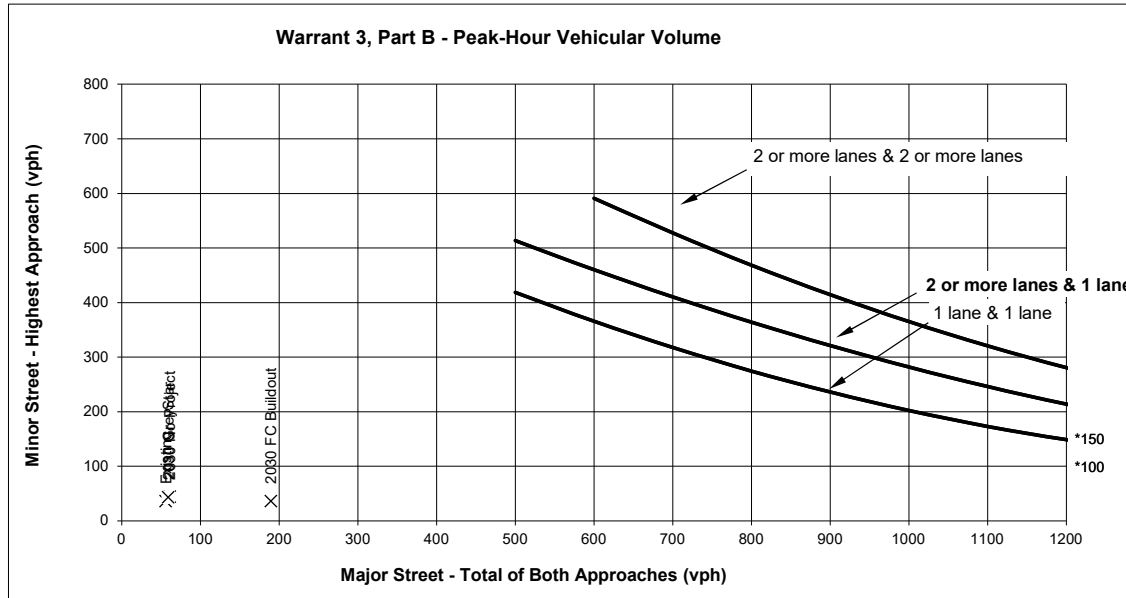
*OVFL denotes delay greater than 300s

PART B

		AM PEAK PERIOD										
		Approach Lanes		Existing	2030 No Project	2030 GreyStar	2030 FC Buildout	2040 FC No Proj	2040 FC (Ph2 w FC wo MCB Conn)			
		One	2 or More									
Major Street - Both Approaches	Old Ironside Dr	X		56	61	59	190	1797	1661			
Minor Street - Highest Approach	Old Glory Ln/	X		36	44	43	36	1823	2068			
Signal Warranted based on Part B?				No	No	No	No	Yes	Yes			

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).
 Notes:



Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD								
				Existing	2030 No Project	2030 Grey Star	2030 FC Buildout	2040 FC No Proj	2040 FC (Ph2 w FC wo MCB wo Conn)			
		2 or One	More									
Major Street - Both Approaches	Old Ironside Dr	X		56	61	59	190	1797	1661			
Minor Street - Highest Approach	Old Glory Ln/	X		36	44	43	36	1823	2068			
Signal Warranted Based on Part B - Peak-Hour Volumes?				No	No	No	No	Yes	Yes			

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

TRAFFIC SIGNAL WARRANTS WORKSHEET

Major Street: Old Ironside Dr
 Minor Street: Old Glory Ln/

Analyst: LJ date: 1/28/21
 Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 *Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h)..... **Rural (R)**
 In built up area of isolated community of < 10,000 population..... **Urban (U)**
AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

	PM PEAK HOUR						
	Existing	2030 No Project	2030 GreyStar	2030 FC Buildout	2040 FC No Proj	2040 FC (PH2 w FC wo MCB Conn)	
Minor Street Approach Direction w/ Highest Delay	WB	WB	WB	WB	WB	WB	
Highest Minor Street Average Delay (sec/veh)	9.6	10.1	10.0	9.4	OVFL	OVFL	
Corresponding Minor Street Approach Volume (veh/hr)	11	16	15	104	996	1084	
Minor Street Total Delay (veh-hrs)	0.0	0.0	0.0	0.3	>4	>4	
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No	No	Yes	Yes	
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	No	No	No	Yes	Yes	Yes	
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	No	No	No	Yes	Yes	
Signal Warranted based on Part A?	No	No	No	No	Yes	Yes	

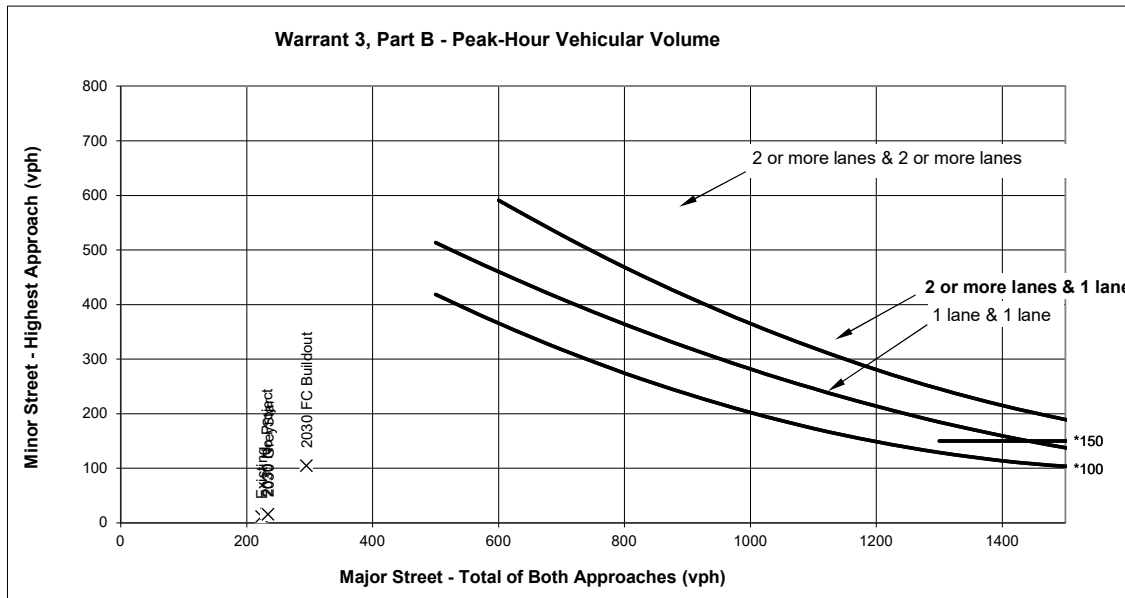
*OVFL denotes delay greater than 300s

PART B

		PM PEAK HOUR								
		Approach Lanes		Existing	2030 No Project	2030 GreyStar	2030 FC Buildout	2040 FC No Proj	2040 FC (PH2 w FC wo MCB Conn)	
		One	2 or More							
Major Street - Both Approaches	Old Ironside Dr	X		224	232	234	295	2337	2350	
Minor Street - Highest Approach	Old Glory Ln/	X		11	16	15	104	1859	1718	
Signal Warranted based on Part B?				No	No	No	No	Yes	Yes	

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).
 Notes:



Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR								
		2 or One	More	Existing	2030 No Project	2030 Grey Star	2030 FC Buildout	2040 FC No Proj	2040 FC (Ph2 w FC wo MCB w/ Conn)			
Major Street - Both Approaches	Old Ironside Dr	X		224	232	234	295	2337	2350			
Minor Street - Highest Approach	Old Glory Ln/	X		11	16	15	104	1859	1718			
Signal Warranted Based on Part B - Peak-Hour Volumes?				No	No	No	No	Yes	Yes			

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

TRAFFIC SIGNAL WARRANTS WORKSHEET

Major Street: Patrick Henry Drive
 Minor Street: Old Ironside Drive

Analyst: LJ date: 1/28/21
 Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 *Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h)..... **Rural (R)**
 In built up area of isolated community of < 10,000 population..... **Rural (R)**
 Urban (U)
AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

	AM PEAK PERIOD									
	Existing	2030 No Project	2030 GreyStar	2030 FC Buildout	2040 FC No Proj	2040 FC (Ph2 w FC wo MCB Conn)				
Minor Street Approach Direction w/ Highest Delay	SB	SB	SB	SB	SB	SB				
Highest Minor Street Average Delay (sec/veh)	10.8	10.8	10.9	12.1	6027.5	2240.2				
Corresponding Minor Street Approach Volume (veh/hr)	29	32	31	110	242	319				
Minor Street Total Delay (veh-hrs)	0.1	0.1	0.1	0.4	404.6	>4				
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No	No	Yes	Yes				
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	No	No	No	Yes	Yes	Yes				
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	No	No	No	No	Yes	Yes				
Signal Warranted based on Part A?	No	No	No	No	Yes	Yes				

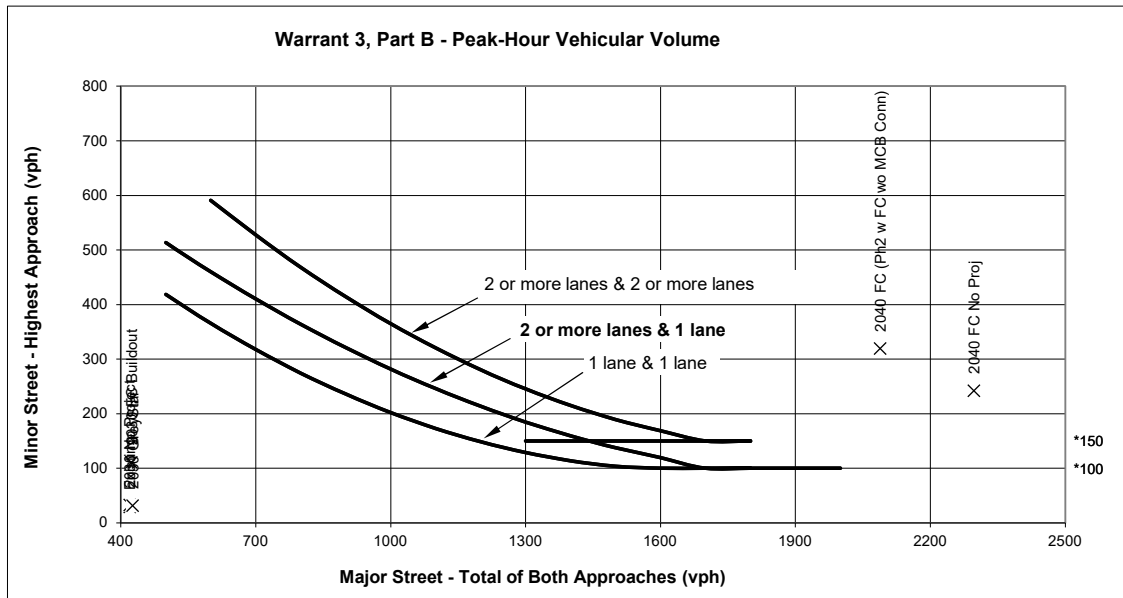
*OVFL denotes delay greater than 300s

PART B

		AM PEAK PERIOD									
		Approach Lanes		Existing	2030 No Project	2030 GreyStar	2030 FC Buildout	2040 FC No Proj	2040 FC (Ph2 w FC wo MCB Conn)		
		One	2 or More								
Major Street - Both Approaches	Patrick Henry Drive		X	420	420	427	424	2297	2089		
Minor Street - Highest Approach	Old Ironside Drive	X		29	32	31	110	242	319		
Signal Warranted based on Part B?				No	No	No	No	Yes	Yes		

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).
 Notes:



Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		AM PEAK PERIOD								
				Existing	2030 No Project	2030 Grey Star	2030 FC Buildout	2040 FC No Proj	2040 FC (Ph2 w FC wo MCB Conn)			
Major Street - Both Approaches	Patrick Henry Drive	2 or One	More	420	420	427	424	2297	2089			
Minor Street - Highest Approach	Old Ironside Drive	X		29	32	31	110	242	319			
Signal Warranted Based on Part B - Peak-Hour Volumes?				No	No	No	No	Yes	Yes			

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.

TRAFFIC SIGNAL WARRANTS WORKSHEET

Major Street: Patrick Henry Drive
 Minor Street: Old Ironside Drive

Analyst: LJ date: 1/28/21
 Critical Approach Speed* (mph) 25
 Critical Approach Speed* (mph) 25
 *Posted Speed.

Critical speed of major street traffic > 50 mph (64 km/h)..... **Rural (R)**
 In built up area of isolated community of < 10,000 population..... **Rural (R)**
 Urban (U)
AM PEAK PERIOD

Warrant 3 - Peak Hour

PART A

(All parts 1, 2, and 3 below must be satisfied)

PM PEAK HOUR

	Existing	2030 No Project	2030 GreyStar	2030 FC Buildout	2040 FC No Proj	2040 FC (Ph2 w FC wo MCB Conn)			
Minor Street Approach Direction w/ Highest Delay	SB	SB	SB	SB	SB	SB			
Highest Minor Street Average Delay (sec/veh)	21.5	29.7	30.7	24.1	OVFL	OVFL			
Corresponding Minor Street Approach Volume (veh/hr)	131	131	132	136	936	733			
Minor Street Total Delay (veh-hrs)	0.8	1.1	1.1	0.9	>4	>4			
1. The total delay experienced for traffic on one minor street approach controlled by a STOP sign equals or exceeds 4 vehicle-hours for a 1-lane approach and 5 vehicle-hours for a 2-lane approach; <u>AND</u>	No	No	No	No	Yes	Yes			
2. The volume on the same minor street approach equals or exceeds 100 vph for 1 moving lane of traffic or 150 vph for 2 moving lanes; <u>AND</u>	Yes	Yes	Yes	Yes	Yes	Yes			
3. The total entering volume serviced during the hour equals or exceeds 800 vph for intersections with 4 or more approaches or 650 vph for intersections with 3 approaches.	Yes	Yes	Yes	Yes	Yes	Yes			
Signal Warranted based on Part A?	No	No	No	No	Yes	Yes			

*OVFL denotes delay greater than 300s

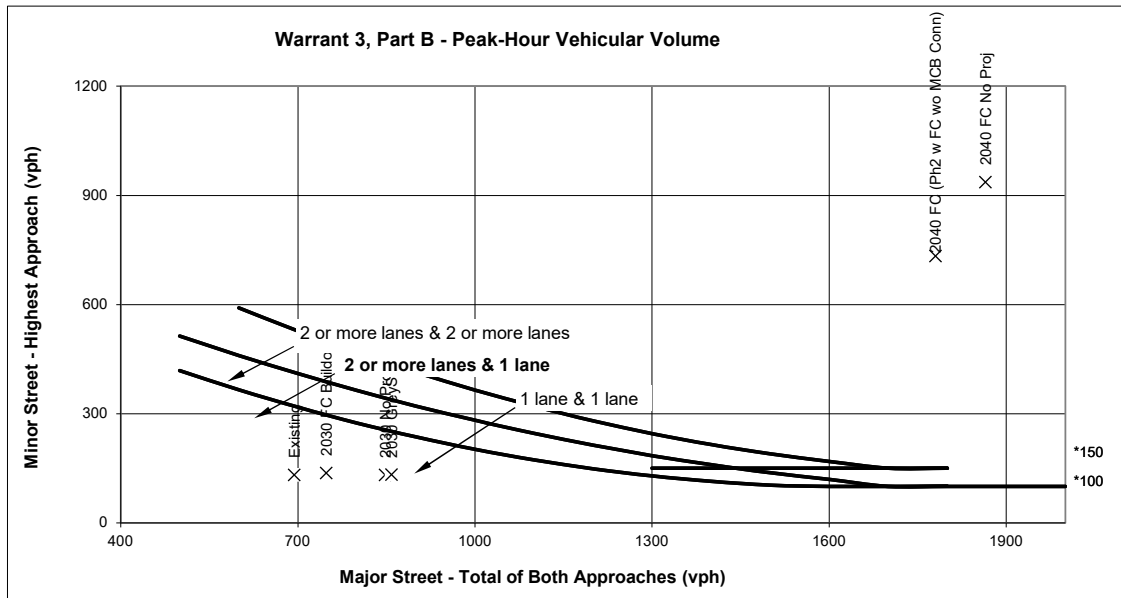
PART B

PM PEAK HOUR

	Approach Lanes		Existing	2030 No Project	2030 GreyStar	2030 FC Buildout	2040 FC No Proj	2040 FC (Ph2 w FC wo MCB Conn)			
	One	2 or More									
Major Street - Both Approaches Patrick Henry Drive		X	694	848	859	748	1865	1780			
Minor Street - Highest Approach Old Ironside Drive	X		131	131	132	136	936	733			
Signal Warranted based on Part B?			No	No	No	No	Yes	Yes			

The Warrant is satisfied if the plotted point for vehicles per hour on the major street (both approaches) and the corresponding per hour higher vehicle volume minor street approach (one direction only) for one hour (any four consecutive 15-minute periods) fall above the applicable curves in California MUTCD Figure 4C-3 or 4C-4.

Source: California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).
 Notes:



Source: Figure 4C-3 California Manual on Uniform Traffic Control Devices for Streets and Highways (FHWA's MUTCD 2010 Edition, as amended for use in California).

* Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

Warrant 3, Part B - Peak-Hour Vehicular Volume

		Approach Lanes		PM PEAK HOUR								
				Existing	2030 No Project	2030 Grey Star	2030 FC Buildout	2040 FC No Proj	2040 FC (Ph2 w FC wo MCB Conn)			
Major Street - Both Approaches	Patrick Henry Drive		X	694	848	859	748	1865	1780			
Minor Street - Highest Approach	Old Ironside Drive	X		131	131	132	136	936	733			
Signal Warranted Based on Part B - Peak-Hour Volumes?				No	No	No	No	Yes	Yes			

*Warrant is satisfied if plotted points fall above the appropriate curve in graph above.