Appendix F-1

Local Transportation Analysis

Great America Parkway and Tasman Drive Office Project

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Great America Parkway & Tasman Drive Office Development

Local Transportation Analysis

Prepared for:

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Executive Summary

This report presents the results of the local transportation analysis (LTA) conducted for the proposed office development at the northwest corner of the Great America Parkway/Tasman Drive intersection in Santa Clara, California (see Figure 1). The site is bounded by Great America Parkway, Tasman Drive, Old Ironsides Drive, and Bunker Hill Lane. The project would replace existing office buildings (209,194 square feet) with 1,030,455 square feet of office space and 38,184 square feet of amenity space, for a net increase of approximately 859,446 square feet of office space, including amenity space. The proposed development would consist of two 12-story office buildings, a 2-story amenity building, and a 7-level parking garage on the 10-acre site (see Figure 2). Vehicle access to the site would be provided via two full-access driveways on Old Ironsides Drive and one full-access driveway on Bunker Hill Lane.

Per California Senate Bill 743 (SB 743) and CEQA Guidelines, the study evaluates the project's impact on vehicle miles traveled (VMT). The study also includes an LTA that evaluates potential transportation effects of the project in accordance with the standards and methodologies set forth by the City of Santa Clara and the Santa Clara Valley Transportation Authority (VTA). For the LTA, the traffic study includes an analysis of AM and PM peak-hour traffic conditions for 30 intersections in the vicinity of the project site. The study also includes analyses of freeway segment level of service, vehicle queuing at selected intersections, site access and on-site circulation, parking, and potential operational deficiencies related to bicycle, pedestrian, and transit facilities.

VMT Analysis

The Santa Clara VMT Policy establishes screening criteria for various types of developments such as infill developments, small projects, and/or transit supportive projects near major transit corridors to be presumed to have a less than significant impact on VMT under CEQA and are not required to prepare further VMT analysis. The project would qualify as a transit supportive project since it is located within a half mile of the Old Ironsides LRT Station, which is a major transit stop, and meets the following criteria:

- 0.75 floor to area ratio (FAR) for office/retail uses,
- Promotes multimodal transportation,
- Incorporates transit-oriented design, and
- Does not propose excessive parking.

Therefore, the project is presumed to have a less than significant impact on VMT.

Project Trip Estimates

Vehicle trips that would be generated by the proposed project were estimated using the trip generation rates published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*,10th Edition,

for “General Office” (Land Use Code 710). The trip estimates also account for a trip reduction of 10 percent to reflect the implementation of a transportation demand management (TDM) plan as required by City’s Climate Action Plan. The project is estimated to generate 646 trips during the AM peak hour (555 in and 91 out) and 639 trips during the PM peak hour (102 in and 537 out).

Intersection Level of Service Analysis

The results of the intersection level of service analysis (see Table ES-1) show that two of the study intersections would be adversely affected by the project under background plus project conditions and cumulative plus project conditions. The recommended improvements are described below.

15. Great America Parkway and Patrick Henry Drive

Intersection operations could be improved by constructing a second eastbound right-turn lane. Although intersection widening for dual right-turn lanes may improve vehicle operations, this improvement conflicts with bicycle and pedestrian policies within the City’s *2010-2035 General Plan* (GP), *2018 Bicycle Master Plan* (BMP), and *2019 Pedestrian Master Plan* (PMP). Intersection widening is discouraged by GP Policy 5.8.2-P2 and PMP Policies 1.A.3, 2.A.1, and 2.A.4. Dual right-turn lanes result in challenges with visibility between turning vehicles and pedestrians (*Caltrans Highway Design Manual* 403.6(1)) and this conflicts with GP Policy 5.8.4-P13, BMP Policy 1.A.2 and PMP Policies 1.A.3 and 2.A.5. Furthermore, intersection widening reduces the width of sidewalks and conflicts with GP Policy 5.8.2-P1 and the PMP Pedestrian Recommendation Toolbox. This improvement is also not considered feasible as it would require acquisition of additional right-of-way. Therefore, intersection widening for dual right-turn lanes is not recommended.

The adverse effect at this Intersection could be lessened by the construction of a Class IV separated bikeway on Great America Parkway. This multimodal improvement, which is identified in the City’s *Bicycle Master Plan Update 2018*, would encourage employees to leave their vehicles at home by adding a physical barrier between the existing bike lane and the vehicular travel lane, thereby increasing the comfort level for cyclists. It is expected that the bike lane improvement would be implemented within an existing right-of way where feasible by narrowing travel lanes and medians. The project should provide fair-share funding towards this multimodal improvement.

20. Bowers Avenue and Central Expressway

Physical improvements that would add turn lanes or through travel lanes are not feasible at this intersection as it would require acquisition of additional right-of-way. The City’s *Bicycle Master Plan Update 2018* identified an improvement that would construct a Class IV separated bikeway on Bowers Avenue. This multimodal improvement would encourage residents and employees to leave their vehicles at home by adding a physical barrier between the existing bicycle lane and the vehicular travel lane, thereby increasing the comfort level for cyclists. The project should pay a fair share fee for future construction of the bikeway on Bowers Avenue.

Freeway Segment Level of Service Analysis

The results of the freeway segment analysis show that the project is projected to add trips that comprise more than one percent of the freeway capacity along the mixed flow lanes of the following freeway segments. Based on CMP freeway impact criteria, these freeway segments would be adversely affected by the project:

- US 101, northbound between Old Bayshore Highway and Bowers Avenue/Great America Parkway (AM Peak Hour)

- US 101, southbound between Bowers Avenue/Great America Parkway and Old Bayshore Highway (PM Peak Hour)
- SR 237, eastbound between Great America Parkway and Zanker Road (PM Peak Hour)
- SR 237, westbound between Zanker Road and Great America Parkway (AM Peak Hour)
- SR 237, westbound between Lawrence Expressway and Mathilda Avenue (PM Peak Hour)

The project should be required to provide fair share funding for the freeway improvements listed in the VTA's Valley Transportation Plan (VTP) 2040 along US 101 and SR 237 within the project vicinity as they come along if full funding is not secured by then.

Intersection Queuing Analysis

The results of the intersection queuing analysis indicate that the following intersections would have queuing deficiencies caused or exacerbated by the project:

- Lawrence Expressway and Tasman Drive – Westbound left turn
- Great America Parkway and Bunker Hill Lane – Eastbound left turn
- Great America Parkway and Tasman Drive – Northbound left turn
- Bowers Avenue and Central Expressway – Southbound left turn

Lawrence Expressway and Tasman Drive – Westbound Left Turn

The westbound left-turn lanes on Tasman Drive could be extended by 100 feet per lane by modifying the existing landscaped median, which would accommodate the anticipated 95th percentile queue of 500 feet during the PM peak hour under background plus project conditions.

Great America Parkway and Bunker Hill Lane – Eastbound Left Turn

The eastbound left-turn lane has approximately 150 feet of storage and is estimated to have a 95th percentile queue of 675 feet during the PM peak hour under background plus project conditions. Following the storage lane is a center two-way left-turn lane that provides 300 feet of storage capacity (for a total of 450 feet of left-turn storage capacity) before reaching the westbound left-turn pocket at Old Ironsides Drive and Bunker Hill Lane. Therefore, the left-turn queue would extend to the inner through lane. There are two through lanes in the eastbound direction with low through traffic at the Great America Parkway/Bunker Hill Lane intersection. Therefore, the left-turn queue would not affect the through and right-turn traffic passing through the intersection. However, the left-turn queue would extend past the project driveway. Therefore, any inbound left-turn traffic at the driveway would be frequently blocked by vehicles queues on Bunker Hill Lane. The project's outbound traffic entering the left-turn lane from the driveway would also affect the eastbound vehicles.

Due to the driveway's close distance to the Great America Parkway/Bunker Hill Lane intersection, the driveway should be restricted to right-in and right-out only with right-turn channelizers and signage.

Great America Parkway and Tasman Drive – Northbound Left Turn

The northbound left-turn storage lanes could be extended by 200 feet to the break in the center median, which would accommodate the anticipated 95th percentile queue of 400 feet during the AM peak hour under background plus project conditions. However, the northbound direction has three through lanes. Thus, it is likely that through traffic would be unaffected by the extended queue. When the northbound left-turn queues at Tasman Drive are long, project traffic could also enter the site via northbound left turns at the Great America Parkway/Bunker Hill Lane intersection, which has capacity to accommodate more vehicles.

Bowers Avenue and Central Expressway – Southbound Left Turn

The southbound left-turn lanes cannot be extended by modifying the existing landscaped median as the northbound left turn pocket for the driveway on Bowers Avenue immediately follows the southbound left turn pockets at Bowers Avenue and Central Expressway. Thus, the anticipated 95th percentile queue is expected to extend past the storage lane by six vehicles during the PM peak hour. The increase is not expected to have a substantial effect on southbound through traffic as there are three southbound through lanes.

Site Access and Circulation

Hexagon has the following recommendations resulting from the site access and circulation evaluation and the parking evaluation.

- The driveway on Bunker Hill Lane should be restricted to right-in and right-out only with right-turn channelizers and signage on the driveway.
- The width of the Bunker Hill driveway should be reduced to meet the City's maximum width requirement of 30 feet.
- The project should provide a loading zone along Old Ironsides Drive or within the parking garage for passengers.
- The project should provide a turnaround space at the dead-end aisle on level P1 to provide adequate circulation.
- The project should consider including a speed ramp for the parking garage so employees can access the higher parking levels efficiently without driving through each level.
- The project should shift the northern driveway on Old Ironsides Drive to the south to align with a continuous east-west drive aisle that leads to the north garage ramp.
- The curb ramp on the southwest corner of the Old Ironsides Drive/Bunker Hill Lane intersection should be relocated to connect to the proposed crosswalk across the south leg of the intersection and improve the crosswalk alignment.
- The project should provide the 10-foot sidewalks along Old Ironside Drive and Bunker Hill Lane by the curb and remove the proposed 6-foot sidewalks/pedestrian paths that run against the garage building to improve visibility.
- The proposed bicycle racks should be located in visible locations near the office building entrances and along the pedestrian walkway within the courtyard.
- The project would require City approval for any proposed reduction in the required parking spaces.
- The project should provide 267 long-term bicycle parking spaces based on the requirements in the VTA *Bicycle Technical Guidelines*.

Table ES-1
Intersection Level of Service Summary

					Existing		Background		Background+Project				Cumulative		Cumulative+Project			
ID	Intersection	Jurisdiction	LOS Standard	Peak Hour	Avg. Delay[1]	LOS	Avg. Delay[1]	LOS	Avg. Delay[1]	LOS	Incr. In Crit. Del.	Incr. In Crit. V/C	Avg. Delay[1]	LOS	Avg. Delay[1]	LOS	Incr. In Crit. Del.	Incr. In Crit. V/C
1	Lawrence Expwy and Tasman Dr*	SCC	E	AM	42.0	D	47.6	D	47.7	D	0.2	0.008	49.6	D	49.7	D	0.2	0.008
				PM	55.1	E	64.5	E	65.6	E	1.7	0.014	66.5	E	67.8	E	2.0	0.014
2	Lawrence Expwy and Lakehaven Dr	SCC	E	AM	63.4	E	64.3	E	65.1	E	-0.1	0.001	65.6	E	66.4	E	0.0	0.001
				PM	58.3	E	62.5	E	62.9	E	0.0	0.002	62.8	E	63.3	E	0.0	0.002
3	Lawrence Expwy and US 101 NB Ramps	SCC	E	AM	10.0	B	11.6	B	11.6	B	-0.1	0.006	11.8	B	11.8	B	-0.1	0.006
				PM	13.8	B	19.7	B	19.6	B	0.0	0.001	20.6	C	20.6	C	0.0	0.001
4	Lawrence Expwy and US 101 SB Ramps	SCC	E	AM	6.6	A	7.2	A	7.4	A	0.0	0.003	7.8	A	8.0	A	0.0	0.003
				PM	71.5	E	**109.4**	**F**	**109.1**	**F**	-0.9	0.003	**109.7**	**F**	**109.4**	**F**	**-0.9**	**0.003**
5	Patrick Henry Dr and Tasman Dr	SC	E	AM	17.2	B	16.2	B	16.6	B	1.1	0.016	15.7	B	16.1	B	1.2	0.016
				PM	17.7	B	18.0	B	18.0	B	0.0	0.003	17.9	B	17.9	B	0.0	0.003
6	Old Ironsides Dr and Tasman Dr	SC	D	AM	6.4	A	5.5	A	8.7	A	3.5	0.128	5.4	A	8.4	A	3.5	0.128
				PM	15.9	B	10.9	B	15.3	B	3.4	0.035	10.7	B	15.0	B	3.4	0.035
7	Old Ironsides Dr and Old Glory Ln	SC	D	AM	3.6	A	3.9	A	4.4	A	--	--	3.9	A	4.4	A	--	--
	(unsignalized)			PM	3.5	A	3.6	B	4.8	B	--	--	3.6	B	4.8	B	--	--
8	Great America Pkwy and SR 237 WB Ramps*	SJ	E	AM	15.7	B	13.1	B	13.2	B	0.1	0.024	13.6	B	13.7	B	0.1	0.024
				PM	19.0	B	18.8	B	19.2	B	0.6	0.024	19.5	B	20.0	B	0.6	0.024
9	Great America Pkwy and SR 237 EB Ramps*	SJ	E	AM	13.4	B	10.7	B	10.5	B	-0.1	0.005	10.6	B	10.5	B	-0.1	0.005
				PM	14.5	B	13.2	B	12.8	B	-0.4	0.026	13.0	B	12.7	B	-0.3	0.026
10	Great America Pkwy and Great America Way	SC	D	AM	23.6	C	22.1	C	21.8	C	-0.1	0.037	21.7	C	21.6	C	0.2	0.037
				PM	16.9	B	17.3	B	17.5	B	0.3	0.032	17.2	B	17.4	B	0.5	0.032
11	Great America Pkwy and Old Mt View-Alviso Rd	SC	D	AM	19.4	B	22.2	C	22.1	C	-0.1	0.033	22.9	C	23.0	C	0.2	0.033
				PM	44.4	D	42.5	D	41.6	D	-0.9	0.028	41.7	D	40.9	D	-0.8	0.028
12	Great America Pkwy and Bunker Hill Ln	SC	D	AM	16.9	B	13.3	B	16.7	B	6.2	0.099	12.7	B	16.2	B	5.8	0.109
				PM	29.8	C	29.5	C	35.0	D	6.1	0.088	28.9	C	34.9	C	6.5	0.088
13	Great America Pkwy and Tasman Dr*	SC	E	AM	42.0	D	44.5	D	45.8	D	2.7	0.067	45.3	D	46.5	D	2.6	0.067
				PM	28.4	C	33.1	C	33.6	C	1.8	0.013	35.0	C	35.7	D	2.2	0.013
14	Great America Pkwy and Old Glory Ln	SC	D	AM	10.7	B	10.5	B	10.8	B	0.7	0.058	10.6	B	11.0	B	0.8	0.058
				PM	16.9	B	13.3	B	18.8	B	6.5	0.095	12.4	B	17.9	B	6.5	0.095
15	Great America Pkwy and Patrick Henry Dr	SC	D	AM	29.6	C	27.4	C	26.2	C	-0.2	0.010	27.1	C	26.1	C	-0.1	0.010
				PM	53.6	D	**66.5**	**E**	**74.0**	**E**	**14.3**	**0.057**	**72.3**	**E**	**82.3**	**F**	**18.0**	**0.057**

Table ES-1 (continued)
Intersection Level of Service Summary

					Existing		Background		Background+Project				Cumulative		Cumulative+Project			
ID	Intersection	Jurisdiction	LOS Standard	Peak Hour	Avg. Delay[1]	LOS	Avg. Delay[1]	LOS	Avg. Delay[1]	LOS	Incr. In Crit. Del.	Incr. In Crit. V/C	Avg. Delay[1]	LOS	Avg. Delay[1]	LOS	Incr. In Crit. Del.	Incr. In Crit. V/C
16	Great America Pkwy and Mission College Blvd*	SC	E	AM	44.8	D	37.1	D	36.9	D	-0.3	0.006	38.6	D	37.4	D	-6.4	0.071
				PM	42.6	D	40.4	D	39.3	D	-5.6	0.050	43.5	D	43.0	D	-5.0	0.049
17	Great America Pkwy and US 101 NB Ramps*	SC	E	AM	11.6	B	11.4	B	11.1	B	-0.2	0.029	11.8	B	11.5	B	-0.1	0.029
				PM	10.0	A	9.6	A	9.2	A	-0.3	0.039	9.9	A	9.6	A	-0.2	0.039
18	Bowers Ave/US 101 SB Ramps*	SC	E	AM	13.2	B	11.9	B	12.5	B	0.5	0.017	13.8	B	14.4	B	0.4	0.017
				PM	7.6	A	10.9	B	10.7	B	-0.1	0.023	11.0	B	10.9	B	0.0	0.023
19	Bowers Ave and Scott Blvd*	SC	E	AM	40.5	D	49.6	D	50.6	D	0.3	0.002	58.9	E	61.3	E	0.6	0.002
				PM	33.5	C	37.1	D	37.2	D	0.1	0.004	39.2	D	39.4	D	0.2	0.004
20	Bowers Ave and Central Expwy*	SCC	E	AM	56.2	E	**89.0**	**F**	**89.2**	**F**	0.2	0.021	**100.2**	**F**	**100.8**	**F**	1.0	0.021
				PM	53.8	D	**103.6**	**F**	**107.5**	**F**	**4.4**	**0.011**	**118.2**	**F**	**122.3**	**F**	**4.4**	**0.011**
21	Bowers Ave and Kifer Rd/Walsh Ave	SC	D	AM	31.2	C	36.0	D	36.3	D	0.5	0.019	38.9	D	39.5	D	1.2	0.019
				PM	28.6	C	30.4	C	30.5	C	-0.2	0.016	34.6	C	35.0	D	0.5	0.016
22	Convention Center and Tasman Dr	SC	D	AM	14.4	B	14.8	B	14.9	B	0.2	0.014	14.4	B	14.5	B	0.2	0.014
				PM	14.8	B	15.5	B	15.8	B	0.4	0.013	15.6	B	16.0	B	0.5	0.013
23	Centennial Blvd and Tasman Dr	SC	D	AM	14.8	B	25.5	C	25.6	C	0.0	0.013	25.1	C	25.2	C	0.0	0.013
				PM	17.5	B	27.3	C	27.6	C	0.6	0.014	27.8	C	28.2	C	0.7	0.014
24	Calle Del Sol and Tasman Dr	SC	D	AM	14.6	B	21.8	C	21.7	C	-0.1	0.013	31.2	C	31.3	C	0.3	0.015
				PM	18.3	B	23.3	C	23.0	C	-0.1	0.013	32.3	C	32.3	C	0.5	0.015
25	Lick Mill Blvd and Tasman Dr	SC	D	AM	27.5	C	41.3	D	41.3	D	0.0	0.009	41.6	D	41.7	D	0.0	0.009
				PM	24.8	C	41.2	D	41.3	D	0.1	0.008	41.1	D	41.2	D	0.2	0.008
26	Agnew Rd and Mission College Blvd	SC	D	AM	30.0	C	31.1	C	31.3	C	0.2	0.011	33.4	C	33.6	C	0.4	0.011
				PM	31.8	C	31.5	C	31.5	C	0.2	0.006	41.7	D	42.1	D	0.9	0.006
27	Mission College Blvd and Montague Expwy*	SCC	E	AM	65.8	E	**98.3**	**F**	**98.3**	**F**	0.0	0.000	**148.8**	**F**	**148.8**	**F**	0.0	0.000
				PM	52.4	D	72.7	E	74.7	E	3.0	0.006	**128.5**	**F**	**131.4**	**F**	3.3	0.006
28	Lick Mill Blvd/Montague Expwy	SCC	E	AM	38.7	D	56.1	E	56.2	E	0.3	0.004	57.3	E	57.6	E	0.7	0.004
				PM	28.4	C	52.1	D	53.3	D	2.2	0.006	51.5	D	52.6	D	2.1	0.006
29	Scott Blvd and Central Expwy*	SCC	E	AM	41.8	D	67.6	E	69.1	E	-0.2	0.139	**88.2**	**F**	**90.5**	**F**	4.1	0.008
				PM	64.9	E	**109.5**	**F**	**110.7**	**F**	2.0	0.005	**167.8**	**F**	**169.6**	**F**	2.9	0.006
30	Oakmead Pkwy/Corvin Dr and Central Expwy*	SCC	E	AM	52.9	D	**155.6**	**F**	**156.4**	**F**	0.7	0.001	**168.8**	**F**	**170.2**	**F**	0.7	0.001
				PM	45.2	D	**145.9**	**F**	**146.7**	**F**	0.8	0.001	**160.2**	**F**	**161.3**	**F**	0.8	0.001

Notes:
* Denotes VTA CMP intersection. SCC = Santa Clara County, SC = Santa Clara, SJ = San Jose.
1. Weighted average control delay measured in seconds per vehicle.
2. Traffic counts from 2018/2019 are lower than 2016 counts. Thus, 2020 traffic volumes were estimated by applying a 2% annual growth factor to 2016 counts.
Bold indicates a substandard level of service.
Bold indicates an adverse effect caused by the project.

1. Introduction

This report presents the results of the local transportation analysis (LTA) conducted for the proposed office development at the northwest corner of the Great America Parkway/Tasman Drive intersection in Santa Clara, California (see Figure 1). The site is bounded by Great America Parkway, Tasman Drive, Old Ironsides Drive, and Bunker Hill Lane. The project would replace the existing office buildings (209,194 square feet) with 1,030,455 square feet of office space and 38,184 square feet of amenity space, for a net increase of approximately 859,446 square feet of office space, including amenity space. The proposed development would consist of two 12-story office buildings, a 2-story amenity building, and a 7-level parking garage on the 10-acre site (see Figure 2). Vehicle access to the site would be provided via two full-access driveways on Old Ironsides Drive and one full-access driveway on Bunker Hill Lane.

Scope of Study

The purpose of the study is to satisfy the requirements of the City of Santa Clara and the Congestion Management Program (CMP) of the Santa Clara Valley Transportation Authority (VTA) and the California Environmental Quality Act (CEQA). Per California Senate Bill 743 (SB 743) and CEQA Guidelines, the study evaluates the project's impact on vehicle miles traveled (VMT). The study also includes a local transportation analysis (LTA) that evaluates potential transportation effects of the project in accordance with the standards and methodologies set forth by the City of Santa Clara and the VTA.

It should be noted that this transportation analysis Is based on existing conditions as of 2018/2019, prior to the recent reductions in traffic volumes and transit services associated with the current pandemic. Since the institution of shelter in place orders went into effect in March 2020 due to COVID-19, most offices remain closed, and people are working at home to the extent possible. As a result, current traffic volumes are a fraction of what they were prior to the virus outbreak and transit providers are operating on reduced schedules. It is not known when traffic conditions will return to pre-COVID-19 levels, but it is expected that the current reductions in traffic volumes and transit services are only temporary. Since this transportation analysis is based on pre-COVID-19 conditions, this transportation analysis is considered to be a conservative evaluation of the project's effects.

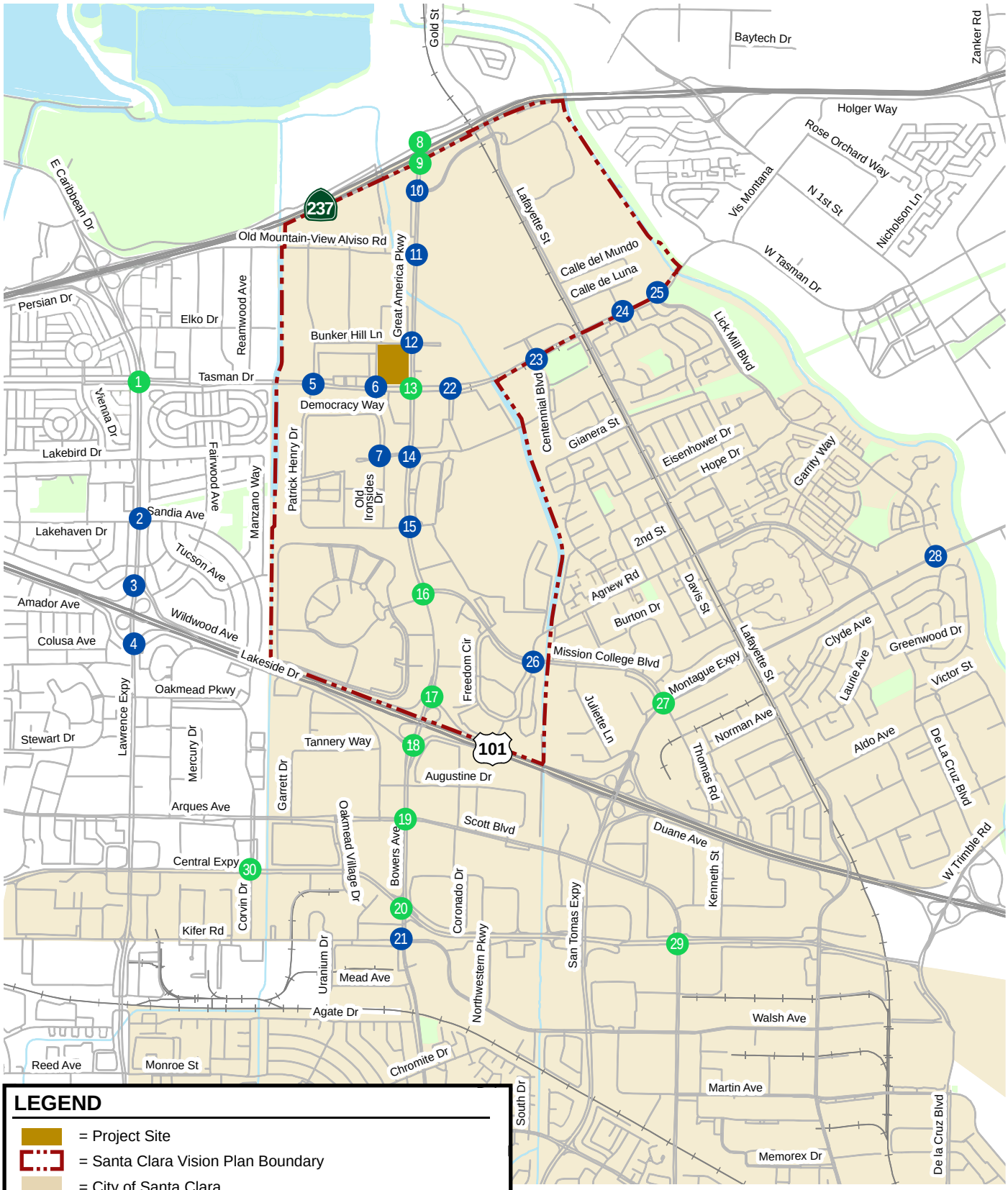


Figure 1
Site Location and Study Intersections

HEXAGON

NORTH
Not to Scale

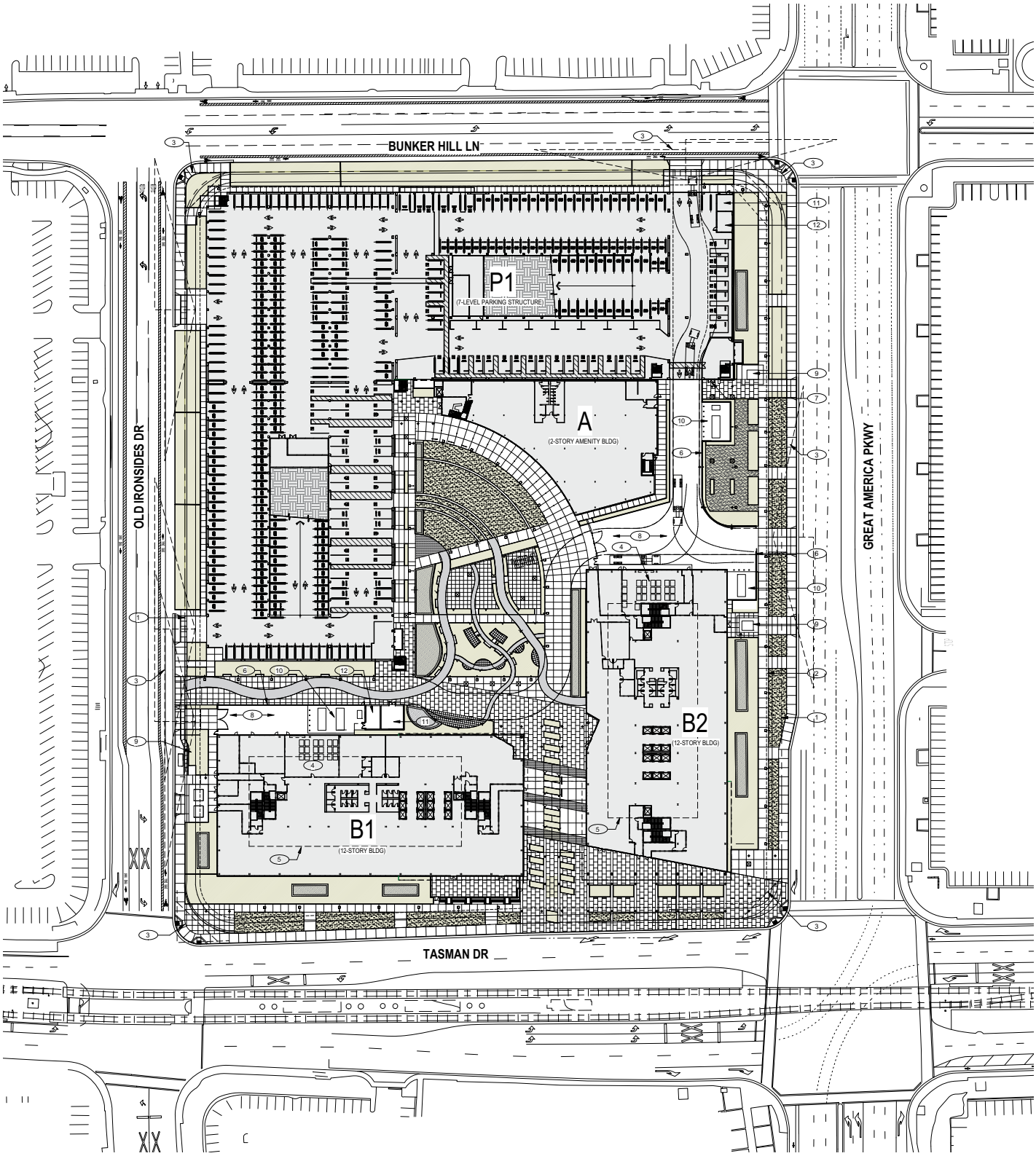


Figure 2
Site Plan

NORTH
Not to Scale

Vehicle Miles Traveled

Per SB 743, the California Natural Resources Agency, with assistance from the Governor's Office of Planning and Research (OPR), adopted new CEQA guidelines in December 2018. The new guidelines replace Level of Service (LOS) as the evaluation measure for transportation impacts under CEQA with another measure such as VMT. VMT measures the amount of vehicle trip making and trip length and is a direct measurement of greenhouse gas emissions. A reduction in VMT would promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses that reduces the reliance on individual vehicles.

The City of Santa Clara adopted a VMT Transportation Analysis Policy for Environmental Review on June 30, 2020. The Policy sets forth screening criteria that allow various types of developments such as infill developments, small projects, and/or transit supportive projects near major transit corridors to be presumed to have a less than significant impact on VMT. The project would qualify as a transit supportive project since it is located near a major transit stop and meets the following criteria:

- 0.75 floor to area ratio (FAR) for office uses,
- Promotes multimodal transportation,
- Incorporates transit-oriented design, and
- Does not propose excessive parking.

Proximity to Transit

Transit supportive projects must be located within a half mile of an existing Major Transit Stop or an existing transit stop along a High-Quality Transit Corridor, as those terms are defined by Public Resources Code sections 21064.3 and 21155. A "Major Transit Stop" is defined as a site containing any of the following: (a) an existing rail or bus rapid transit station; (b) the intersection of two or more major bus routes with a frequency of service interval of 15 minutes or less during the morning and afternoon peak commute periods; or (3) a major transit stop that is included in Plan Bay Area 2040 (Pub. Res. Code §§ 21064.3, 21155(b)). A "High-Quality Transit Corridor" is defined as a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. (Pub. Res. Code § 21155(b).

The project is located within a half mile of the Old Ironsides Light-Rail Transit (LRT) Station, which meets the definition of a Major Transit Stop. A map showing the LRT Station and a full description of other nearby transit services are presented in Chapter 2 (see Figure 4).

Density

For office projects, transit supportive projects must have a minimum FAR of 0.75. The project would have an FAR of approximately 2.3. Thus, the development density meets the minimum requirements to be considered a transit supportive project.

Multimodal Transportation and Transit-Oriented Design Elements

The City Policy requires that transit supportive projects promote multimodal transportation and include transit-oriented design elements. The project would include the following design features that support safe, active, and sustainable travel options for employees:

- Construct new 9.5-foot-wide sidewalks along the project frontages on Tasman Drive and Great America Parkway and new 6-foot-wide sidewalks along the project frontages on Old Ironsides drive and Bunker Hill Lane. The sidewalks would facilitate pedestrian movements between the project site and surrounding points of interest, such as bus stops.

- Include pedestrian paths throughout the project site, providing connections between sidewalks along the adjacent streets, the proposed buildings, parking garage, and amenities on-site.
- Provide long-term and short-term bicycle parking. The short-term spaces would be racks located near the main entrance to each of the office buildings and the amenity building. The long-term spaces would be in secure bike rooms located on the ground floor of the office buildings. These bicycle parking locations are convenient for cyclists.
- Provide showers/changing rooms for employees to use after biking or walking to the office.
- Provide fewer vehicle parking spaces than the City requirement.
- Implement transportation demand management (TDM) strategies to promote sustainable modes of transportation and reduce vehicle miles traveled.

Parking

The project would provide 3,333 vehicle parking spaces, which is 102 spaces fewer than the City requirement of 3,435 spaces.

Findings

Per the State's guidance and the City's VMT Policy, the project qualifies as a transit supportive project and is presumed to have a less than significant impact on VMT.

Local Transportation Analysis

Although the project does not require a VMT analysis, the City still requires all projects to measure intersection operations (LOS) and to provide improvements or address project related operational deficiencies. Thus, this report contains a local transportation analysis to evaluate the project's consistency with the level of service standards set forth in the City's General Plan and to identify feasible improvements to remedy any deficiencies.

Although the project is located in the City of Santa Clara, the project also would add traffic to facilities outside of the City of Santa Clara. Thus, the potential adverse effects of the project on traffic operations were evaluated following the standards and methodologies set forth by the Cities of Santa Clara, Sunnyvale, and San Jose, and the VTA. The VTA administers the County Congestion Management Program (CMP).

The study analyzes the traffic effects of the project on the key intersections and freeway segments in the vicinity of the site during the weekday AM and PM peak hours of traffic. Locally, the AM peak hour of traffic is usually between 7:00 and 9:00 AM, and the PM peak hour is typically between 4:00 and 6:00 PM. It is during these periods that the most congested traffic conditions occur on an average weekday.

Study Intersections

Thirty study intersections were selected in accordance with VTA's *Transportation Impact Analysis (TIA) Guidelines* (October 2014) and in consultation with Santa Clara staff. The study includes those intersections that provide primary access to the project areas and intersections that would experience a substantial increase in traffic volumes. The study intersections are listed below and shown on Figure 1. Ten study intersections are designated as CMP intersections. Two of the study intersections are located in the City of Sunnyvale, two of the study intersections are located in the City of San José, and the remaining intersections are in Santa Clara. All study intersections were evaluated against the standards of the applicable municipality, while the CMP intersections also were evaluated against the standards of the Santa Clara County CMP.

1. Lawrence Expressway and Tasman Drive (CMP) [Sunnyvale]
2. Lawrence Expressway and Lakehaven Drive/Sandia Avenue [Sunnyvale]
3. Lawrence Expressway and US 101 Northbound Ramps
4. Lawrence Expressway and US 101 Southbound Ramps
5. Patrick Henry Drive and Tasman Drive
6. Old Ironside Drive and Tasman Drive
7. Old Ironside Drive and Old Glory Lane
8. Great America Parkway and SR 237 Westbound Ramps [San Jose]
9. Great America Parkway and SR 237 Eastbound Ramps [San Jose]
10. Great America Parkway and Great America Way
11. Great America Parkway and Old Mountain View-Alviso Road
12. Great America Parkway and Bunker Hill Lane
13. Great America Parkway and Tasman Drive (CMP)
14. Great America Parkway and Old Glory Lane
15. Great America Parkway and Patrick Henry Drive
16. Great America Parkway and Mission College Boulevard (CMP)
17. Great America Parkway and US 101 Northbound Ramps (CMP)
18. Bowers Avenue and US 101 Southbound Ramps (CMP)
19. Bowers Avenue and Scott Boulevard (CMP)
20. Bowers Avenue and Central Expressway (CMP)
21. Bowers Avenue and Kifer Road/Walsh Avenue
22. Convention Center and Tasman Drive
23. Centennial Boulevard and Tasman Drive
24. Calle del Sol and Tasman Drive
25. Lick Mill Boulevard and Tasman Drive
26. Freedom Circle/Agnew Road and Mission College Boulevard
27. Mission College Boulevard and Montague Expressway (CMP)
28. Lick Mill Boulevard and Montague Expressway
29. Scott Boulevard and Central Expressway (CMP)
30. Oakmead Parkway/Corvin Drive and Central Expressway (CMP)

Traffic conditions at the study intersections were evaluated for the following scenarios:

- ***Existing Conditions.*** Existing AM and PM peak-hour traffic volumes were obtained from turning-movement counts conducted in 2018 and 2019 for previously completed traffic studies, and the 2018 CMP database. The existing volumes were obtained from the Freedom Circle Focus Area Plan (FCFAP) EIR.
- ***Background Conditions*****.** Background traffic volumes are based on the 2030 no project volumes developed for the FCFAP EIR, which used the City of Santa Clara travel demand forecasting model to develop the 2030 background volumes. Background conditions reflect trips associated with approved projects in Santa Clara, San Jose, and Sunnyvale.
- ***Background Plus Project Conditions.*** Background plus project conditions were estimated by adding to the background traffic volumes the new traffic estimated to be generated by the project.
- ***Cumulative No Project Conditions.*** Cumulative conditions represent future traffic volumes on the planned roadway network that would result from traffic growth projected to occur due to the approved developments and other proposed but not yet approved (pending) developments in the study area. The added traffic from pending developments was based on the lists of pending projects provided by the Cities of Santa Clara and Sunnyvale.

- ***Cumulative Plus Project Conditions.*** Cumulative plus project traffic volumes were estimated by adding the new traffic generated by the project.

Study Freeway Segments

A freeway segment level of service analysis was conducted for the following freeway segments in the project vicinity for the AM and PM peak hours based on the VTA's *TIA Guidelines*.

- US 101 between Mathilda Avenue and Zanker Road
- SR 237 between Mathilda Avenue and Zanker Road

Other Transportation Issues

The study includes an evaluation of potential operational deficiencies related to transit services and pedestrian and bicycle facilities, and a review of site access, on-site circulation, and parking. In addition, vehicle queuing was evaluated at selected locations where the project would add a significant number of left-turn vehicles.

Methodology

This section presents the methods used to determine traffic conditions on study roadways and effects on traffic operations caused by the project. It includes descriptions of the data requirements, the analysis methodologies, and the applicable level of service standards.

Data Requirements

The data required for the analysis were obtained from available pre-pandemic traffic counts, the City of Santa Clara, City of San José, City of Sunnyvale, the CMP, and Google Earth. The following data were collected from these sources:

- Existing traffic volumes,
- Lane geometries,
- Signal timing and phasing, and
- Lists of approved and pending developments.

Intersection Level of Service Methodologies and Standards

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

Signalized Intersections

The Cities of Santa Clara, San José, and Sunnyvale evaluate level of service at signalized intersections based on the 2000 *Highway Capacity Manual (HCM)* level of service methodology. This HCM method evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. This average delay can then be correlated to a level of service. Table 1 presents the level of service definitions for signalized intersections.

This study utilizes TRAFFIX software to determine intersection levels of service based on the HCM method. Since TRAFFIX is approved by the VTA as the level of service analysis software for CMP signalized intersections, the Cities of Santa Clara, San José, and Sunnyvale employ the CMP default values for the analysis parameters. TRAFFIX software was used to analyze intersection operations and to identify adverse effects based on the increases in critical-movement delay and the volume-to-capacity ratio (v/c) between no-project and project scenarios.

The Cities of Santa Clara, San José, and Sunnyvale have set forth LOS D as the minimum standard, except on CMP and expressway facilities within Santa Clara and roadways considered "regionally significant" within Sunnyvale, which have a standard of LOS E. Study intersections within Sunnyvale along Lawrence Expressway are considered regionally significant.

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

Level of Service	Description	Average Control Delay Per Vehicle (sec.)
A	Signal progression is extremely favorable. Most vehicles arrive during the green phase and do not stop at all. Short cycle lengths may also contribute to the very low vehicle delay.	10.0 or less
B	Operations characterized by good signal progression and/or short cycle lengths. More vehicles stop than with LOS A, causing higher levels of average vehicle delay.	10.1 to 20.0
C	Higher delays may result from fair signal progression and/or longer cycle lengths. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though some vehicles may still pass through the intersection without stopping.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable signal progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	This is considered to be the limit of acceptable delay. These high delay values generally indicate poor signal progression, long cycle lengths, and high volume-to-capacity (V/C) ratios. Individual cycle failures occur frequently.	55.1 to 80.0
F	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	greater than 80.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000), p.10-16.

Unsignalized Intersections

The study includes the analysis of one unsignalized intersection located in the City of Santa Clara. The City of Santa Clara does not have a level of service standard for unsignalized intersections. The unsignalized study intersection was analyzed for operational purposes.

Level of service analysis at unsignalized intersections is generally used to determine the need for modification in the type of intersection control (i.e., all-way stop or signalization). As part of the evaluation, traffic volumes and delays are evaluated to determine if the existing intersection control is appropriate.

For unsignalized intersections, the level of service is reported based on the average delay for all movements. The level of service definitions for unsignalized intersections is shown in Table 2. This study utilizes TRAFFIX software to determine intersection levels of service based on the 2000 HCM methodology for unsignalized intersections.

Table 2
Unsignalized Intersection Level of Service Definitions Based on Average Delay

Level of Service	Description	Average Delay Per Vehicle (Sec.)
A	Little or no traffic delay	10.0 or less
B	Short traffic delays	10.1 to 15.0
C	Average traffic delays	15.1 to 25.0
D	Long traffic delays	25.1 to 35.0
E	Very long traffic delays	35.1 to 50.0
F	Extreme traffic delays	greater than 50.0

Source: Transportation Research Board, *2000 Highway Capacity Manual* (Washington, D.C., 2000) p17-2.

Freeway Segment Level of Service Analysis

Within Santa Clara County, freeway segments are analyzed as prescribed in the VTA's *TIA Guidelines*. The level of service for freeway segments is estimated based on vehicle density. Density is calculated by the following formula:

$$D = V / (N*S)$$

Where:

D = density, in vehicles per mile per lane (vpmpl)
V = peak hour volume, in vehicle per hour (vph)
N = number of travel lanes
S = average travel speed, in miles per hour (mph)

The vehicle density on a segment is correlated to level of service as shown in Table 3. The CMP requires that mixed-flow lanes and auxiliary lanes be analyzed separately from high-occupancy vehicle (HOV) lanes (otherwise known as carpool lanes). The CMP specifies that a capacity of 2,300 vehicles per hour per lane (vphpl) be used for segments three lanes or wider in one direction, and a capacity of 2,200 vphpl be used for segments two lanes wide in one direction. HOV lanes are specified as having a capacity of 1,650 vphpl.

Table 3
Freeway Segment Level of Service Definitions

Level of Service	Description	Density (vehicles/mile/lane)
A	Average operating speeds at the free-flow speed generally prevail. Vehicles are almost completely unimpeded in their ability to maneuver within the traffic stream.	11.0 or less
B	Speeds at the free-flow speed are generally maintained. The ability to maneuver within the traffic stream is only slightly restricted, and the general level of physical and psychological comfort provided to drivers is still high.	11.0 to 18.0
C	Speeds at or near the free-flow speed of the freeway prevail. Freedom to maneuver within the traffic stream is noticeably restricted, and lane changes require more vigilance on the part of the driver.	18.0 to 26.0
D	Speeds begin to decline slightly with increased flows at this level. Freedom to maneuver within the traffic stream is more noticeably limited, and the driver experiences reduced physical and psychological comfort levels.	26.0 to 46.0
E	At this level, the freeway operates at or near capacity. Operations in this level are volatile, because there are virtually no usable gaps in the traffic stream, leaving little room to maneuver within the traffic stream.	46.0 to 58.0
F	Vehicular flow breakdowns occurs. Large queues form behind breakdown points.	greater than 58.0

Source: Santa Clara County Valley Transportation Authority, Transportation Impact Analysis Guidelines, Updated March 2009 (Based on the *Highway Capacity Manual (2000), Washington, D.C.)*

Intersection Vehicle Queuing Analysis

The analysis of intersection operations was supplemented with a vehicle queuing analysis at study intersections where the project would add a substantial number of vehicle trips to the left-turn movements. The analysis provides a basis for estimating future left-turn pocket storage requirements at the study intersections and is presented for informational purposes only, since the City of Santa Clara has not defined a policy related to queuing. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles for a vehicle movement using the following formula:

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

Where:

P (x=n) = probability of “n” vehicles in queue per lane
n = number of vehicles in the queue per lane
λ = average # of vehicles in the queue per lane (vehicles per hr per lane/signal cycles per hr)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles for a particular left-turn movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25

feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the left-turn movement. This analysis thus provides a basis for estimating future turn pocket storage requirements at intersections.

For signalized intersections, the 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles or a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Thus, turn pocket storage designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time for a signalized movement. Vehicle queuing at unsignalized intersections is evaluated based on the delay experienced by the turn movement.

Definition of Adverse Effects

Although measures of congestion such as delay and level of service are no longer used to identify significant impacts under CEQA, a local transportation analysis was conducted to evaluate the project's consistency with the level of service standards set forth in the City's General Plan and to identify feasible improvements to remedy any deficiencies. Deficiencies in intersection operations that meet specific criteria are labeled as an "adverse effect" of the project. Such adverse effects on intersection operations do not constitute significant impacts under CEQA.

Signalized Intersections

According to the Cities of Santa Clara, Sunnyvale, and San José, a project is said to create an adverse effect at a signalized intersection if for either peak hour, either of the following conditions occurs:

1. The level of service at the intersection drops below its respective level of service standard (LOS D or better for all San José intersections and local intersections in Santa Clara and Sunnyvale and LOS E or better for CMP and regionally significant intersections in Santa Clara and Sunnyvale) when project traffic is added, <u>or</u>
2. An intersection that operates below its level of service standard under no-project conditions experiences an increase in critical-movement delay of four (4) or more seconds, <u>and</u> an increase in critical volume-to-capacity ratio (v/c) of one percent (0.01) or more when project traffic is added.

The exception to this criterion is when the addition of project traffic reduces the amount of average control delay for critical movements, i.e., the change in average control delay for critical movements are negative. In this case, the criterion is when the project increases the critical v/c value by 0.01 or more.

Although adverse effects on intersection operations do not constitute significant impacts under CEQA, the City may require developers to implement improvements to address deficiencies in the local transportation network. Adverse effects at signalized intersections can be addressed by one of the following approaches:

- Construct or pay a fair share towards improvements to the subject intersection or proximate to the intersection to increase overall capacity (e.g., traffic signal modifications, construction of additional turn lanes), or
- Construct or pay a fair share towards improvements to the pedestrian or bicycle facilities within the intersection or proximate to the intersection, or
- Construct or pay a fair share towards improved access to transit or transit facility proximate to the intersection, or

- Implement transportation demand management (TDM) measures that will reduce the project traffic at the intersection and improve the deficiency.

Unsignalized Intersections

The City of Santa Clara has not established criteria to define adverse effects for unsignalized intersections. The determination of appropriate improvements to unsignalized intersections typically includes a qualitative and quantitative analysis of movement delay, movement traffic volumes, intersection safety, and need for signalization. For this reason, adverse effects, and the associated improvements to unsignalized intersections are frequently determined on the basis of professional judgment. Like at signalized intersections, adverse effects at unsignalized intersections do not constitute significant impacts under CEQA.

For this study, the following criteria were used to determine if the project would create an adverse effect on traffic conditions at an unsignalized intersection:

1. The addition of project traffic causes the average intersection delay to degrade to LOS E or worse, and
2. The intersection satisfies the California Manual of Uniform Traffic Control Devices (CA MUTCD) peak-hour volume signal warrant.

Freeway Segments

In Santa Clara County, a development is said to create a deficiency at a CMP freeway segment if for either peak hour:

1. The level of service on the freeway segment degrades from an acceptable LOS E or better under existing conditions to an unacceptable LOS F under project conditions or,
2. The level of service on the freeway segment is an unacceptable LOS F under project conditions, and the number of project trips on that segment constitutes at least one percent (0.01) of capacity on that segment.

Report Organization

This report has a total of six chapters. Chapter 2 describes the existing roadway network, transit service, bicycle and pedestrian facilities, and intersection levels of service. Chapter 3 presents the intersection levels of service under background conditions with the addition of traffic from approved developments. Chapter 4 describes the method used to estimate project traffic and the resulting intersection levels of service under background plus project conditions. Chapter 5 presents the traffic conditions in the study area under cumulative conditions with the addition of traffic from approved and pending developments. Cumulative conditions were evaluated both without and with the project. Chapter 6 presents the analysis of other transportation-related issues, including freeway segment operations, site access and circulation, parking, and potential effects on bicycle, pedestrian, and transit facilities.

2. Existing Conditions

This chapter describes the existing conditions for transportation facilities in the vicinity of the site, including the roadway network, transit services, pedestrian and bicycle facilities, and traffic operations at the study intersections.

Existing Roadway Network

Regional access to the project area is provided via US 101 and SR 237. These roads are described below.

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

SR 237 is a six-lane freeway within the vicinity of the study area that extends west to El Camino Real and east to I-880 in Milpitas. There are two mixed flow lanes and one express lane in each direction in the vicinity of the site. SR 237 provides access to the study area via its interchanges at Great America Parkway and Lawrence Expressway.

Major roadways serving the project include Lawrence Expressway, Montague Expressway, Central Expressway, Great America Parkway, Bowers Avenue, Mission College Boulevard, and Tasman Drive. Local roads serving the project include Patrick Henry Drive, Old Ironside Drive, Old Glory Lane, and Bunker Hill Lane.

Lawrence Expressway is a north-south, eight-lane expressway with a raised median. It begins at Saratoga Avenue in the south, crosses through Sunnyvale, and extends northward where it transitions into Caribbean Drive at SR 237. HOV lanes are present on Lawrence Expressway south of Oakmead Parkway during AM and PM commute hours. During other times, the lane is open to all users. Lawrence Expressway has a posted speed limit of 50 miles per hour (mph). On-street parking is not permitted. There are sidewalks along both sides on most segments and crosswalks at signalized intersections. There are no bike lanes on Lawrence Expressway, but bikes are allowed to ride on the shoulders.

Montague Expressway is an east-west eight-lane expressway with a raised median. It begins at US 101 and extends northeastward to Milpitas where it transitions into Landess Avenue at I-680. Full interchanges are located at I-680, I-880, and US 101. Montague Expressway transitions to San Tomas Expressway at US 101. Between McCarthy Boulevard and Lafayette Street, Montague Expressway has HOV lanes in both directions during both the AM and PM peak commute hours. During other times, the lane is open to all users. It has a posted speed limit of 45 mph. On-street parking is prohibited. Montague Expressway includes sidewalks along both sides on most segments and crosswalks at

signalized intersections. There are no bike lanes on Montague Expressway, but bikes are allowed to ride on the shoulders.

Central Expressway is a six-lane east-west expressway with a raised median. It begins at De La Cruz Boulevard and extends westward to San Antonio Road where it transitions into Alma Street in Mountain View. Central Expressway has HOV lanes east of Lawson Lane during both the AM and PM commute hours. During other times, the lane is open to all users. Central Expressway has a posted speed limit of 50 mph. On-street parking is prohibited. Sidewalks are provided along various segments of Central Expressway, but they are not continuous. There are no bike lanes on Central Expressway, but bikes are allowed to ride on the shoulders.

Great America Parkway is a north-south thoroughfare with a raised median. Great America Parkway is primarily a six-lane roadway with an additional northbound lane between Mission College Boulevard and Tasman Drive. It begins at US 101 and extends northward to SR 237. Full interchanges are located at both US 101 and SR 237. Great America Parkway has a posted speed limit of 40 mph. On-street parking is prohibited. There are sidewalks on both sides of the street for the whole length of the roadway. Bike lanes are present along both directions of the roadway. Great America Parkway serves the east boundary of the project and provides access to and from the project site via its intersections with Tasman Drive and Bunker Hill Lane.

Bowers Avenue is a six-lane north-south street north of Kifer Road, and a four-lane street south of Kifer Road. It transitions from Great America Parkway north of US 101 and extends southerly to El Camino Real, where it transitions to Kiely Boulevard. Bowers Avenue has a speed limit of 35 mph. On-street parking is prohibited. Sidewalks exist along the entire street. Bike lanes exist along most of Bowers Avenue except between Central Expressway and Kifer Road.

Tasman Drive is an east-west, four-lane roadway in the project vicinity. Tasman Drive begins at Morse Avenue in the west and extends east past I-880 and transitions into Great Mall Parkway. The VTA Light Rail tracks are present in the middle of Tasman Drive east of Fair Oaks Avenue. Tasman Drive has a posted speed limit of 40 mph. On-street parking is prohibited in the project vicinity. Tasman Drive includes sidewalks along most segments and crosswalks at signalized intersections. Bike routes or lanes are provided east of Reamwood Avenue. Access to the project is provided via its intersection with Old Ironsides Drive.

Mission College Boulevard to the west of Great America Parkway is a loop road circumnavigating Mission College and the Mercado Shopping Center. The eastern portion of Mission College Boulevard is a four-lane east-west thoroughfare, running between Great America Parkway and Montague Expressway. The posted speed limit is 40 mph. On-street parking is prohibited. Sidewalks exists along both sides of the street for the entire street. Bike lanes exists along the entire street except for the segments between Great America Parkway and the Marriott Hotel driveway and between Montague Expressway and Wyatt Drive.

Patrick Henry Drive is a two-lane roadway with a two-way left-turn lane that runs between Old Mountain View-Alviso Road and Great America Parkway. The speed limit on Patrick Henry Drive is 25 mph. On-street parking is prohibited. Between Great America Parkway and Old Ironsides Drive, sidewalks are available on both sides of Patrick Henry Drive. West of Old Ironsides Drive, sidewalks are available on most of the west/south side of the roadway and only small sections on the north/east side of the road. A 450-foot segment of sidewalk is missing along the west side of the street, north of Bunker Hill Lane. Patrick Henry Drive provides access to the project site via its intersection with Bunker Hill Lane.

Old Ironsides Drive is a two-lane north-south roadway with a center two-way left-turn lane that runs between Bunker Hill Lane and Patrick Henry Drive. The speed limit on Old Ironsides Drive is 25 mph. Sidewalks exist along both sides of the road south of Tasman Drive. Sidewalks do not exist along the project frontage north of the existing bus stop. On-street parking is permitted along various segments

along the project frontage with restrictions. Old Ironsides Drive provides direct access to and from the project.

Old Glory Lane serves as the primary entrance to the Great America Amusement Park east of Great America Parkway. West of Great America Parkway, Old Glory Lane is a two-lane roadway with a raised center median that connects to Old Ironsides Drive. The posted speed limit is 25 mph. On-street parking is prohibited. Sidewalks exist along both sides of the street. A bike lane exists along the westbound side of the street.

Bunker Hill Lane is a two lane, east-west roadway with a two-way left-turn lane that extends between Patrick Henry Drive and Great America Parkway. The posted speed limit is 25 mph. On-street parking is prohibited. Sidewalks exists along the south side of the street west of Old Ironsides Drive and along the north side of the street between Old Ironsides Drive and Great America Parkway. There is no sidewalk along the project frontage. Bunker Hill Lane provides direct access to the project.

Existing Pedestrian Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the project vicinity, Great America Parkway and Tasman Drive have sidewalks on both sides of the street. Bunker Hill Lane and Old Ironsides Drive provide limited sidewalk connectivity as sidewalks are missing along the project frontage.

Crosswalks are provided on all approaches of all signalized intersections in the vicinity of the project site. All of the crosswalks at the nearby signalized intersections include pedestrian signal heads and push buttons. Sidewalks and crosswalks in the project vicinity provide adequate access to the nearby transit facilities.

Pedestrians are permitted to use the shared-use paths such as the San Tomas Aquino Creek Trail, which can be accessed via Great America Parkway and Tasman Drive, as well as other trails described below.

Existing Bicycle Facilities

The bicycle facilities that exist in the project vicinity (see Figure 3) include multi-use trails/paths (Class I bikeway), striped bike lanes (Class II bikeway), and shared bike routes (Class III bikeway).

Class I Trail or Path is an off-street path with exclusive right-of-way for non-motorized transportation used for commuting as well as recreation. The following Class I trails are located in the project vicinity.

The San Tomas Aquino Creek trail extends from Sunnyvale Baylands Park, north of SR 237, southward near Levi's Stadium to San Tomas Expressway, where it connects to a bike path along the west side of San Tomas Expressway north of Cabrillo Avenue and extends southward to Homestead Road. The trail connects to bike lanes on Great America Parkway, Tasman Drive and Mission College Boulevard.

The Calabazas Creek Trail connects Mountain View-Alviso Road to Mission College. A pedestrian/bike bridge connects the Calabazas Creek Trail with the John W. Christian Greenbelt. The trail can be accessed from Tasman Drive.

The John W. Christian Greenbelt is a shared-use path that extends from the Calabazas Creek Trail westward into Sunnyvale to Blazingwood Drive near the Lawrence Expressway/Lakehaven Drive/Sandia Avenue intersection. The trail can be accessed via the Calabazas Creek Trail.

The Guadalupe River Trail is located east of the project site. This trail begins at Gold Street in Alviso in the north, extends southward passing beneath most roadways, including SR 237, US 101 and I-880,

and connects to downtown San José. The trail can be accessed via the bike lanes on Tasman Drive, a pathway from Lick Mill Boulevard through Thamien Park, and Montague Expressway.

The Baylands Park Trail is located north of the project site and runs from the Baylands Park in Sunnyvale and tracks parallel to SR 237. It serves as the northern trailhead for some of the South Bay's major north to south trails including the Calabazas Creek Trail, the San Tomas Aquino Creek Trail, and the Guadalupe River Trail. The trail can also be accessed from Great America Parkway.

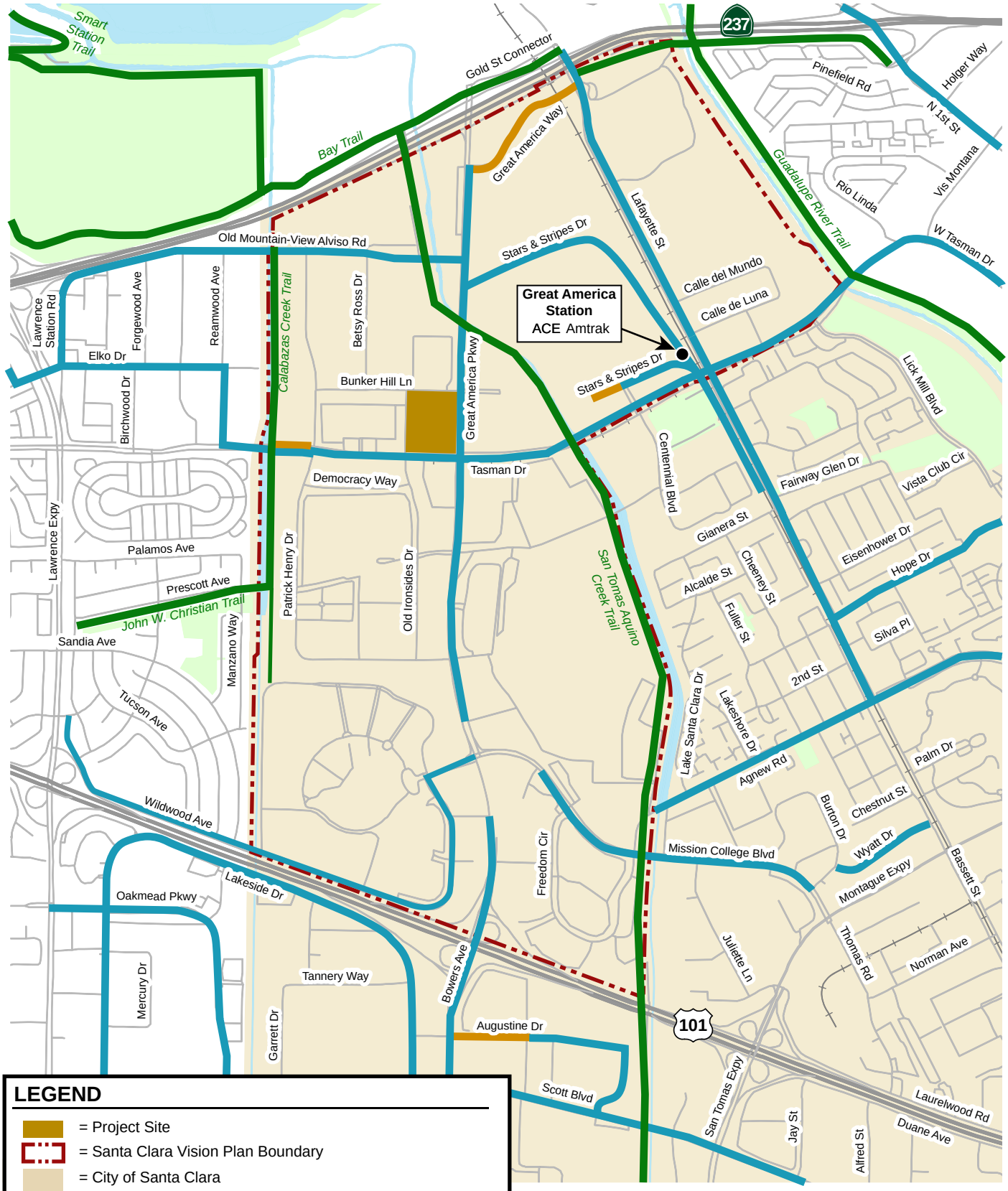
Class II Bike Lanes are lanes on roadways designated for use by bicycles with special lane markings. Within a one-mile radius of the project site, striped bike lanes are present along the following roadway segments:

- Great America Parkway, south of Great America Way (except for a small segment just north and south of Mission College Boulevard)
- Tasman Drive, east of Patrick Henry Drive and west of the Calabazas Creek Trail to Reamwood Avenue
- Stars and Stripes Drive between Great America Parkway and north of Gianera Street
- Mission College Boulevard, from Wyatt Drive to east of Great America Parkway at Marriott Driveway
- Mission College Boulevard Loop south of the intersection at Mission College Boulevard
- Bowers Avenue, from Chromite Drive extending onto Great America Parkway
- Lafayette Street, from Gold Street Connector to Agnew Road
- Old Mountain View-Alviso/Lawrence Station Road, from Elko Drive to Great America Parkway
- Agnew Road, from San Tomas Aquino Creek Trail to Montague Expressway
- Elko Drive, from Reamwood Avenue to Lawrence Expressway
- Reamwood Avenue, from Tasman Drive to Elko Drive
- Scott Boulevard, from Monroe Street to Arques Avenue
- Lakeside Drive, from Scott Boulevard to Arques Avenue
- Oakmead Parkway, from Central Expressway to Lawrence Expressway
- Octavius Drive, from Scott Boulevard to Montgomery Drive
- Hope Drive, from Lafayette Street to Lick Mill Boulevard
- N. First Street, from Liberty Street to Charcot Avenue

Class III Bike Routes are streets designated for bike travel and shared with motor vehicles. Within a one-mile radius of the project site, bike routes are present along the following roadway segments:

- Great America Way, from Great America Parkway to Lafayette Street
- Tasman Drive, north side of the street between Patrick Henry Drive and Calabazas Creek Trail
- Augustine Drive between Bowers Avenue and Coronado Place

Bicycles are also permitted on Central Expressway, Lawrence Expressway, and Montague Expressway. However, due to high speeds and traffic volumes, the expressways are recommended for use only by bicyclists of intermediate to advanced skills.



LEGEND

- = Project Site
- = Santa Clara Vision Plan Boundary
- = City of Santa Clara
- = Class I Shared-Use Paths
- = Class II Bicycle Lanes
- = Class III Bicycle Routes

Figure 3
Existing Bicycle Facilities

NORTH
Not to Scale

Existing Transit Services

Existing transit services to the project area are provided by the VTA's bus service, VTA's shuttle service to the Great America Station, and VTA light rail transit (LRT) service. Transit services in the project vicinity as of July 2021 are summarized in Table 4 and shown on Figure 4.

Table 4
Existing Transit Services

Route	Route Description	Weekday Hours of Operation	Headways[1] (minutes)	Nearby Bus Stop	Walking Distance from Nearest Stop to Project Site (feet)
VTA Bus and Shuttle Routes in the Project Vicinity					
Local Route 55	Old Ironsides Station - De Anza College	6:20 AM - 10:50 PM	30	Project Frontage, Old Ironside Drive	50
Frequent Route 57	West Valley College - Old Ironsides Station	6:05 AM - 10:50 PM	20	Tasman Drive at Old Ironsides Drive	250
Local Route 59	Valley Fair - Baypointe Station via Alviso	6:00 AM - 7:40 PM	30	Project Frontage, Old Ironside Drive	50
ACE Green Shuttle[2]	Great America Station - America Center	6:15 AM - 9:26 AM (Westbound) 3:24 PM - 6:40 PM (Eastbound)	45 - 55	Old Ironsides Road south of Tasman Drive	455
VTA Light Rail Transit					
LRT Route Orange Line	Mountain View - Alum Rock	5:00 AM - 1:00 AM (next day)	15	Old Ironsides Station	450
LRT Route Green Line	Old Ironsides - Winchester	5:00 AM - 12:30 AM (next day)	15	Old Ironsides Station	450

Notes:
Source: VTA Service Schedule, July 2021.
1. Headways during weekday peak periods.
2. Limited hours of operation and daily runs. The ACE Green Shuttle has 3 westbound busses in the morning and 3 eastbound busses in the afternoon peak hours.

VTA Bus Service

VTA operates the Local Bus Routes 55 and 59, Frequent Route 57, and the ACE Green Shuttle route in the project vicinity (with bus stops within walking distance). The closest bus stops are located on the project frontage at Old Ironsides Drive, approximately 50 feet from the closest building entrance.

VTA Light Rail Train

The LRT stop closest to the project site is at the Old Ironsides LRT Station, approximately 450 feet from the project site, for the Orange Line and Green Line. The Orange Line travels between the Mountain View Transit Center and Alum Rock Station. The Green line travels between Old Ironsides Station and Winchester Station.

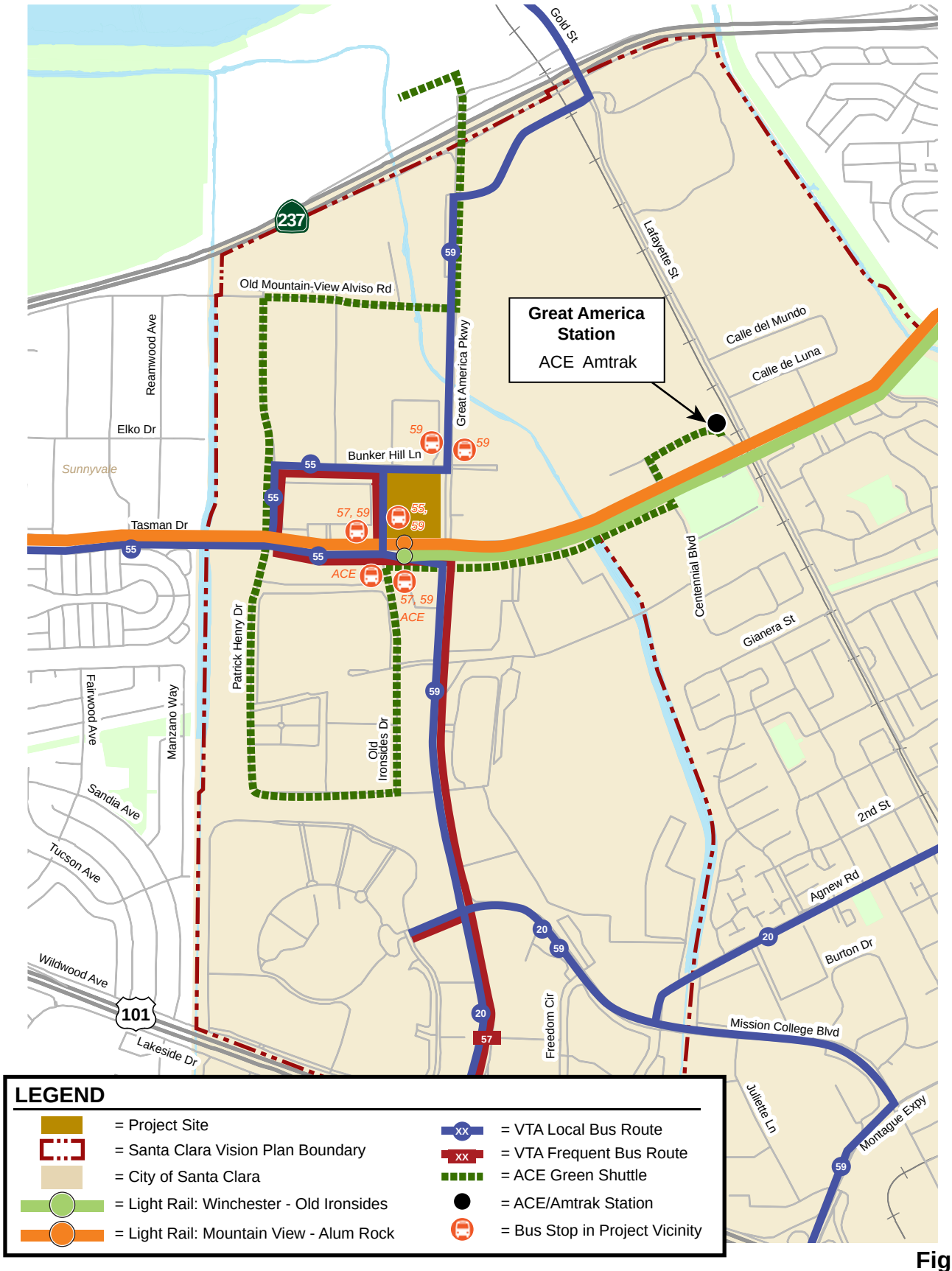


Figure 4
Existing Transit Services

NORTH
Not to Scale

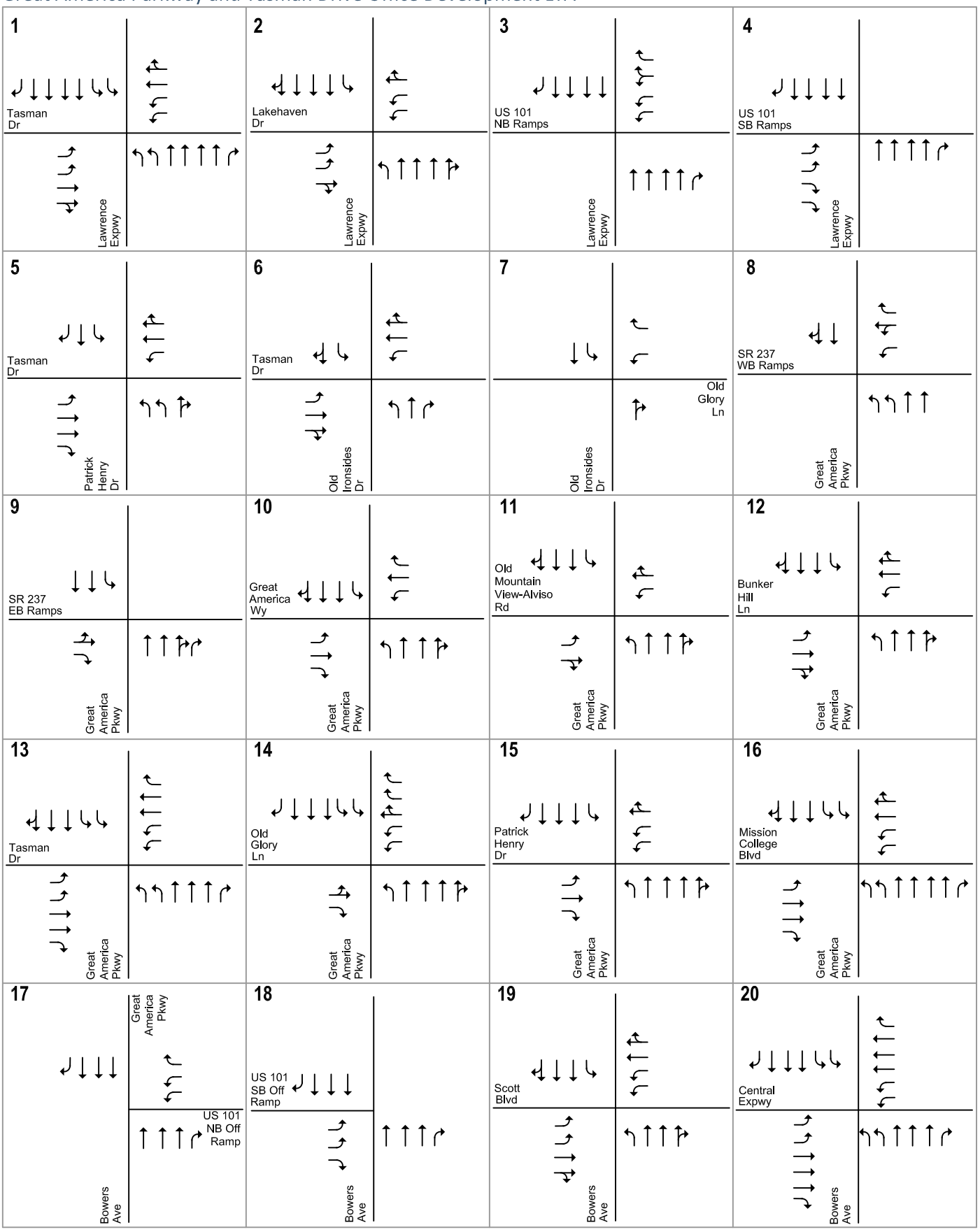
Existing Lane Configurations and Traffic Volumes

The existing lane configurations at the study intersections were obtained from Google Earth (see Figure 5).

Existing traffic volumes were obtained from turning movement counts collected in 2018 and 2019, between 7:00 and 9:00 AM and between 4:00 and 6:00 PM, for previously completed traffic studies. Traffic counts are presented in Appendix A. PM peak-hour counts for CMP intersections were obtained from the latest available CMP database for the 2018 CMP Annual Monitoring Report. Traffic counts for PM peak hours at Great America Parkway and Patrick Henry Drive from 2018/2019 are lower than 2016 counts. Thus, 2020 traffic volumes were estimated by applying a 2 percent annual growth factor to 2016 PM counts at this intersection. The existing peak-hour intersection volumes are shown on Figure 7. Peak-hour traffic volumes for all intersections and study scenarios are tabulated in Appendix B.

Existing Intersection Levels of Service

The results of the intersection level of service analysis show that all of the study intersections are currently operating at acceptable levels of service (see Table 5). The intersection levels of service calculation sheets are included in Appendix D.



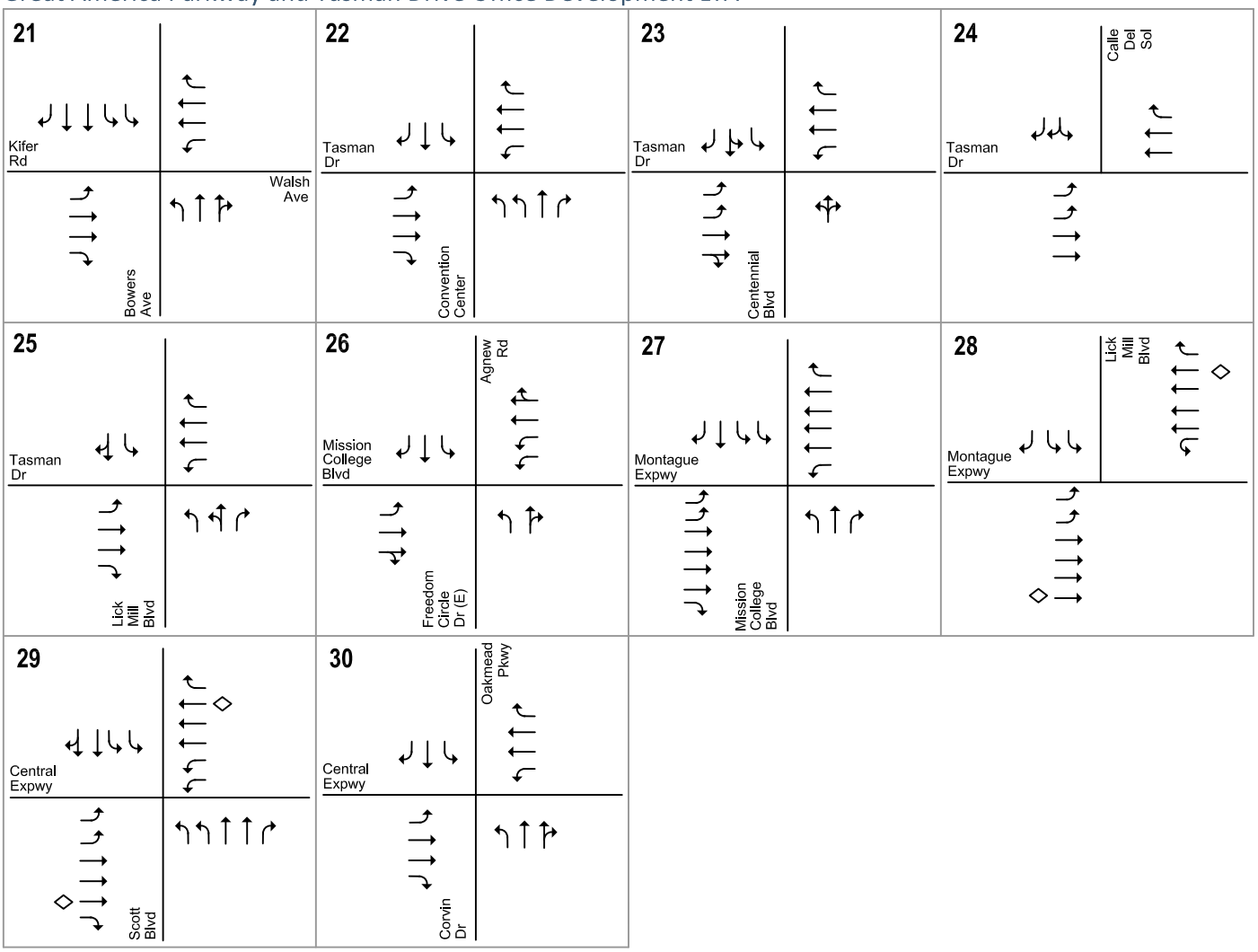
LEGEND

◇ = HOV Lane

Figure 5
Existing Lane Configurations

HEXAGON

NORTH
Not to Scale



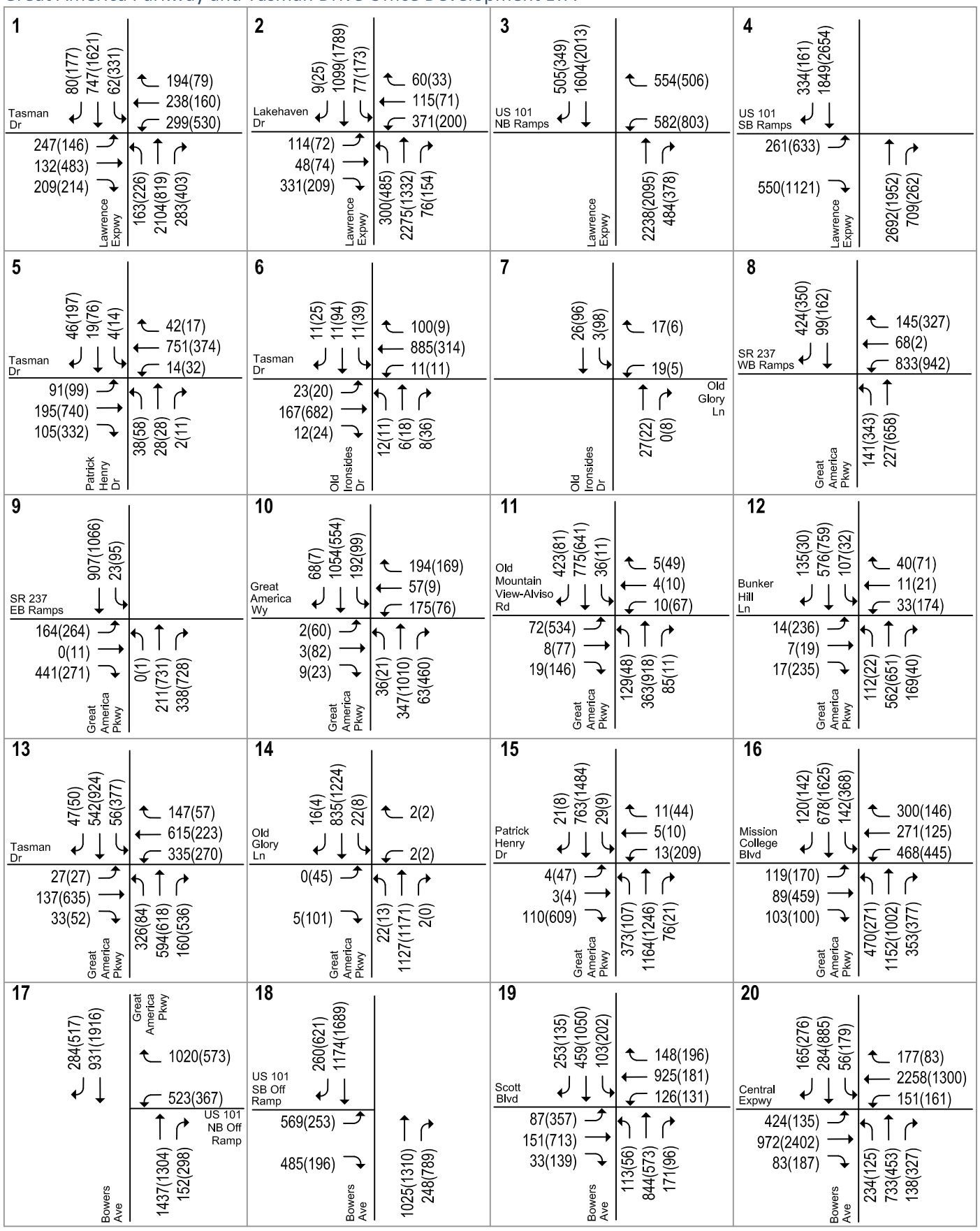
LEGEND

◇ = HOV Lane

Figure 5
Existing Lane Configurations

HEXAGON

NORTH
Not to Scale

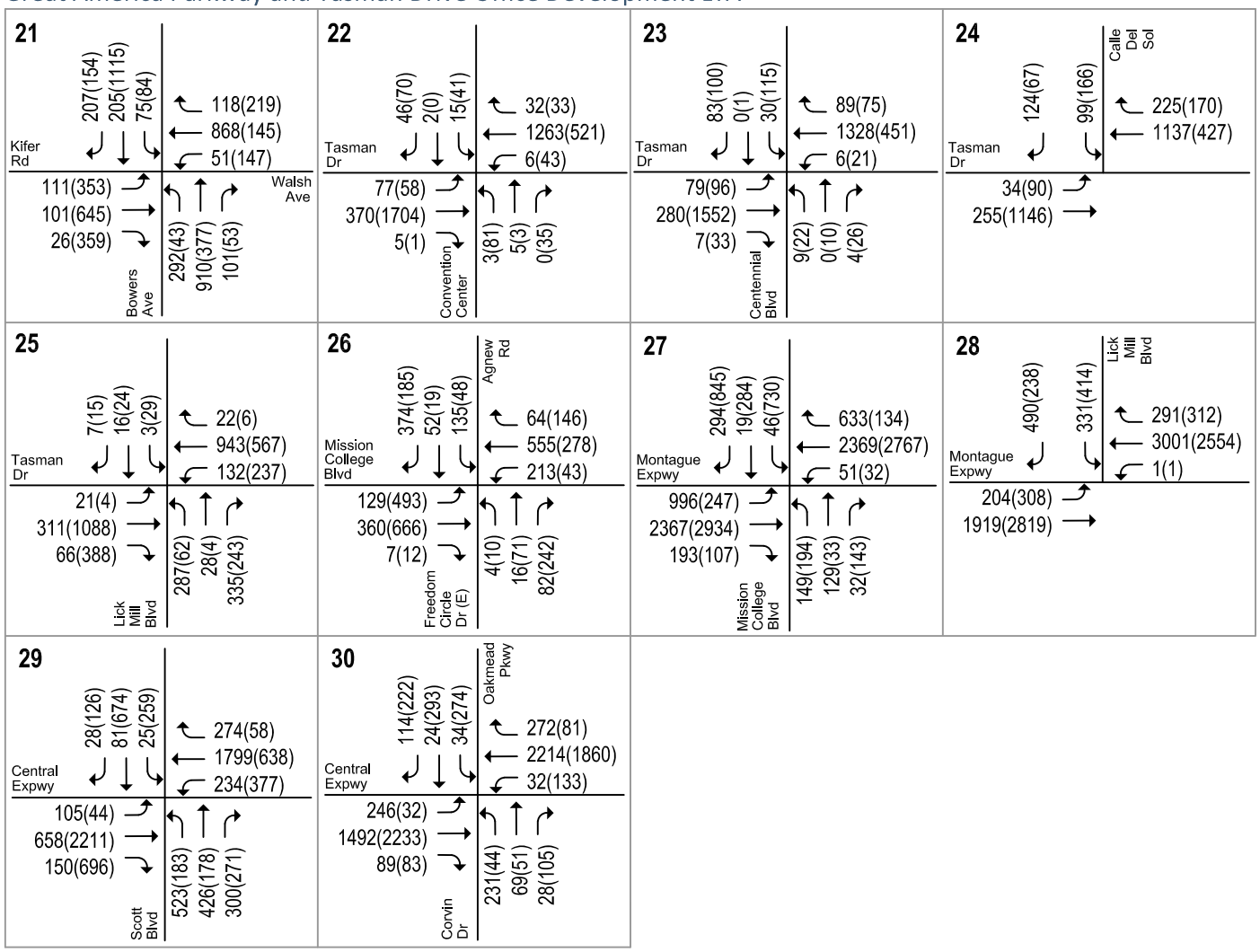


LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 6
Existing Traffic Volumes

NORTH
Not to Scale



LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 6
Existing Traffic Volumes

HEXAGON

NORTH
Not to Scale

Table 5
Existing Intersection Levels of Service

ID	Intersection	Jurisdiction	LOS Standard	Peak Hour	Count Date	Existing Avg. Delay[1]	Existing LOS
1	Lawrence Expwy and Tasman Dr*	SCC	E	AM	05/17/18	42.0	D
				PM	11/08/18	55.1	E
2	Lawrence Expwy and Lakehaven Dr	SCC	E	AM	05/17/18	63.4	E
				PM	05/17/18	58.3	E
3	Lawrence Expwy and US 101 NB Ramps	SCC	E	AM	05/17/18	10.0	B
				PM	05/17/18	13.8	B
4	Lawrence Expwy and US 101 SB Ramps	SCC	E	AM	05/17/18	6.6	A
				PM	05/17/18	71.5	E
5	Patrick Henry Dr and Tasman Dr	SC	E	AM	05/10/18	17.2	B
				PM	05/10/18	17.7	B
6	Old Ironsides Dr and Tasman Dr	SC	D	AM	05/10/18	6.4	A
				PM	05/10/18	15.9	B
7	Old Ironsides Dr and Old Glory Ln	SC	D	AM	05/10/18	3.6	A
	(unsignalized)			PM	05/10/18	3.5	A
8	Great America Pkwy and SR 237 WB Ramps*	SJ	E	AM	05/10/18	15.7	B
				PM	11/01/18	19.0	B
9	Great America Pkwy and SR 237 EB Ramps*	SJ	E	AM	05/10/18	13.4	B
				PM	11/01/18	14.5	B
10	Great America Pkwy and Great America Way	SC	D	AM	05/10/18	23.6	C
				PM	05/10/18	16.9	B
11	Great America Pkwy and Old Mt View-Alviso Rd	SC	D	AM	05/10/18	19.4	B
				PM	05/10/18	44.4	D
12	Great America Pkwy and Bunker Hill Ln	SC	D	AM	05/10/18	16.9	B
				PM	05/10/18	29.8	C
13	Great America Pkwy and Tasman Dr*	SC	E	AM	03/07/18	42.0	D
				PM	11/15/18	28.4	C
14	Great America Pkwy and Old Glory Ln	SC	D	AM	05/10/18	10.7	B
				PM	05/10/18	16.9	B
15	Great America Pkwy and Patrick Henry Dr	SC	D	AM	05/16/19	29.6	C
				PM	-[2]	53.6	D

Table 5 (continued)
Existing Intersection Levels of Service

ID	Intersection	Jurisdiction	LOS Standard	Peak Hour	Count Date	Existing Avg. Delay[1]	Existing LOS
16	Great America Pkwy and Mission College Blvd*	SC	E	AM	03/07/18	44.8	D
				PM	11/15/18	42.6	D
17	Great America Pkwy and US 101 NB Ramps*	SC	E	AM	05/16/19	11.6	B
				PM	11/15/18	10.0	A
18	Bowers Ave/US 101 SB Ramps*	SC	E	AM	05/16/19	13.2	B
				PM	11/15/18	7.6	A
19	Bowers Ave and Scott Blvd*	SC	E	AM	05/16/19	40.5	D
				PM	11/15/18	33.5	C
20	Bowers Ave and Central Expwy*	SCC	E	AM	05/16/19	56.2	E
				PM	11/13/18	53.8	D
21	Bowers Ave and Kifer Rd/Walsh Ave	SC	D	AM	05/16/19	31.2	C
				PM	03/07/18	28.6	C
22	Convention Center and Tasman Dr	SC	D	AM	05/16/19	14.4	B
				PM	05/16/19	14.8	B
23	Centennial Blvd and Tasman Dr	SC	D	AM	05/16/19	14.8	B
				PM	05/16/19	17.5	B
24	Calle Del Sol and Tasman Dr	SC	D	AM	05/10/18	14.6	B
				PM	05/10/18	18.3	B
25	Lick Mill Blvd and Tasman Dr	SC	D	AM	05/10/18	27.5	C
				PM	05/10/18	24.8	C
26	Agnew Rd and Mission College Blvd	SC	D	AM	05/24/18	30.0	C
				PM	05/24/18	31.8	C
27	Mission College Blvd and Montague Expwy*	SCC	E	AM	04/09/19	65.8	E
				PM	11/08/18	52.4	D
28	Lick Mill Blvd/Montague Expwy	SCC	E	AM	05/10/18	38.7	D
				PM	05/10/18	28.4	C
29	Scott Blvd and Central Expwy*	SCC	E	AM	05/16/19	41.8	D
				PM	11/13/18	64.9	E
30	Oakmead Pkwy/Corvin Dr and Central Expwy*	SCC	E	AM	04/09/19	52.9	D
				PM	11/13/18	45.2	D

Notes:
* Denotes VTA CMP intersection. SCC = Santa Clara County, SC = Santa Clara, SJ = San Jose.
1. Weighted average control delay measured in seconds per vehicle.
2. Traffic counts from 2018/2019 are lower than 2016 counts. Thus, 2020 traffic volumes were estimated by applying a 2% annual growth factor to 2016 counts.

3. Background Conditions

This chapter presents background traffic conditions, which are defined as conditions just prior to completion of the project. Traffic volumes for background conditions comprise volumes from existing traffic counts plus traffic generated by approved but not yet constructed developments in the vicinity of the site. This chapter describes the procedure used to determine background traffic volumes and the resulting traffic conditions.

Roadway Network Under Background Conditions

The transportation network under background conditions is assumed to include the following improvements at study intersections. The intersection improvements are planned CIP projects or improvements that will be fully funded by the Tasman East Specific Plan and City Place Phases 1, 2, and 3 developments. Figure 7 shows the lane configurations at the study intersections under background conditions.

8. Great America Parkway and SR 237 Westbound Ramps: restripe the southbound approach as one through/right-turn lane and one right-turn lane, add a second westbound right-turn lane and a third westbound left-turn lane and associated receiving lane under underpass.

9. Great America Parkway and SR 237 Eastbound Ramps: add a third southbound through lane and a second eastbound right-turn lane.

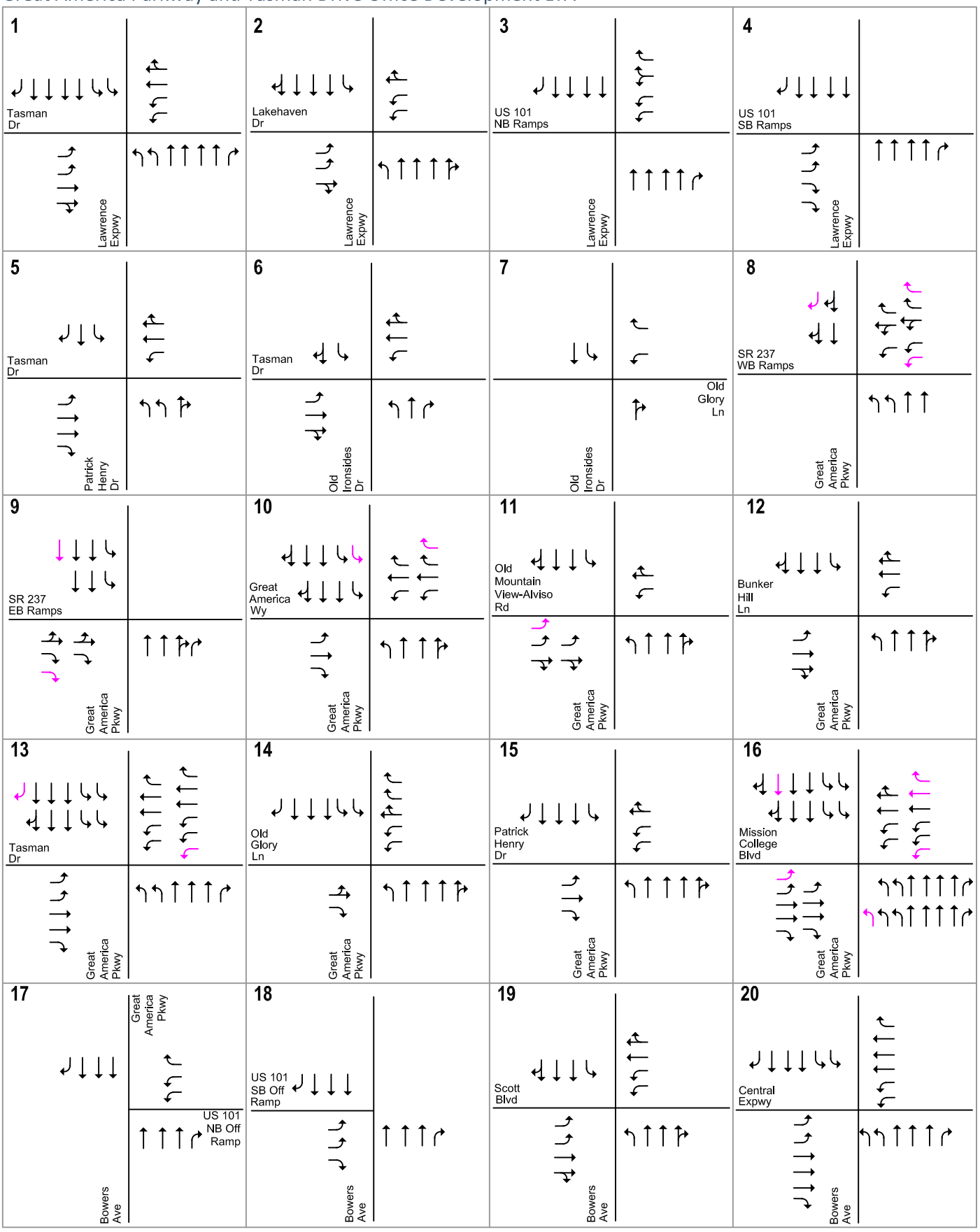
10. Great America Parkway and Great America Way: add a second westbound right-turn lane with an overlap phase and a second southbound left-turn lane.

11. Great America Parkway and Old Mountain View-Alviso Road: add a second eastbound left-turn lane.

13. Great America Parkway and Tasman Drive: add a southbound right-turn lane and a third westbound left-turn lane.

16. Great America Parkway and Mission College Boulevard: add a third northbound left-turn lane, a third westbound left-turn lane, a second eastbound left-turn lane, a southbound through lane, and restripe the westbound shared through/right turn lane into a through lane and a westbound right-turn pocket.

25. Lick Mill Boulevard and Tasman Drive: reconfigure northbound and southbound approaches to include two left-turn lanes, one through lane, and one right-turn lane; change the northbound/southbound phasing from split to protected phasing; add a second westbound left-turn lane.



LEGEND

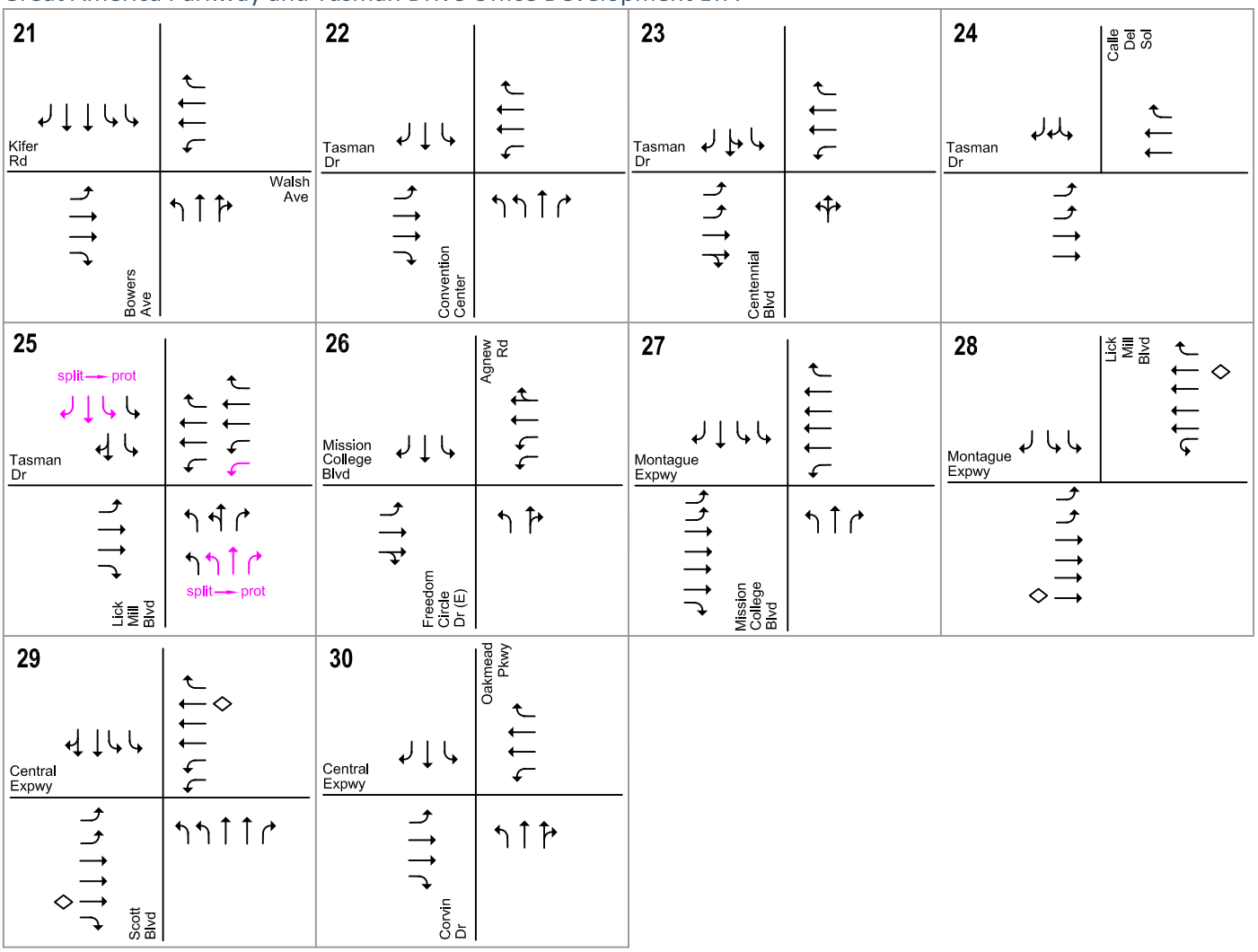
⟵ = Improvement

◇ = HOV Lane

Figure 7
Background No Project Lane Configurations

HEXAGON

NORTH
Not to Scale



LEGEND

⟵ = Improvement

◇ = HOV Lane

Figure 7
Background No Project Lane Configurations

HEXAGON

NORTH
Not to Scale

Background Traffic Volumes

Background traffic volumes (see Figure 8) are based on the 2030 no project volumes developed for the Freedom Circle Focus Area Plan (FCFAP) EIR, which used the City of Santa Clara travel demand forecasting model to develop the 2030 background volumes. Background conditions reflect trips associated with approved projects in Santa Clara, San Jose, and Sunnyvale. In the vicinity of the project area, the model assumes completion of City Place Phases 1-3 and buildout of the Tasman East Specific Plan.

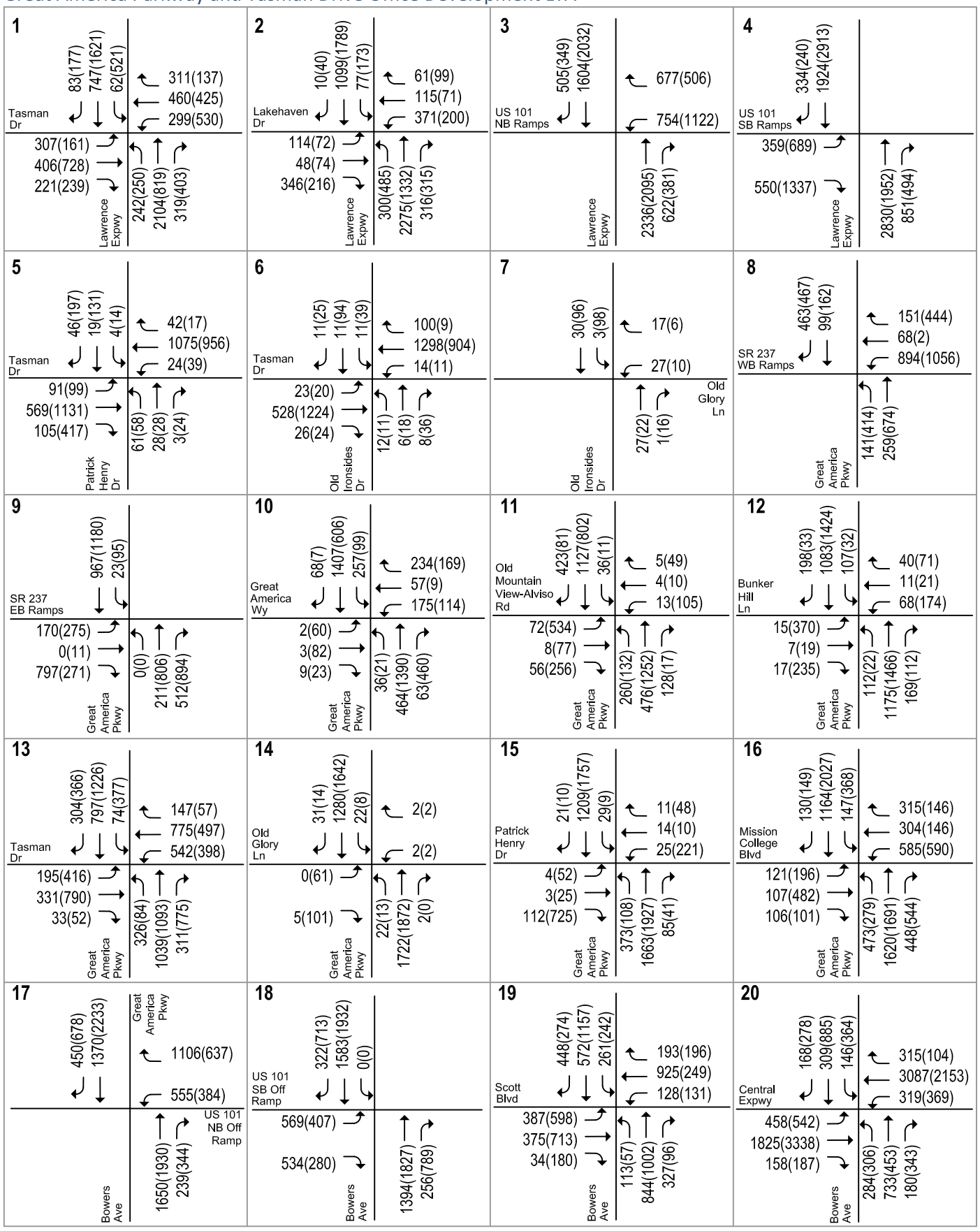
The Oakmead Parkway/Corvine Drive and Central Expressway intersection was not analyzed by the FCFAP EIR. Therefore, background volumes were estimated by interpolating the background volumes at the adjacent study intersection of Bowers Avenue and Central Expressway A tabular summary of approved trips and background traffic volumes at each study intersection is contained in Appendix B.

Background Intersection Levels of Service

The results of the intersection level of service analysis show that the following eight study intersections would operate at an unacceptable level of service (LOS E or worse for any San José intersection and locally controlled Santa Clara and Sunnyvale intersections and LOS F for CMP and expressway intersections in Santa Clara and Sunnyvale) during at least one peak hour under background conditions (see Table 6).

4. Lawrence Expressway and US 101 Southbound Ramps
15. Great America Parkway and Patrick Henry Drive
20. Bowers Avenue and Central Expressway
27. Mission College Boulevard and Montague Expressway
29. Scott Boulevard and Central Expressway
30. Oakmead Parkway/Corvin Drive and Central Expressway

All other study intersections would operate at acceptable levels during both the AM and PM peak hours of traffic. The intersection levels of service calculation sheets are included in Appendix D.

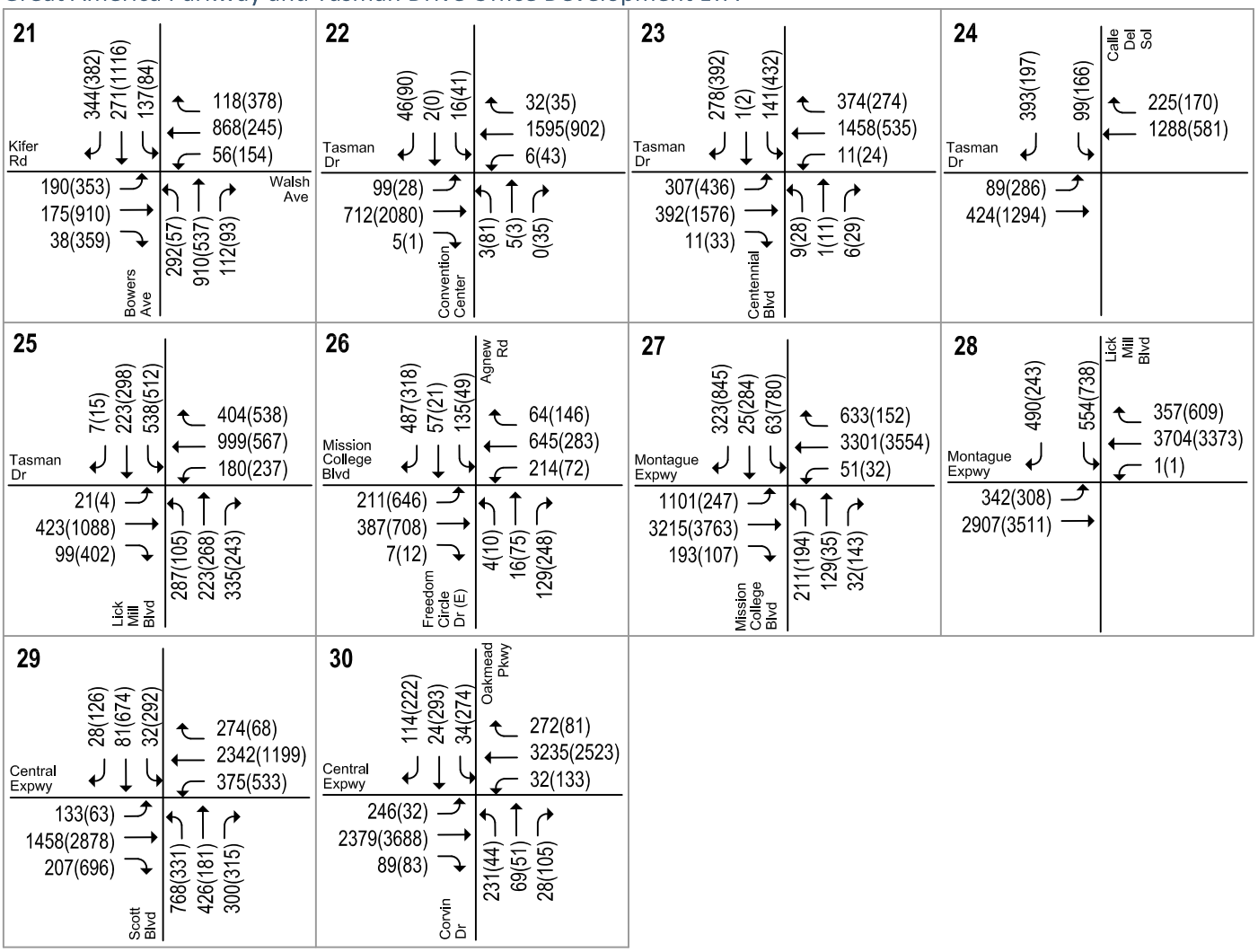


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 8
Background Traffic Volumes

NORTH
Not to Scale



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 8
Background Traffic Volumes

NORTH
Not to Scale

Table 6
Background Intersection Levels of Service

ID	Intersection	Jurisdiction	LOS Standard	Peak Hour	Existing Avg. Delay[1]	Existing LOS	Background Avg. Delay[1]	Background LOS
1	Lawrence Expwy and Tasman Dr*	SCC	E	AM	42.0	D	47.6	D
				PM	55.1	E	64.5	E
2	Lawrence Expwy and Lakehaven Dr	SCC	E	AM	63.4	E	64.3	E
				PM	58.3	E	62.5	E
3	Lawrence Expwy and US 101 NB Ramps	SCC	E	AM	10.0	B	11.6	B
				PM	13.8	B	19.7	B
4	Lawrence Expwy and US 101 SB Ramps	SCC	E	AM	6.6	A	7.2	A
				PM	71.5	E	**109.4**	**F**
5	Patrick Henry Dr and Tasman Dr	SC	E	AM	17.2	B	16.2	B
				PM	17.7	B	18.0	B
6	Old Ironsides Dr and Tasman Dr	SC	D	AM	6.4	A	5.5	A
				PM	15.9	B	10.9	B
7	Old Ironsides Dr and Old Glory Ln	SC	D	AM	3.6	A	3.9	A
	(unsignalized)			PM	3.5	A	3.6	B
8	Great America Pkwy and SR 237 WB Ramps*	SJ	E	AM	15.7	B	13.1	B
				PM	19.0	B	18.8	B
9	Great America Pkwy and SR 237 EB Ramps*	SJ	E	AM	13.4	B	10.7	B
				PM	14.5	B	13.2	B
10	Great America Pkwy and Great America Way	SC	D	AM	23.6	C	22.1	C
				PM	16.9	B	17.3	B
11	Great America Pkwy and Old Mt View-Alviso Rd	SC	D	AM	19.4	B	22.2	C
				PM	44.4	D	42.5	D
12	Great America Pkwy and Bunker Hill Ln	SC	D	AM	16.9	B	13.3	B
				PM	29.8	C	29.5	C
13	Great America Pkwy and Tasman Dr*	SC	E	AM	42.0	D	44.5	D
				PM	28.4	C	33.1	C
14	Great America Pkwy and Old Glory Ln	SC	D	AM	10.7	B	10.5	B
				PM	16.9	B	13.3	B
15	Great America Pkwy and Patrick Henry Dr	SC	D	AM	29.6	C	27.4	C
				PM	53.6	D	**66.5**	**E**

Table 6 (Continued)
Background Intersection Levels of Service

ID	Intersection	Jurisdiction	LOS Standard	Peak Hour	Existing Avg. Delay[1]	Existing LOS	Background Avg. Delay[1]	Background LOS
16	Great America Pkwy and Mission College Blvd*	SC	E	AM	44.8	D	37.1	D
				PM	42.6	D	40.4	D
17	Great America Pkwy and US 101 NB Ramps*	SC	E	AM	11.6	B	11.4	B
				PM	10.0	A	9.6	A
18	Bowers Ave/US 101 SB Ramps*	SC	E	AM	13.2	B	11.9	B
				PM	7.6	A	10.9	B
19	Bowers Ave and Scott Blvd*	SC	E	AM	40.5	D	49.6	D
				PM	33.5	C	37.1	D
20	Bowers Ave and Central Expwy*	SCC	E	AM	56.2	E	**89.0**	**F**
				PM	53.8	D	**103.6**	**F**
21	Bowers Ave and Kifer Rd/Walsh Ave	SC	D	AM	31.2	C	36.0	D
				PM	28.6	C	30.4	C
22	Convention Center and Tasman Dr	SC	D	AM	14.4	B	14.8	B
				PM	14.8	B	15.5	B
23	Centennial Blvd and Tasman Dr	SC	D	AM	14.8	B	25.5	C
				PM	17.5	B	27.3	C
24	Calle Del Sol and Tasman Dr	SC	D	AM	14.6	B	21.8	C
				PM	18.3	B	23.3	C
25	Lick Mill Blvd and Tasman Dr	SC	D	AM	27.5	C	41.3	D
				PM	24.8	C	41.2	D
26	Agnew Rd and Mission College Blvd	SC	D	AM	30.0	C	31.1	C
				PM	31.8	C	31.5	C
27	Mission College Blvd and Montague Expwy*	SCC	E	AM	65.8	E	**98.3**	**F**
				PM	52.4	D	72.7	E
28	Lick Mill Blvd/Montague Expwy	SCC	E	AM	38.7	D	56.1	E
				PM	28.4	C	52.1	D
29	Scott Blvd and Central Expwy*	SCC	E	AM	41.8	D	67.6	E
				PM	64.9	E	**109.5**	**F**
30	Oakmead Pkwy/Corvin Dr and Central Expwy*	SCC	E	AM	52.9	D	**155.6**	**F**
				PM	45.2	D	**145.9**	**F**

Notes:
* Denotes VTA CMP intersection. SCC = Santa Clara County, SC = Santa Clara, SJ = San Jose.
1. Weighted average control delay measured in seconds per vehicle.
Bold indicates a substandard level of service.

4. Background Plus Project Conditions

This chapter describes background plus project traffic conditions. Background plus project conditions were evaluated relative to background conditions in order to determine potential adverse effects of the project traffic on intersection operations.

Roadway Network Under Background Plus Project Conditions

The roadway network under background plus project conditions would be the same as the background roadway network as described in Chapter 3, except at the Old Ironsides Drive/Tasman Drive intersection. The project would update the southbound lane configuration to include an exclusive right turn lane. Southbound Old Ironside Drive would have one left turn lane, one through lane, and one right turn lane.

Project Trip Estimates

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

Trip Generation

Through empirical research, data have been collected that show trip generation rates for many types of land uses. The research is compiled in the ITE *Trip Generation Manual, 10th Edition*. The magnitude of traffic added to the roadway system by a particular development is estimated by multiplying the applicable trip generation rates by the size of the development. The rates published for “General Office” (Land Use Code 710) were used to estimate the trips generated by the proposed office development (see Table 7).

Per the VTA TIA Guidelines, office projects located within 2,000 feet of a transit facility (LRT, BRT, or Caltrain station), can apply a six percent trip reduction to the trip generation. The project is located within 2,000 feet of the Old Ironsides LRT Station; thus, a transit trip reduction of six percent was applied to the project.

The Action T-3-1 (TDM plan requirements) of the City’s 2022 Climate Action Plan (CAP) requires that new developments with over 500 employees must achieve a minimum 25 percent reduction in project-based VMT through the implementation of active TDM measures. The applicant will submit a TDM plan

that complies with the City's requirements prior to the issuance of a building occupancy permit. Therefore, the trip generation estimates for the proposed office space include a 25 percent trip reduction for TDM.

Existing Trip Credits

The project would demolish the existing office building on the site. Trips that are generated by existing occupied uses can be subtracted from the gross project trip generation estimates. Trips generated by the existing occupied uses were estimated based on the ITE trip rates for "General Office Building" (Land Use 710).

Net Project Trips

After applying the trip reductions and existing trip credits, the project is estimated to generate 646 trips during the AM peak hour (555 in and 91 out) and 639 trips during the PM peak hour (102 in and 537 out).

Table 7
Project Trip Generation Estimates

		Daily		AM Peak Hour				PM Peak Hour			
		Trip		Trip	Trips			Trip	Trips		
Land Use	Size	Rate	Trips	Rate	In	Out	Total	Rate	In	Out	Total
Proposed Use											
General Office Building[1]	1,068.640 ksf	9.74	10,409	1.16	1,066	174	1,240	1.15	197	1,032	1,229
- Transit Reduction (6%)[2]			-625		-64	-10	-74		-12	-62	-74
- TDM Reduction (25%)[3]			-2,446		-251	-41	-292		-46	-243	-289
Gross Proposed Trips			***7,338***		***751***	***123***	***874***		***139***	***727***	***866***
Existing Use											
General Office Building[1]	209.194 ksf	9.74	2,038	1.16	209	34	243	1.15	39	202	241
- Transit Reduction (6%)[2]			-122		-13	-2	-15		-2	-12	-14
Gross Existing Trips			***1,916***		***196***	***32***	***228***		***37***	***190***	***227***
Net Project Trips	**859.446 ksf**		**5,422**		**555**	**91**	**646**		**102**	**537**	**639**

Source: ITE Trip Generation Manual, 10th Edition, 2017.
1. Average trip rates expressed in trips per 1,000 square feet (ksf) for General Office (ITE Land Use 710) are used.
2. Per VTA TIA Guidelines, a transit trip reduction is applied to the project that is within 2,000 feet of a LRT station.
3. Per the 2022 Santa Clara Climate Action Plan (CAP), a 25% trip reduction is required through active TDM measures for large employers over 500 employees.

Trip Distribution and Assignment

The trip distribution pattern for the proposed office development was estimated based on traffic patterns on the surrounding roadway system and on the locations of complementary land uses (see Figure 9).

The peak-hour trips associated with the project site were added to the roadway network in accordance with the distribution pattern discussed above, the roadway network connections, freeway access points, and the locations of project driveways. Figure 10 shows the trip assignment at the study intersections. A tabular summary of project traffic at each study intersection is contained in Appendix B.

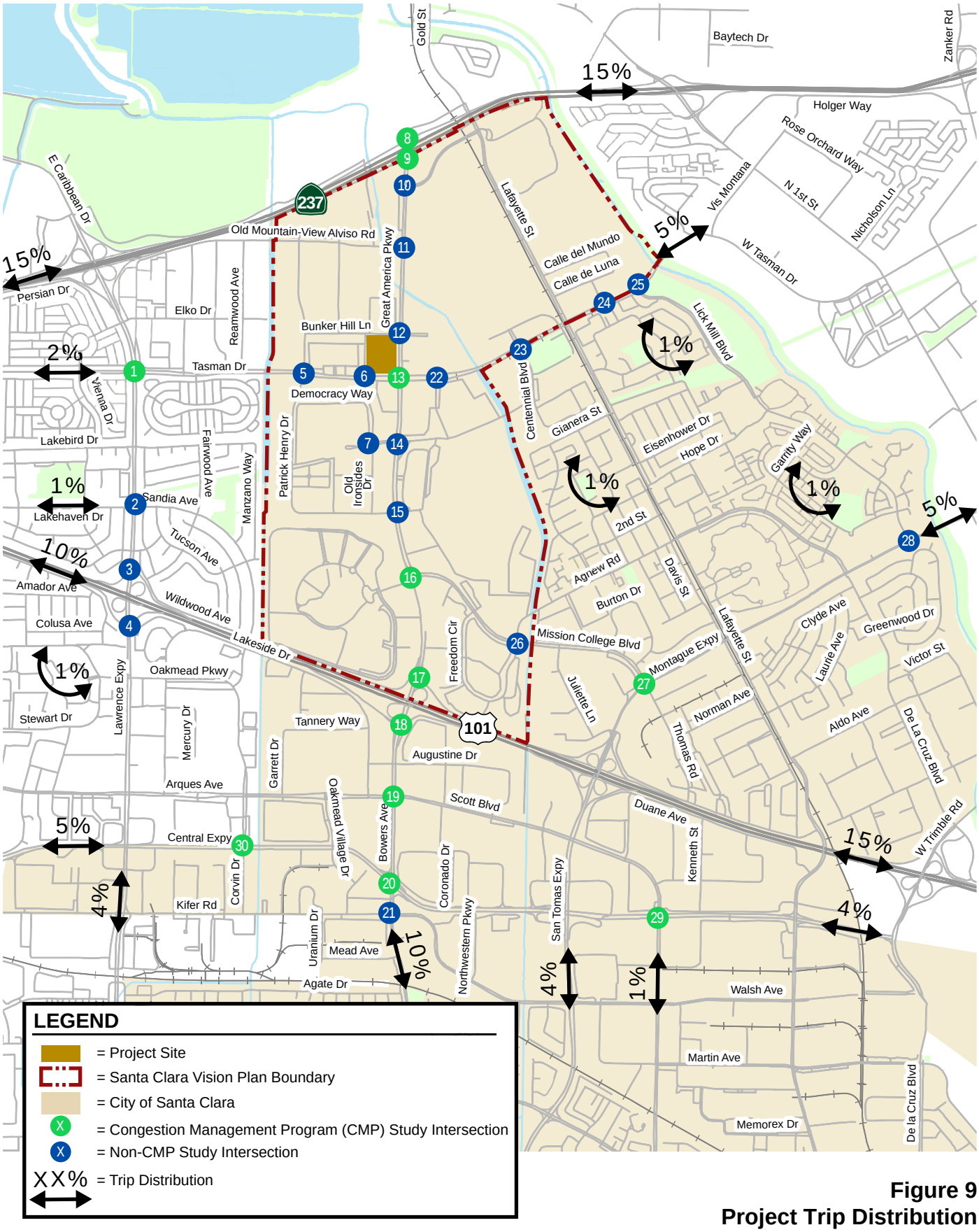
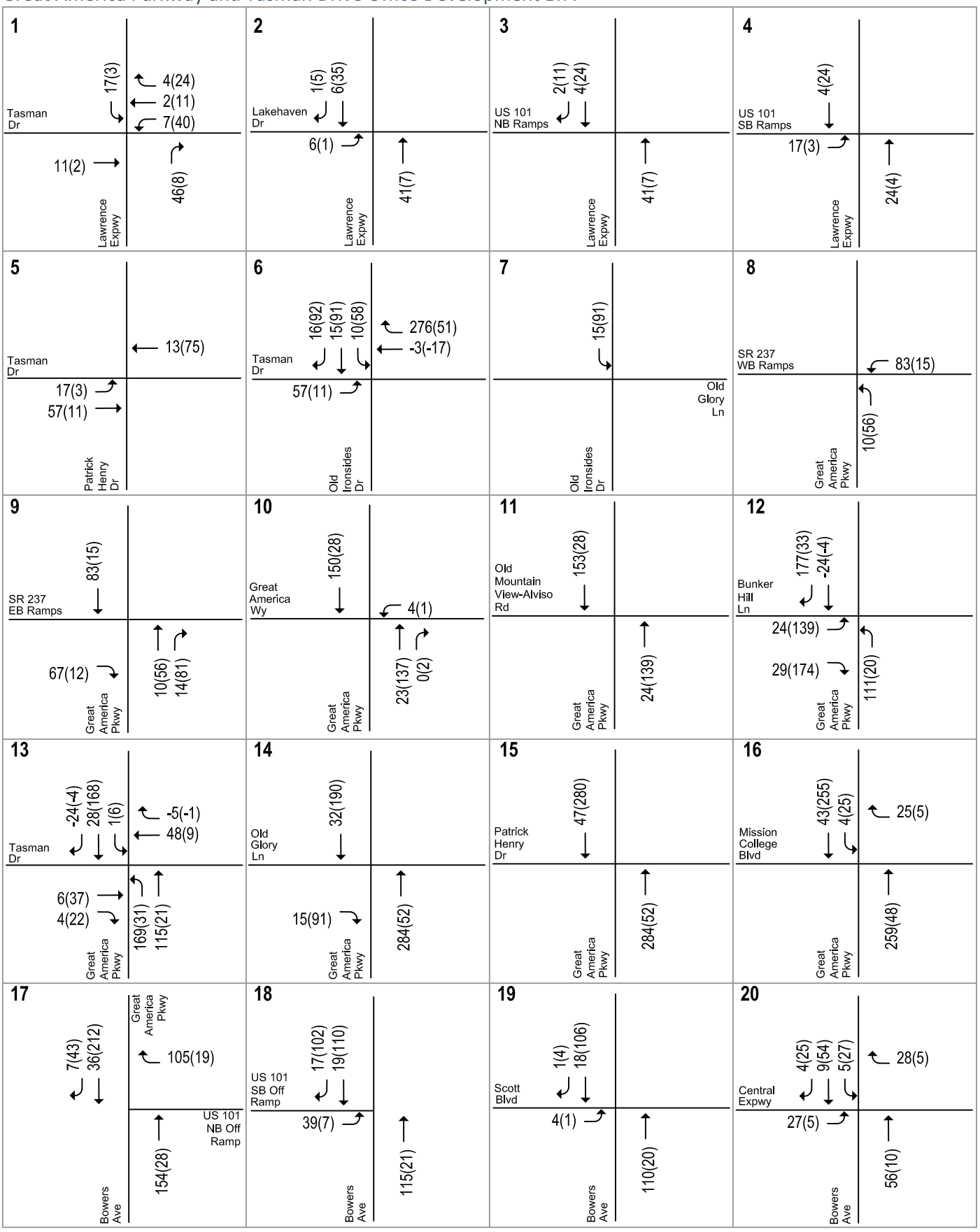


Figure 9
Project Trip Distribution



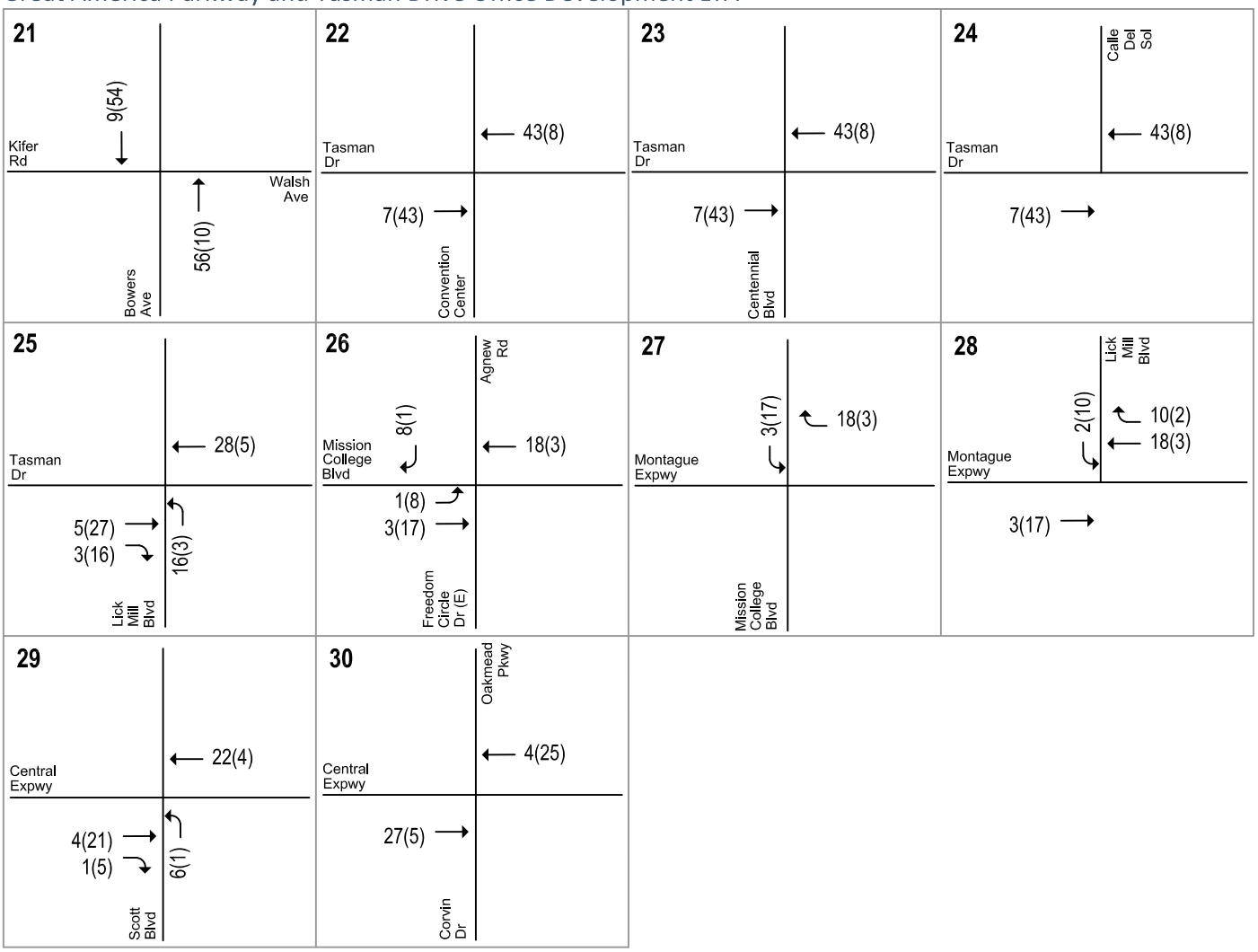
LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 10
Project Trip Assignment

HEXAGON

NORTH
Not to Scale



LEGEND

XX(XX) = AM(PM) Peak-Hour Trips

Figure 10
Project Trip Assignment

HEXAGON

NORTH
Not to Scale

Background Plus Project Traffic Volumes

Project trips were added to background traffic volumes to obtain background plus project traffic volumes (see Figure 11).

Background Plus Project Intersection Levels of Service

The results of the intersection level of service analysis (see Table 8) show that proposed development would cause adverse effects at the following six intersections:

15. Great America Parkway and Patrick Henry Drive (PM peak hour)
20. Bowers Avenue and Central Expressway (PM peak hour)

The adverse effects and proposed improvements to alleviate the deficiencies are described below. The level of service calculation sheets are included in Appendix D.

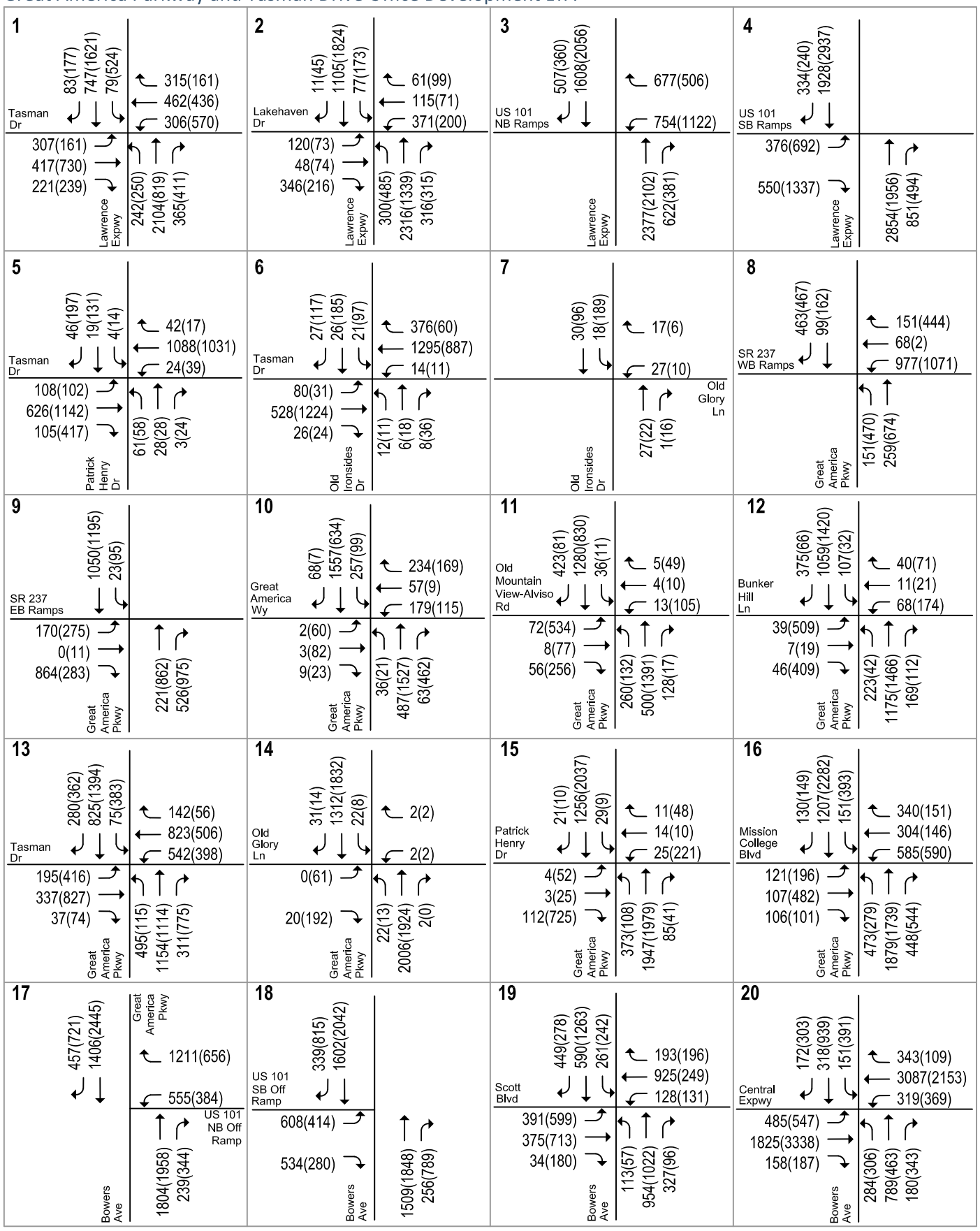
Table 8
Background Plus Project Intersection Levels of Service

					Background		Background+Project			
ID	Intersection	Jurisdiction	LOS Standard	Peak Hour	Avg. Delay[1]	LOS	Avg. Delay[1]	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Lawrence Expwy and Tasman Dr*	SCC	E	AM	47.6	D	47.7	D	0.2	0.008
				PM	64.5	E	65.6	E	1.7	0.014
2	Lawrence Expwy and Lakehaven Dr	SCC	E	AM	64.3	E	65.1	E	-0.1	0.001
				PM	62.5	E	62.9	E	0.0	0.002
3	Lawrence Expwy and US 101 NB Ramps	SCC	E	AM	11.6	B	11.6	B	-0.1	0.006
				PM	19.7	B	19.6	B	0.0	0.001
4	Lawrence Expwy and US 101 SB Ramps	SCC	E	AM	7.2	A	7.4	A	0.0	0.003
				PM	**109.4**	**F**	**109.1**	**F**	-0.9	0.003
5	Patrick Henry Dr and Tasman Dr	SC	E	AM	16.2	B	16.6	B	1.1	0.016
				PM	18.0	B	18.0	B	0.0	0.003
6	Old Ironsides Dr and Tasman Dr	SC	D	AM	5.5	A	8.7	A	3.5	0.128
				PM	10.9	B	15.3	B	3.4	0.035
7	Old Ironsides Dr and Old Glory Ln	SC	D	AM	3.9	A	4.4	A	--	--
	(unsignalized)			PM	3.6	B	4.8	B	--	--
8	Great America Pkwy and SR 237 WB Ramps*	SJ	E	AM	13.1	B	13.2	B	0.1	0.024
				PM	18.8	B	19.2	B	0.6	0.024
9	Great America Pkwy and SR 237 EB Ramps*	SJ	E	AM	10.7	B	10.5	B	-0.1	0.005
				PM	13.2	B	12.8	B	-0.4	0.026
10	Great America Pkwy and Great America Way	SC	D	AM	22.1	C	21.8	C	-0.1	0.037
				PM	17.3	B	17.5	B	0.3	0.032
11	Great America Pkwy and Old Mt View-Alviso Rd	SC	D	AM	22.2	C	22.1	C	-0.1	0.033
				PM	42.5	D	41.6	D	-0.9	0.028
12	Great America Pkwy and Bunker Hill Ln	SC	D	AM	13.3	B	16.7	B	6.2	0.099
				PM	29.5	C	35.0	D	6.1	0.088
13	Great America Pkwy and Tasman Dr*	SC	E	AM	44.5	D	45.8	D	2.7	0.067
				PM	33.1	C	33.6	C	1.8	0.013
14	Great America Pkwy and Old Glory Ln	SC	D	AM	10.5	B	10.8	B	0.7	0.058
				PM	13.3	B	18.8	B	6.5	0.095
15	Great America Pkwy and Patrick Henry Dr	SC	D	AM	27.4	C	26.2	C	-0.2	0.010
				PM	**66.5**	**E**	**74.0**	**E**	**14.3**	**0.057**

Table 8 (continued)
Background Intersection Levels of Service

ID	Intersection	Jurisdiction	LOS Standard	AM PM	Background Avg. Delay[1]	Background LOS	Background+Project Avg. Delay[1]	Background+Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
16	Great America Pkwy and Mission College Blvd*	SC	E	AM	37.1	D	36.9	D	-0.3	0.006
				PM	40.4	D	39.3	D	-5.6	0.050
17	Great America Pkwy and US 101 NB Ramps*	SC	E	AM	11.4	B	11.1	B	-0.2	0.029
				PM	9.6	A	9.2	A	-0.3	0.039
18	Bowers Ave/US 101 SB Ramps*	SC	E	AM	11.9	B	12.5	B	0.5	0.017
				PM	10.9	B	10.7	B	-0.1	0.023
19	Bowers Ave and Scott Blvd*	SC	E	AM	49.6	D	50.6	D	0.3	0.002
				PM	37.1	D	37.2	D	0.1	0.004
20	Bowers Ave and Central Expwy*	SCC	E	AM	**89.0**	**F**	**89.2**	**F**	0.2	0.021
				PM	**103.6**	**F**	**107.5**	**F**	**4.4**	**0.011**
21	Bowers Ave and Kifer Rd/Walsh Ave	SC	D	AM	36.0	D	36.3	D	0.5	0.019
				PM	30.4	C	30.5	C	-0.2	0.016
22	Convention Center and Tasman Dr	SC	D	AM	14.8	B	14.9	B	0.2	0.014
				PM	15.5	B	15.8	B	0.4	0.013
23	Centennial Blvd and Tasman Dr	SC	D	AM	25.5	C	25.6	C	0.0	0.013
				PM	27.3	C	27.6	C	0.6	0.014
24	Calle Del Sol and Tasman Dr	SC	D	AM	21.8	C	21.7	C	-0.1	0.013
				PM	23.3	C	23.0	C	-0.1	0.013
25	Lick Mill Blvd and Tasman Dr	SC	D	AM	41.3	D	41.3	D	0.0	0.009
				PM	41.2	D	41.3	D	0.1	0.008
26	Agnew Rd and Mission College Blvd	SC	D	AM	31.1	C	31.3	C	0.2	0.011
				PM	31.5	C	31.5	C	0.2	0.006
27	Mission College Blvd and Montague Expwy*	SCC	E	AM	**98.3**	**F**	**98.3**	**F**	0.0	0.000
				PM	72.7	E	74.7	E	3.0	0.006
28	Lick Mill Blvd/Montague Expwy	SCC	E	AM	56.1	E	56.2	E	0.3	0.004
				PM	52.1	D	53.3	D	2.2	0.006
29	Scott Blvd and Central Expwy*	SCC	E	AM	67.6	E	69.1	E	-0.2	0.139
				PM	**109.5**	**F**	**110.7**	**F**	2.0	0.005
30	Oakmead Pkwy/Corvin Dr and Central Expwy*	SCC	E	AM	**155.6**	**F**	**156.4**	**F**	0.7	0.001
				PM	**145.9**	**F**	**146.7**	**F**	0.8	0.001

Notes:
* Denotes VTA CMP intersection. SCC = Santa Clara County, SC = Santa Clara, SJ = San Jose.
1. Weighted average control delay measured in seconds per vehicle.
Bold indicates a substandard level of service.
Bold indicates an adverse effect caused by the project.

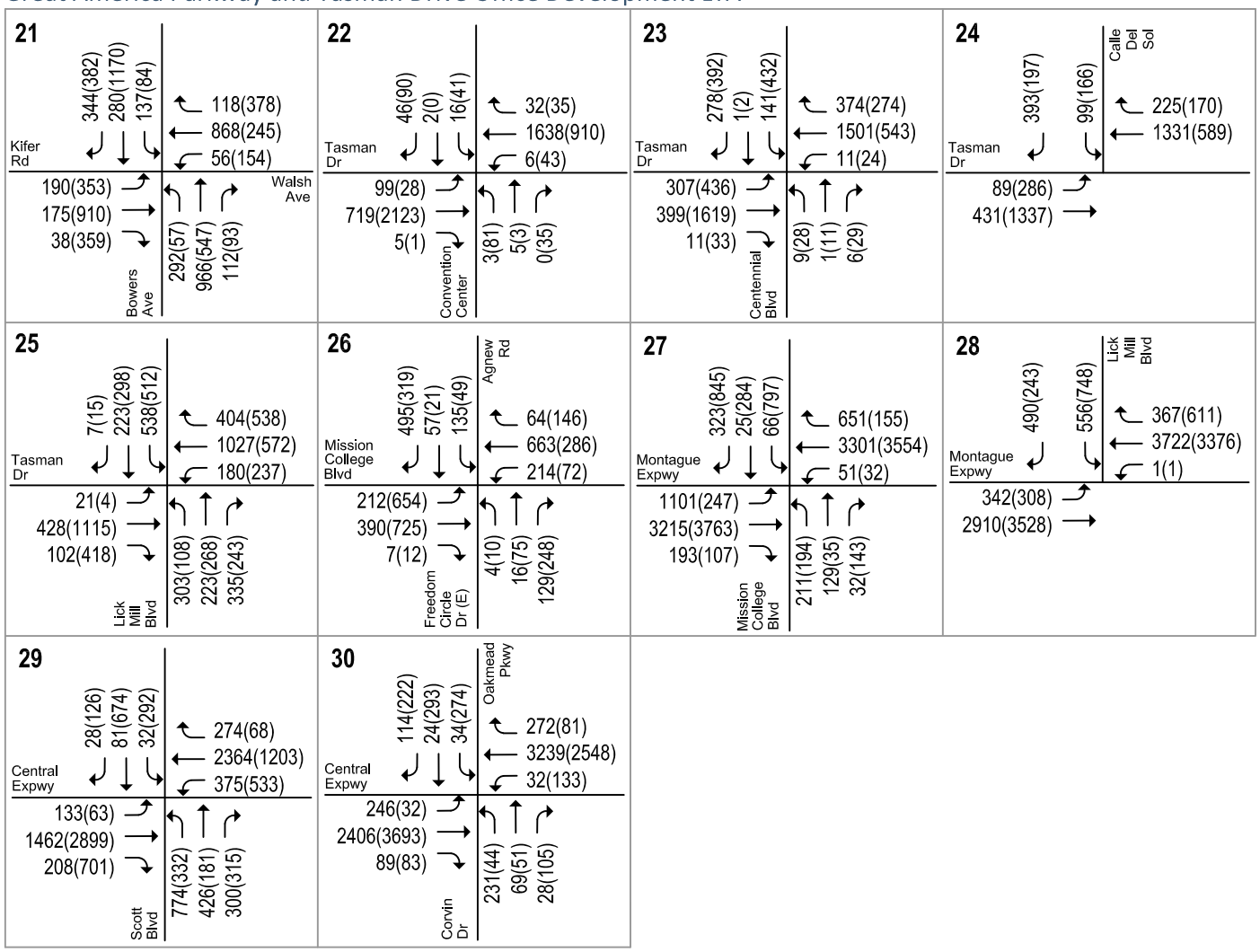


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 11
Background Plus Project Traffic Volumes

NORTH
Not to Scale



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 11
Background Plus Project Traffic Volumes

HEXAGON

NORTH
Not to Scale

Adverse Effects and Recommended Improvements

This section discusses the adverse effects identified under background plus project conditions and the physical improvements recommended to resolve deficiencies at affected intersections. Adverse effects on intersection operations do not constitute significant impacts under CEQA.

15. Great America Parkway and Patrick Henry Drive

This City of Santa Clara intersection would operate at an unacceptable LOS E under background conditions during the PM peak hour. The project would cause the intersection's average critical movement delay to increase by 14.3 seconds and the critical v/c to increase by 0.057 during the PM peak hour. This constitutes an adverse effect on intersection operations.

Intersection operations could be improved by constructing a second eastbound right-turn lane. Although intersection widening for dual right-turn lanes may improve vehicle operations, this improvement conflicts with bicycle and pedestrian policies within the City's *2010-2035 General Plan* (GP), *2018 Bicycle Master Plan* (BMP), and *2019 Pedestrian Master Plan* (PMP). Intersection widening is discouraged by GP Policy 5.8.2-P2 and PMP Policies 1.A.3, 2.A.1, and 2.A.4. Dual right-turn lanes result in challenges with visibility between turning vehicles and pedestrians (*Caltrans Highway Design Manual* 403.6(1)) and this conflicts with GP Policy 5.8.4-P13, BMP Policy 1.A.2 and PMP Policies 1.A.3 and 2.A.5. Furthermore, intersection widening reduces the width of sidewalks and conflicts with GP Policy 5.8.2-P1 and the PMP Pedestrian Recommendation Toolbox. This improvement is also not considered feasible as it would require acquisition of additional right-of-way. Therefore, intersection widening for dual right-turn lanes is not recommended. The adverse effect at this intersection could be lessened by the construction of a Class IV separated bikeway on Great America Parkway. This multimodal improvement, which is identified in the City's *Bicycle Master Plan Update 2018*, would encourage employees to leave their vehicles at home by adding a physical barrier between the existing bike lane and the vehicular travel lane, thereby increasing the comfort level for cyclists. It is expected that the bike lane improvement would be implemented within an existing right-of way where feasible by narrowing travel lanes and medians. The improvement by narrowing medians may require removal of trees and landscaping in medians. The project should provide fair-share funding towards this multimodal improvement.

20. Bowers Avenue and Central Expressway

This CMP intersection in the City of Santa Clara would operate at an unacceptable LOS F under background no project conditions during the AM and PM peak hours. The project would cause the intersection's average critical movement delay to increase by 4.4 seconds and the critical v/c to increase by 0.011 during the PM peak hour. This constitutes an adverse effect on intersection operations.

Physical improvements that would add turn lanes or through travel lanes are not feasible at this intersection as it would require acquisition of additional right-of-way. The City's *Bicycle Master Plan Update 2018* identified an improvement that would construct a Class IV separated bikeway on Bowers Avenue. This multimodal improvement would encourage residents and employees to leave their vehicles at home by adding a physical barrier between the existing bicycle lane and the vehicular travel lane, thereby increasing the comfort level for cyclists. It is expected that the bike lane improvement would be implemented within an existing right-of way where feasible by narrowing travel lanes and medians. The improvement by narrowing medians may require removal of trees and landscaping in medians. The project should pay a fair share fee for future construction of the bikeway on Bowers Avenue.

5. Cumulative Conditions

This chapter describes the roadway traffic operations under cumulative no project conditions and cumulative plus project conditions. Cumulative traffic volumes reflect traffic generated by the approved developments described in Chapter 3 and developments that are in the pipeline but are not yet approved (pending developments). The chapter includes the procedures used to determine cumulative traffic volumes and a description of the resulting traffic conditions and any adverse effects caused by the project. The analysis of cumulative conditions is required by the CMP.

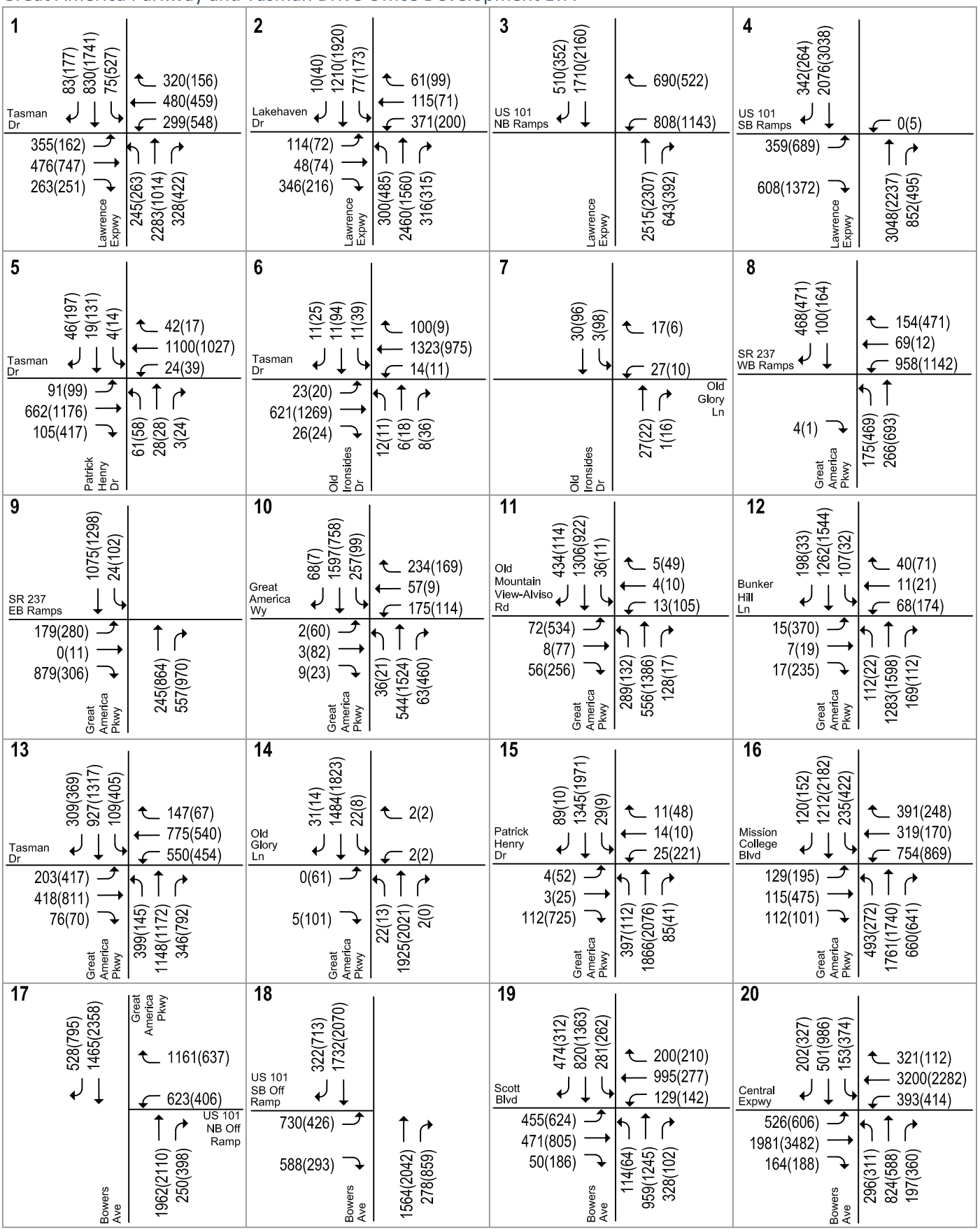
Roadway Network under Cumulative Conditions

The roadway network under cumulative conditions was assumed to be the same as the background roadway network.

Cumulative Traffic Volumes

Traffic volumes under cumulative no project conditions (see Figure 12) were estimated by adding the trips from proposed but not yet approved (pending) developments to the background traffic volumes described in Chapter 3. Lists of pending projects were obtained from the Cities of Santa Clara and Sunnyvale. The pending projects considered for the study are listed in Appendix C. Vehicle trips from the pending projects were obtained from the projects' transportation studies/environmental document (initial study or EIR), if available. For projects without a transportation study, trip estimates were developed using rates published in the Institute of Engineers' (ITE) *Trip Generation Manual*. The estimated trips were assigned to the study intersections according to distributions identified in the development traffic studies, if available, or knowledge of the study area.

The trips generated by the project (see Chapter 4) were then added to the cumulative no project traffic volumes to yield cumulative plus project traffic volumes (see Figure 13). A tabular summary of pending trips and cumulative traffic volumes at each study intersection is contained in Appendix B.

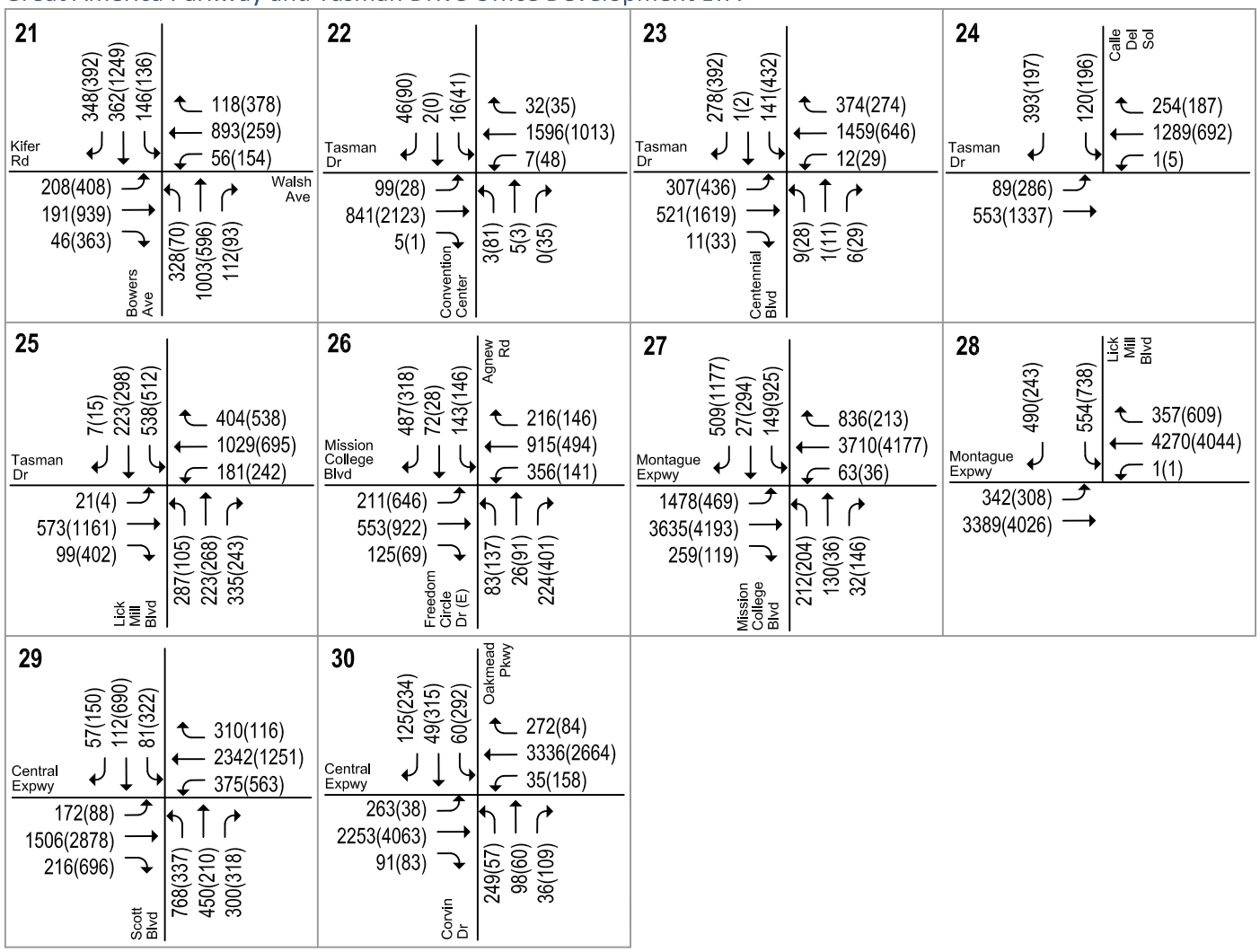


LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 12
Cumulative No Project Traffic Volumes

NORTH
Not to Scale



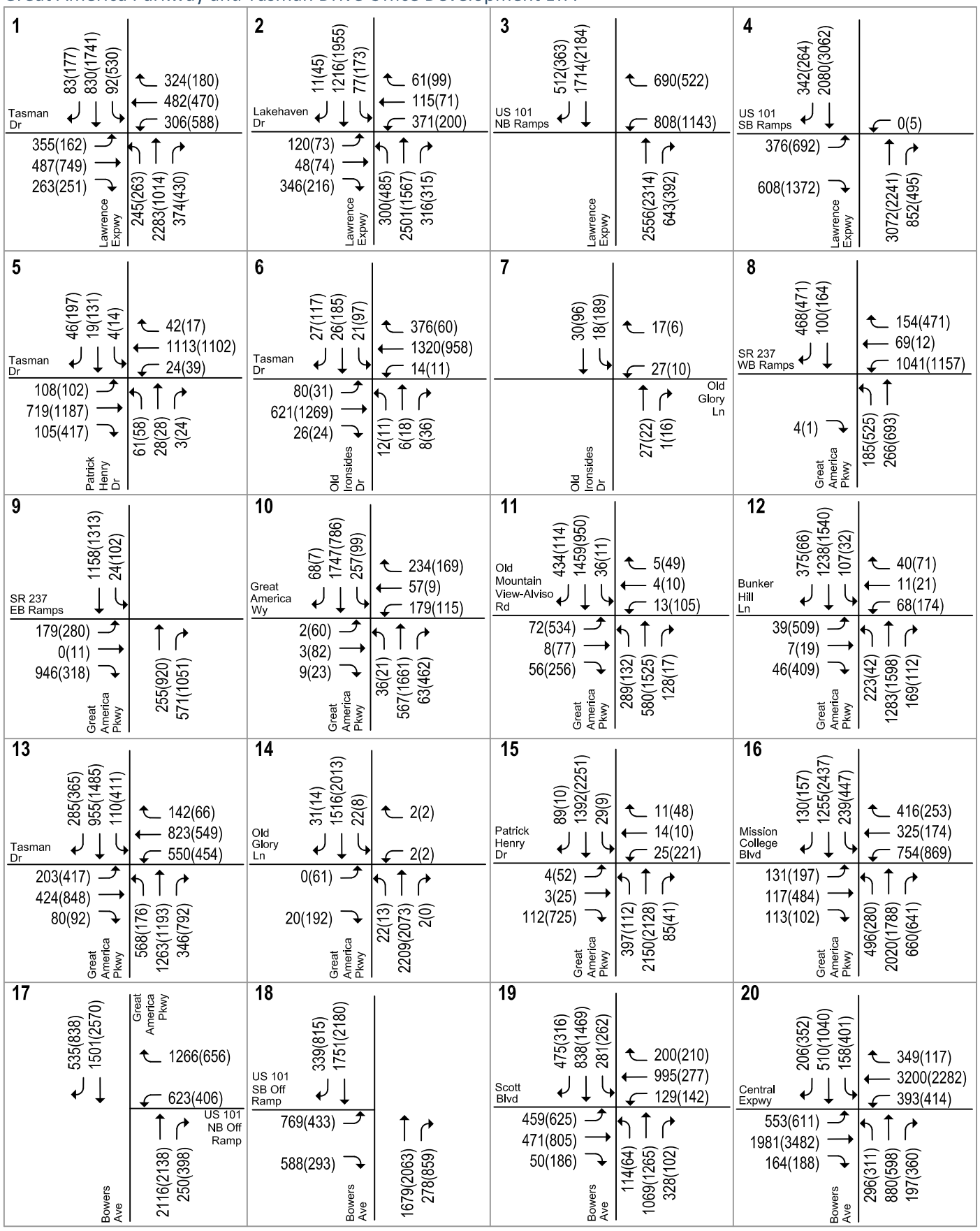
LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 12
Cumulative No Project Traffic Volumes

HEXAGON

NORTH
Not to Scale



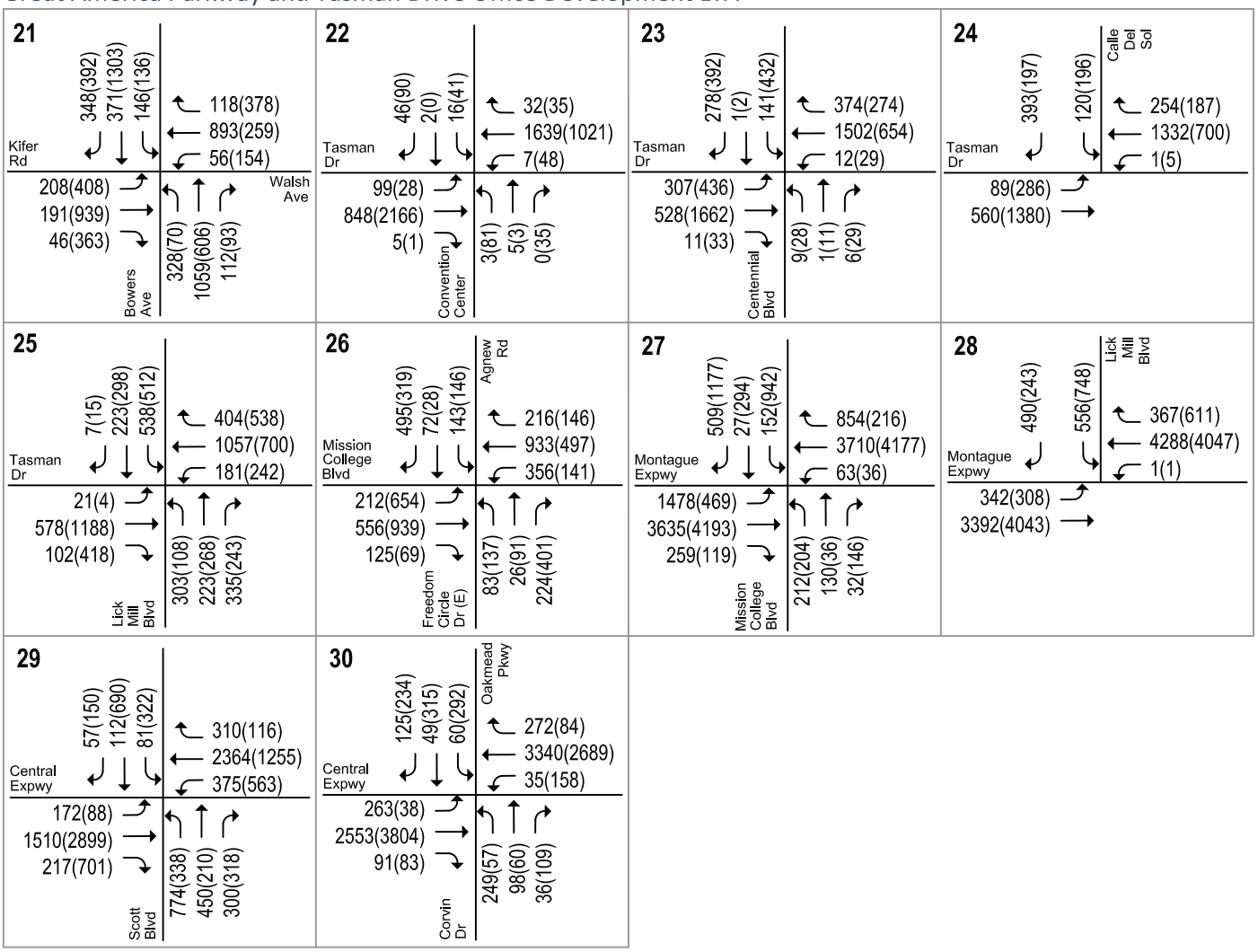
LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 13
Cumulative Plus Project Traffic Volumes

HEXAGON

NORTH
Not to Scale



LEGEND

XX(XX) = AM(PM) Peak-Hour Traffic Volumes

Figure 13
Cumulative Plus Project Traffic Volumes

NORTH
Not to Scale

Cumulative Intersection Levels of Service

The results of the intersection level of service analysis show that the following study intersections would operate at an unacceptable level during at least one peak hour under cumulative conditions, both with and without the project (see Table 9).

4. Lawrence Expressway and US 101 Southbound Ramps
15. Great America Parkway and Patrick Henry Drive
20. Bowers Avenue and Central Expressway
27. Mission College Boulevard and Montague Expressway
29. Scott Boulevard and Central Expressway
30. Oakmead Parkway/Corvin Drive and Central Expressway

Additionally, with the project trips, the Bowers Avenue/Central Expressway intersection (#20) would degrade from an acceptable LOS E to an unacceptable LOS F during the AM peak hour.

Based on the applicable level of service standards and adverse effect criteria, the intersections listed below would be adversely affected by the proposed project under cumulative plus project conditions.

15. Great America Parkway and Patrick Henry Drive (PM peak hour)
20. Bowers Avenue and Central Expressway (PM peak hour)

The project would not have an adverse effect at all other signalized study intersections. The unsignalized study intersection would continue to operate at an acceptable level of service and would not be adversely affected by the project traffic. The level of service calculation sheets are included in Appendix D.

Under cumulative conditions, no additional study intersections would be adversely affected by the project compared to background plus project conditions. The same improvements recommended to address intersection deficiencies under background conditions are recommended under cumulative conditions.

Table 9
Cumulative Intersection Levels of Service

ID	Intersection	Jurisdiction	LOS Standard	Peak Hour	Cumulative Avg. Delay[1]	Cumulative LOS	Cumulative+Project Avg. Delay[1]	Cumulative+Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Lawrence Expwy and Tasman Dr*	SCC	E	AM	49.6	D	49.7	D	0.2	0.008
				PM	66.5	E	67.8	E	2.0	0.014
2	Lawrence Expwy and Lakehaven Dr	SCC	E	AM	65.6	E	66.4	E	0.0	0.001
				PM	62.8	E	63.3	E	0.0	0.002
3	Lawrence Expwy and US 101 NB Ramps	SCC	E	AM	11.8	B	11.8	B	-0.1	0.006
				PM	20.6	C	20.6	C	0.0	0.001
4	Lawrence Expwy and US 101 SB Ramps	SCC	E	AM	7.8	A	8.0	A	0.0	0.003
				PM	**109.7**	**F**	**109.4**	**F**	-0.9	0.003
5	Patrick Henry Dr and Tasman Dr	SC	E	AM	15.7	B	16.1	B	1.2	0.016
				PM	17.9	B	17.9	B	0.0	0.003
6	Old Ironsides Dr and Tasman Dr	SC	D	AM	5.4	A	8.4	A	3.5	0.128
				PM	10.7	B	15.0	B	3.4	0.035
7	Old Ironsides Dr and Old Glory Ln	SC	D	AM	3.9	A	4.4	A	--	--
	(unsignalized)			PM	3.6	B	4.8	B	--	--
8	Great America Pkwy and SR 237 WB Ramps*	SJ	E	AM	13.6	B	13.7	B	0.1	0.024
				PM	19.5	B	20.0	B	0.6	0.024
9	Great America Pkwy and SR 237 EB Ramps*	SJ	E	AM	10.6	B	10.5	B	-0.1	0.005
				PM	13.0	B	12.7	B	-0.3	0.026
10	Great America Pkwy and Great America Way	SC	D	AM	21.7	C	21.6	C	0.2	0.037
				PM	17.2	B	17.4	B	0.5	0.032
11	Great America Pkwy and Old Mt View-Alviso Rd	SC	D	AM	22.9	C	23.0	C	0.2	0.033
				PM	41.7	D	40.9	D	-0.8	0.028
12	Great America Pkwy and Bunker Hill Ln	SC	D	AM	12.7	B	16.2	B	5.8	0.109
				PM	28.9	C	34.9	C	6.5	0.088
13	Great America Pkwy and Tasman Dr*	SC	E	AM	45.3	D	46.5	D	2.6	0.067
				PM	35.0	C	35.7	D	2.2	0.013
14	Great America Pkwy and Old Glory Ln	SC	D	AM	10.6	B	11.0	B	0.8	0.058
				PM	12.4	B	17.9	B	6.5	0.095
15	Great America Pkwy and Patrick Henry Dr	SC	D	AM	27.1	C	26.1	C	-0.1	0.010
				PM	**72.3**	**E**	**82.3**	**F**	**18.0**	**0.057**

Table 9 (continued)
Cumulative Intersection Levels of Service

ID	Intersection	Jurisdiction	LOS Standard	AM PM	Cumulative Avg. Delay[1]	Cumulative LOS	Cumulative+Project Avg. Delay[1]	Cumulative+Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
16	Great America Pkwy and Mission College Blvd*	SC	E	AM	38.6	D	37.4	D	-6.4	0.071
				PM	43.5	D	43.0	D	-5.0	0.049
17	Great America Pkwy and US 101 NB Ramps*	SC	E	AM	11.8	B	11.5	B	-0.1	0.029
				PM	9.9	A	9.6	A	-0.2	0.039
18	Bowers Ave/US 101 SB Ramps*	SC	E	AM	13.8	B	14.4	B	0.4	0.017
				PM	11.0	B	10.9	B	0.0	0.023
19	Bowers Ave and Scott Blvd*	SC	E	AM	58.9	E	61.3	E	0.6	0.002
				PM	39.2	D	39.4	D	0.2	0.004
20	Bowers Ave and Central Expwy*	SCC	E	AM	**100.2**	**F**	**100.8**	**F**	1.0	0.021
				PM	**118.2**	**F**	**122.3**	**F**	**4.4**	**0.011**
21	Bowers Ave and Kifer Rd/Walsh Ave	SC	D	AM	38.9	D	39.5	D	1.2	0.019
				PM	34.6	C	35.0	D	0.5	0.016
22	Convention Center and Tasman Dr	SC	D	AM	14.4	B	14.5	B	0.2	0.014
				PM	15.6	B	16.0	B	0.5	0.013
23	Centennial Blvd and Tasman Dr	SC	D	AM	25.1	C	25.2	C	0.0	0.013
				PM	27.8	C	28.2	C	0.7	0.014
24	Calle Del Sol and Tasman Dr	SC	D	AM	31.2	C	31.3	C	0.3	0.015
				PM	32.3	C	32.3	C	0.5	0.015
25	Lick Mill Blvd and Tasman Dr	SC	D	AM	41.6	D	41.7	D	0.0	0.009
				PM	41.1	D	41.2	D	0.2	0.008
26	Agnew Rd and Mission College Blvd	SC	D	AM	33.4	C	33.6	C	0.4	0.011
				PM	41.7	D	42.1	D	0.9	0.006
27	Mission College Blvd and Montague Expwy*	SCC	E	AM	**148.8**	**F**	**148.8**	**F**	0.0	0.000
				PM	**128.5**	**F**	**131.4**	**F**	3.3	0.006
28	Lick Mill Blvd/Montague Expwy	SCC	E	AM	57.3	E	57.6	E	0.7	0.004
				PM	51.5	D	52.6	D	2.1	0.006
29	Scott Blvd and Central Expwy*	SCC	E	AM	**88.2**	**F**	**90.5**	**F**	4.1	0.008
				PM	**167.8**	**F**	**169.6**	**F**	2.9	0.006
30	Oakmead Pkwy/Corvin Dr and Central Expwy*	SCC	E	AM	**168.8**	**F**	**170.2**	**F**	0.7	0.001
				PM	**160.2**	**F**	**161.3**	**F**	0.8	0.001

Notes:
* Denotes VTA CMP intersection. SCC = Santa Clara County, SC = Santa Clara, SJ = San Jose.
1. Weighted average control delay measured in seconds per vehicle.
Bold indicates a substandard level of service.
Bold indicates an adverse effect caused by the project.

6. Other Transportation Issues

This chapter presents other transportation issues associated with the project, including:

- Freeway segment traffic operations
- Vehicle queuing analysis
- Site access and circulation
- Effects on pedestrians, bicycles, and transit facilities
- Parking

Unlike the level of service methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgment in accordance with the standards and methods employed by the traffic engineering community. Although operational issues are not considered CEQA impacts, they do describe traffic conditions that are relevant to describing the project environment.

Freeway Segment Traffic Operations

Traffic volumes on the study freeway segments with the project were estimated by adding project trips to the freeway segment volumes obtained from the 2018 CMP Annual Monitoring Report. The analysis assumes 90 percent of the project traffic would travel on the mixed-flow lanes and 10 percent of the project traffic would travel in the HOV lanes. The results of the freeway segment analysis show that the project would cause substantial increases in traffic volumes (one percent or more of freeway capacity) on the study freeway segments currently operating at LOS F (see Table 10). Therefore, based on the adverse effect criteria for CMP freeway segments, the mixed-flow lanes on the following freeway segments would be adversely affected by the project:

- US 101, northbound between Old Bayshore Highway and Bowers Avenue/Great America Parkway (AM Peak Hour)
- US 101, southbound between Bowers Avenue/Great America Parkway and Old Bayshore Highway (PM Peak Hour)
- SR 237, eastbound between Great America Parkway and Zanker Road (PM Peak Hour)
- SR 237, westbound between Zanker Road and Great America Parkway (AM Peak Hour)
- SR 237, westbound between Lawrence Expressway and Mathilda Avenue (PM Peak Hour)

The VTA's Valley Transportation Plan (VTP) 2040 identifies freeway express lane projects along US 101 between Cochrane Road and Whipple Avenue. The planned conversion of the existing HOV lane to an express lane and the construction of a second express lane in each direction would increase the capacity of the freeway and help to address the deficiency in freeway operations to which the project would contribute. The Phase 5 portion of the Silicon Valley Express Lanes Project, which will extend the US 101 express lanes south from SR 237 to I-880, is expected to be completed in 2025.

Table 10
Freeway Segment Traffic Operations

				Existing Conditions								Existing Plus Project Conditions							
				Mixed-Flow				HOV Lane				Mixed-Flow				HOV Lane			
Freeway	Segment	Dir	Peak Hour	# of Lanes[1]	Capacity[2]	Density[3] (pc/mi/ln)	LOS[3]	# of Lanes[1]	Capacity[2]	Density[3] (pc/mi/ln)	LOS[3]	Density (pc/mi/ln)	LOS	Project Trips	% of Capacity	Density (pc/mi/ln)	LOS	Project Trips	% of Capacity
US 101	Old Bayshore Hwy to N. First St	NB	AM	3	6,900	**80**	**F**	1	1,650	41	D	**82**	**F**	**75**	**1.1%**	41	D	8	0.5%
			PM	3	6,900	30	D	1	1,650	3	A	30	D	13	0.2%	3	A	2	0.1%
US 101	N. First St to Guadalupe Pkwy	NB	AM	3	6,900	**85**	**F**	1	1,650	**133**	**F**	**88**	**F**	**75**	**1.1%**	**133**	**F**	8	0.5%
			PM	3	6,900	28	D	1	1,650	15	A	28	D	13	0.2%	15	B	2	0.1%
US 101	Guadalupe Pkwy to De La Cruz Blvd	NB	AM	3	6,900	**84**	**F**	1	1,650	**129**	**F**	**87**	**F**	**75**	**1.1%**	**130**	**F**	8	0.5%
			PM	3	6,900	26	C	1	1,650	12	A	27	D	13	0.2%	12	B	2	0.1%
US 101	De La Cruz Blvd to Montague Expwy / San Tomas Expwy	NB	AM	3	6,900	**72**	**F**	1	1,650	**72**	**F**	**73**	**F**	**75**	**1.1%**	**73**	**F**	8	0.5%
			PM	3	6,900	32	D	1	1,650	12	A	32	D	13	0.2%	12	B	2	0.1%
US 101	Montague Expwy / San Tomas Expwy to Bowers Ave / Great America Pkwy	NB	AM	3	6,900	**73**	**F**	1	1,650	**72**	**F**	**75**	**F**	**94**	**1.4%**	**73**	**F**	11	0.7%
			PM	3	6,900	38	D	1	1,650	7	A	38	D	17	0.2%	7	A	2	0.1%
US 101	Bowers Ave / Great American Pkwy to Lawrence Expwy	NB	AM	3	6,900	**72**	**F**	1	1,650	**72**	**F**	**72**	**F**	6	0.1%	**72**	**F**	1	0.1%
			PM	3	6,900	42	D	1	1,650	n/a	A	42	D	39	0.6%	n/a	n/a	4	0.2%
US 101	Lawrence Expwy to N. Fair Oaks Ave	NB	AM	3	6,900	**70**	**F**	1	1,650	55	E	**70**	**F**	8	0.1%	55	E	1	0.1%
			PM	3	6,900	42	D	1	1,650	2	A	42	D	49	0.7%	2	A	5	0.3%
US 101	N. Fair Oaks Ave to N. Mathilda Ave	NB	AM	3	6,900	**61**	**F**	1	1,650	47	E	**61**	**F**	8	0.1%	47	E	1	0.1%
			PM	3	6,900	36	D	1	1,650	10	A	36	D	49	0.7%	10	A	5	0.3%
US 101	N. Mathilda Ave to N. Fair Oaks Ave	SB	AM	3	6,900	24	C	1	1,650	3	A	25	C	50	0.7%	3	A	6	0.4%
			PM	3	6,900	**67**	**F**	1	1,650	29	D	**67**	**F**	9	0.1%	29	D	1	0.1%
US 101	N. Fair Oaks Ave to Lawrence Expwy	SB	AM	3	6,900	30	D	1	1,650	8	A	30	D	50	0.7%	8	A	6	0.4%
			PM	3	6,900	**79**	**F**	1	1,650	58	E	**79**	**F**	9	0.1%	58	E	1	0.1%
US 101	Lawrence Expwy to Bowers Ave / Great American Pkwy	SB	AM	3	6,900	30	D	1	1,650	8	A	30	D	35	0.5%	7.8	A	4.0	0.2%
			PM	3	6,900	**79**	**F**	1	1,650	58	E	**79**	**F**	6	0.1%	57.7	E	1.0	0.1%
US 101	Bowers Ave / Great American Pkwy to Montague Expwy / San Tomas Expwy	SB	AM	3	6,900	35	D	1	1,650	3	A	36	D	15	0.2%	3	A	2	0.1%
			PM	3	6,900	**91**	**F**	1	1,650	**133**	**F**	**96**	**F**	**92**	**1.3%**	**134**	**F**	10	0.6%
US 101	Montague Expwy / San Tomas Expwy to De La Cruz Blvd	SB	AM	3	6,900	32	D	1	1,650	11	A	32	D	13	0.2%	11	B	1	0.1%
			PM	3	6,900	**81**	**F**	1	1,650	**82**	**F**	**83**	**F**	**73**	**1.1%**	**82**	**F**	8	0.5%
US 101	De La Cruz Blvd to Guadalupe Pkwy	SB	AM	3	6,900	39	D	1	1,650	1	A	39	D	13	0.2%	1	A	1	0.1%
			PM	3	6,900	**71**	**F**	1	1,650	41	D	**72**	**F**	**73**	**1.1%**	42	D	8	0.5%
US 101	Guadalupe Pkwy to N. First St	SB	AM	3	6,900	28	D	1	1,650	2	A	28	D	13	0.2%	2	A	1	0.1%
			PM	3	6,900	**75**	**F**	1	1,650	38	D	**77**	**F**	**73**	**1.1%**	38	D	8	0.5%
US 101	N. First St to Old Bayshore Hwy	SB	AM	3	6,900	34	D	1	1,650	5	A	34	D	13	0.2%	5	A	1	0.1%
			PM	3	6,900	**89**	**F**	1	1,650	45	E	**92**	**F**	**73**	**1.1%**	46	D	8	0.5%

Table 10 (continued)
Freeway Segment Traffic Operations

				Existing Conditions								Existing Plus Project Conditions							
				Mixed-Flow				HOV Lane				Mixed-Flow				HOV Lane			
Freeway Segment		Dir	Peak Hour	# of Lanes[1]	Capacity[2]	Density[3] (pc/mi/ln)	LOS[3]	# of Lanes[1]	Capacity[2]	Density[3] (pc/mi/ln)	LOS[3]	Density (pc/mi/ln)	LOS	Project Trips	% of Capacity	Density (pc/mi/ln)	LOS	Project Trips	% of Capacity
SR 237	Mathilda Ave to N. Fair Oaks Ave	EB	AM	2	4,400	33	D	1	1,650	24	D	34	D	75	1.7%	24	C	8	0.5%
			PM	2	4,400	**78**	**F**	1	1,650	34	D	**78**	**F**	13	0.3%	34	D	2	0.1%
SR 237	N. Fair Oaks Ave to Lawrence Expwy	EB	AM	2	4,400	30	D	1	1,650	16	A	30	D	75	1.7%	16	B	8	0.5%
			PM	2	4,400	**87**	**F**	1	1,650	35	D	**87**	**F**	13	0.3%	35	D	2	0.1%
SR 237	Lawrence Expwy to Great America Pkwy	EB	AM	2	4,400	30	D	1	1,650	16	A	30	D	60	1.4%	16	B	7	0.4%
			PM	2	4,400	**87**	**F**	1	1,650	35	D	87	**F**	11	0.3%	35	D	1	0.1%
SR 237	Great America Pkwy to N. First St	EB	AM	2	4,400	45	D	1	1,650	8	A	45	D	13	0.3%	8	A	1	0.1%
			PM	2	4,400	**78**	**F**	1	1,650	**70**	**F**	**80**	**F**	**73**	**1.7%**	**70**	**F**	8	0.5%
SR 237	N. First St to Zanker Rd	EB	AM	2	4,400	34	D	1	1,650	14	A	34	D	13	0.3%	14	B	1	0.1%
			PM	2	4,400	**63**	**F**	1	1,650	38	D	**64**	**F**	**73**	**1.7%**	38	D	8	0.5%
SR 237	Zanker Rd to N. 1st St	WB	AM	2	4,400	**66**	**F**	0	--	--	--	**68**	**F**	**107**	**2.4%**	--	--	--	--
			PM	2	4,400	41	D	0	--	--	--	41	D	20	0.5%	--	--	--	--
SR 237	N. 1st St to Great America Pkwy	WB	AM	2	4,400	**62**	**F**	1	1,650	25	D	**63**	**F**	**75**	**1.7%**	25	C	8	0.5%
			PM	2	4,400	37	D	1	1,650	16	A	37	D	13	0.3%	16	B	2	0.1%
SR 237	Great America Pkwy to Lawrence Expwy	WB	AM	2	4,400	**62**	**F**	1	1,650	18	A	**63**	**F**	9	0.2%	18	C	1	0.1%
			PM	2	4,400	33	D	1	1,650	13	A	33	D	50	1.1%	13	B	6	0.4%
SR 237	Lawrence Expwy to N. Fair Oaks Ave	WB	AM	2	4,400	**79**	**F**	1	1,650	28	D	**79**	**F**	13	0.3%	28	D	1	0.1%
			PM	2	4,400	**58**	**F**	1	1,650	20	B	**59**	**F**	**73**	**1.7%**	20	C	8	0.5%
SR 237	N. Fair Oaks Ave to Mathilda Ave	WB	AM	3	6,900	**73**	**F**	0	--	--	--	**73**	**F**	17	0.2%	--	--	--	--
			PM	3	6,900	**76**	**F**	0	--	--	--	**78**	**F**	**103**	**1.5%**	--	--	--	--

Notes:
HOV = high-occupancy vehicle; LOS = level of service.
1. Number of lanes on each segment are taken from VTA's *2016 Congestion Management Program Monitoring Report*.
2. Capacity is based on the capacities cited in VTA's *Transportation Impact Analysis Guidelines* (2014).
3. Speed, volume, density, and Level of service (LOS) on each segment are taken from VTA's *2018 CMP Monitoring Report*.
Bold indicates a substandard level of service.
Outline indicates an adverse effect associated with the project.

The Phase 2 portion of the Silicon Valley Express Lane Project, which extends along SR 237 from N. First Street to Mathilda Avenue, opened in November 2019. The Phase 3 portion, which extends along US 101 from SR 237 to San Mateo County, opened in February 2022. The levels of service listed in the above table are taken from VTA's 2018 Congestion Management Program Monitoring Report, and thus do not reflect the newly opened express lane. Additional freeway improvements such as the addition of mixed-flow lanes are generally not feasible due to right of way constraints and secondary impacts associated with induced travel.

The project should be required to provide fair share funding for the above-listed freeway improvements if full funding has not been secured.

Vehicle Queuing Analysis

The analysis of intersection levels of service was supplemented with a vehicle queuing analysis for left-turn lanes at intersections where the project would add a substantial number of left turns. This analysis provides a basis for estimating future storage requirements at the intersections under existing, background, and project conditions. Vehicle queues were estimated using a Poisson probability distribution, described in Chapter 1. The following left-turn movements were evaluated, and the results of the queueing analysis are summarized in Table 11:

- Lawrence Expressway and Tasman Drive –Westbound left turn
- Patrick Henry Drive and Tasman Drive – Eastbound left turn
- Old Ironsides Drive and Tasman Drive – Southbound and eastbound left turn
- Old Ironsides Drive and Old Glory Lane – Southbound left turn
- Great America Parkway and SR 237 Westbound Ramps – Northbound and westbound left turn
- Great America Parkway and Bunker Hill Lane – Northbound and eastbound left turn
- Great America Parkway and Tasman Drive – Northbound left turn
- Great America Parkway and Mission College Boulevard – Southbound left turn
- Bowers Avenue and US 101 Southbound Ramps – Eastbound left turn
- Bowers Avenue and Central Expressway – Southbound and eastbound left turn
- Agnew Road and Mission College Boulevard – Eastbound left turn

The queue analysis of background and project conditions reflects the background roadway network including planned roadway improvements. The queuing analysis indicates that the following intersections would have queuing deficiencies caused or exacerbated by the project:

- Lawrence Expressway and Tasman Drive – Westbound left turn
- Great America Parkway and Bunker Hill Lane – Eastbound left turn
- Great America Parkway and Tasman Drive – Northbound left turn
- Bowers Avenue and Central Expressway – Southbound left turn

The 95th percentile queues would exceed the storage lane for the eastbound left turn lane at Bowers Avenue and Central Expressway during the PM peak hour and the eastbound left-turn movement at Agnew Road and Mission College Boulevard during both the AM and PM peak hour. However, the project would not cause an increase in the expected 95th percentile queues.

Table 11
Left-Turn Storage Queuing Analysis

	Lawrence Expy & Tasman Dr		Patrick Henry Dr & Tasman Dr		Old Ironsides Dr & Tasman Dr				Old Ironsides Dr & Old Glory Ln	
	WBL		EBL		SBL		EBL		SBL	
Analysis Scenario	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**	**AM**	**PM**
Existing										
Cycle/Delay[1] (sec)	170	186	110	110	110	110	110	110	7.3	7.4
Volume (vph)	299	530	91	99	11	39	23	20	3	98
Number of Lns	2	2	1	1	1	1	1	1	1	1
Volume (vphpl)	150	265	91	99	11	39	23	20	3	98
95th %. Queue (veh/ln)	12	20	6	6	1	3	2	2	3	3
95th %. Queue[2] (ft/ln)	300	500	150	150	25	75	50	50	75	75
Storage (ft/ln)	425	425	425	425	150	150	200	200	125	125
Adequate (Y/N)	Y	**N**	Y	Y	Y	Y	Y	Y	Y	Y
Background										
Cycle/Delay[1] (sec)	170	186	110	110	110	110	110	110	7.3	7.4
Volume (vph)	299	530	91	99	11	39	23	20	3	98
Number of Lns	2	2	1	1	1	1	1	1	1	1
Volume (vphpl)	150	265	91	99	11	39	23	20	3	98
95th %. Queue (veh/ln)	12	20	6	6	1	3	2	2	3	3
95th %. Queue[2] (ft/ln)	300	500	150	150	25	75	50	50	75	75
Storage (ft/ln)	425	425	425	425	150	150	200	200	125	125
Adequate (Y/N)	Y	**N**	Y	Y	Y	Y	Y	Y	Y	Y
Background Plus Project										
Cycle/Delay[1] (sec)	170	186	110	110	110	110	110	110	7.3	7.6
Volume (vph)	306	570	108	102	21	97	80	31	18	189
Number of Lns	2	2	1	1	1	1	1	1	1	1
Volume (vphpl)	153	285	108	102	21	97	80	31	18	189
95th %. Queue (veh/ln)	12	21	7	6	2	6	5	3	1	2
95th %. Queue[2] (ft/ln)	300	525	175	150	50	150	125	75	25	50
Storage (ft/ln)	425	425	425	425	150	150	200	200	125	125
Adequate (Y/N)	Y	**N**	Y	Y	Y	Y	Y	Y	Y	Y

Notes:
SBL = southbound left-turn movement; EBL = eastbound left-turn movement; WBL = westbound left-turn
[1] Cycle length used for signalized intersections, delay of movement used for unsignalized intersections
[2] Assumes 25 feet per vehicle queued.
[3] Storage length between SR 237 WB Ramp and Great America Way
[4] Under background conditions, an additional left turn lane is added.
[5] Total storage length between two left turn pockets stated.

Table 11 (continued)
Left-Turn Storage Queuing Analysis

Analysis Scenario	Great America Pkwy & SR 237 WB Ramps				Great America Pkwy & Bunker Hill Ln				Great America Pkwy & Tasman Dr	
	NBL[3]		WBL[4]		NBL		EBL		NBL	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing										
Cycle/Delay[1] (sec)	52	72	52	72	104	160	104	160	156	90
Volume (vph)	141	343	833	942	112	22	14	236	326	84
Number of Lns	2	2	2	2	1	1	1	1	2	2
Volume (vphpl)	71	172	417	471	112	22	14	236	163	42
95th %. Queue (veh/ln)	3	7	10	15	6	3	2	16	12	3
95th %. Queue[2] (ft/ln)	75	175	250	375	150	75	50	400	300	75
Storage (ft/ln)	650	650	625	625	200	200	150	150	200	200
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	**N**	**N**	Y
Background										
Cycle/Delay[1] (sec)	52	72	52	72	104	160	104	160	156	90
Volume (vph)	141	414	894	1056	112	22	15	370	326	84
Number of Lns	2	2	3	3	1	1	1	1	2	2
Volume (vphpl)	71	207	298	352	112	22	15	370	163	42
95th %. Queue (veh/ln)	3	8	8	12	6	3	2	23	12	3
95th %. Queue[2] (ft/ln)	75	200	200	300	150	75	50	575	300	75
Storage (ft/ln)	650	650	625	625	200	200	150	150	200	200
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	**N**	**N**	Y
Background Plus Project										
Cycle/Delay[1] (sec)	52	72	52	72	104	160	104	160	156	90
Volume (vph)	151	470	977	1071	223	42	39	509	495	115
Number of Lns	2	2	3	3	1	1	1	1	2	2
Volume (vphpl)	76	235	326	357	223	42	39	509	248	58
95th %. Queue (veh/ln)	3	9	9	12	6	3	3	31	16	4
95th %. Queue[2] (ft/ln)	75	225	225	300	150	75	75	775	400	100
Storage (ft/ln)	650	650	625	625	200	200	150	150	200	200
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	**N**	**N**	Y

Notes:
NBL = northbound left-turn movement; EBL = eastbound left-turn movement; WBL = westbound left-turn movement.
[1] Cycle length used for signalized intersections, delay of movement used for unsignalized intersections
[2] Assumes 25 feet per vehicle queued.
[3] Storage length between SR 237 WB Ramp and Great America Way
[4] Under background conditions, an additional left turn lane is added.
[5] Total storage length between two left turn pockets stated.

Table 11 (continued)
Left-Turn Storage Queuing Analysis

	Great America Pkwy & Mission College Blvd		Bowers Ave & US 101 SB		Bowers Ave & Central Expy				Agnew Road & Mission College Blvd	
	SBL[5]		EBL		SBL		EBL		EBL	
Analysis Scenario	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Existing										
Cycle/Delay[1] (sec)	156	140	78	110	190	190	190	190	130	130
Volume (vph)	142	368	569	253	56	179	424	135	129	493
Number of Lns	1	1	2	2	2	2	2	2	1	1
Volume (vphpl)	142	368	285	127	28	90	212	68	129	493
95th %. Queue (veh/ln)	10	21	10	4	4	9	17	7	8	25
95th %. Queue[2] (ft/ln)	250	525	250	100	100	225	425	175	200	625
Storage (ft/ln)	825	825	800	800	250	250	500	500	175	175
Adequate (Y/N)	Y	Y	Y	Y	Y	Y	Y	Y	**N**	**N**
Background										
Cycle/Delay[1] (sec)	156	140	78	110	190	190	190	190	130	130
Volume (vph)	147	368	569	407	146	364	458	542	211	646
Number of Lns	1	1	2	2	2	2	2	2	1	1
Volume (vphpl)	147	368	285	204	73	182	229	271	211	646
95th %. Queue (veh/ln)	11	21	10	7	7	15	18	21	12	32
95th %. Queue[2] (ft/ln)	275	525	250	175	175	375	450	525	300	800
Storage (ft/ln)	825	825	800	800	250	250	500	500	175	175
Adequate (Y/N)	Y	Y	Y	Y	Y	**N**	Y	**N**	**N**	**N**
Background Plus Project										
Cycle/Delay[1] (sec)	156	140	78	110	190	190	190	190	130	130
Volume (vph)	151	393	608	414	151	391	485	547	212	654
Number of Lns	1	1	2	2	2	2	2	2	1	1
Volume (vphpl)	151	393	304	207	76	196	243	274	212	654
95th %. Queue (veh/ln)	11	22	11	8	8	16	19	21	12	32
95th %. Queue[2] (ft/ln)	275	550	275	200	200	400	475	525	300	800
Storage (ft/ln)	825	825	800	800	250	250	500	500	175	175
Adequate (Y/N)	Y	Y	Y	Y	Y	**N**	Y	**N**	**N**	**N**

Notes:
SBL = southbound left-turn movement; EBL = eastbound left-turn movement.
[1] Cycle length used for signalized intersections, delay of movement used for unsignalized intersections
[2] Assumes 25 feet per vehicle queued.
[3] Storage length between SR 237 WB Ramp and Great America Way
[4] Under background conditions, an additional left turn lane is added.
[5] Total storage length between two left turn pockets stated.

Lawrence Expressway and Tasman Drive – Westbound Left Turn

The existing storage capacity for the westbound left-turn lane on Tasman Drive at Lawrence Expressway is approximately 350 feet in the inner lane and 525 feet in the outer left-turn lane for an average of approximately 425 feet per lane (17 vehicles). Under existing conditions, the 95th percentile queue exceeds the storage lane by 75 feet, or 3 vehicles, during the PM peak hour. Under background conditions, the queue would remain the same. The project would add one vehicle per lane to the PM peak-hour queue. The turn lanes could be extended by 100 feet per lane by modifying the existing landscaped median, which would be sufficient to accommodate the entire 95th percentile queue under background and background plus project conditions.

Great America Parkway and Bunker Hill Lane – Eastbound Left Turn

The existing storage capacity for the eastbound left-turn lane on Bunker Hill Lane at Great America Parkway is approximately 150 feet (6 vehicles). The 95th percentile queue exceeds the storage lane during the PM peak hour by 10 vehicles under existing conditions. The background conditions would add 7 vehicles to the queue in the PM peak hour, and the project would add 8 more vehicles to the queue. Thus, the queue would exceed the storage lane by 25 vehicles. Following the storage lane is a center two-way left-turn lane that provides 300 feet of storage capacity before reaching the westbound left-turn pocket at Old Ironsides Drive and Bunker Hill Lane. The 95th percentile queue would require a storage lane of 775 feet. Therefore, during the PM peak hour, the left-turn queue would extend to the inner through lane. There are two through lanes in the eastbound direction with low through traffic at the Great America Parkway/Bunker Hill Lane intersection. Therefore, the left-turn queue would not affect the through and right-turn traffic passing through the intersection. However, the left-turn queue would extend past the project driveway, so the outbound vehicles wanting to make eastbound left turns at the Great America Parkway/Bunker Hill Lane intersection would need to exit the site via the driveway on Old Ironsides Drive to avoid queuing at the Bunker Hill Lane driveway.

Due to the driveway's close distance to the Great America Parkway/Bunker Hill Lane intersection, the driveway should be restricted to right-in and right-out only with right-turn channelizers and signage on the driveway. It is also recommended that the project install

Recommendation: The driveway on Bunker Hill Lane should be restricted to right-in and right-out only with right-turn channelizers and signage on the driveway.

Great America Parkway and Tasman Drive – Northbound Left Turn

The northbound left-turn lane has approximately 200 feet (8 vehicles) of storage per lane within two lanes without interfering with other movements. There are estimated to be 12 vehicles in the 95th percentile queue during the AM peak hour under existing and background conditions. The project would increase the length of the 95th percentile queue by 4 vehicles during the AM peak hour. Thus, the queue would extend past the storage lanes by 8 vehicles during the AM peak hour. The storage lanes could be extended by 200 feet to the break in the center median, which would accommodate the anticipated 95th percentile queue. When the northbound left-turn queues at Tasman Drive are long, project traffic could also enter the site via northbound left turns at the Great America Parkway/Bunker Hill Lane intersection. Table 11 shows the left-turn lane at Bunker Hill Lane has capacity to accommodate more vehicles.

Bowers Avenue and Central Expressway – Southbound Left Turn

The southbound left-turn lane has approximately 250 feet (10 vehicles) of storage per lane within two lanes without interfering with other movements. There are estimated to be 9 vehicles during the PM peak hour under existing conditions. Under background conditions, the queue is expected to increase to 15 vehicles. The queue would exceed the storage lane by 5 vehicles during the PM peak hour. The project would increase the length of the 95th percentile queue by one vehicle. Thus, the queue would extend past the storage lane by 6 vehicles during the PM peak hour. The turn lanes cannot be extended as the northbound left-turn pocket for the driveway on Bowers Avenue immediately follows the southbound left-turn pockets. However, the increase is not expected to affect the southbound through traffic as there are three southbound through lanes.

Site Access and Circulation

A review of the project site plan was performed to determine if adequate site access and on-site circulation are provided and to identify any access or circulation issues that should be improved. This review is based on the site plan, dated November 3, 2022 (see Figure 2).

Site Access

Vehicle access to the site would be provided via two full access driveways on Old Ironsides Drive and one driveway on Bunker Hill Lane. The project would close the two existing driveways on Bunker Hill Lane and create a new driveway on Bunker Hill Lane approximately 30 feet west of the existing easternmost driveway. The project also would close the existing two driveways on Old Ironsides Drive and provide two new driveways. All driveways would provide access to the parking structure.

Driveway Design

The project driveways would provide two-way flow and would be 26 to 32 feet wide. According to the City of Santa Clara Municipal Code, Chapter 18.74 (Parking Regulations), two-way driveways providing access to all properties other than residential should be a minimum width of 22 feet and a maximum width of 30 feet. The driveway on Bunker Hill Lane would be 32 feet wide, which would exceed the maximum allowed width and should be reduced to 30 feet.

Recommendation: The width of the Bunker Hill driveway should be reduced to meet the City's maximum width requirement of 30 feet.

Sight Distance at Project Driveways

The proposed driveway locations were evaluated to determine if the sight distance at each driveway would be adequate. Adequate sight distance reduces the likelihood of a collision at driveways and provides drivers with the ability to locate sufficient gaps in traffic to exit a driveway. Sight distance of a driveway is evaluated based on the stopping sight distance recommended by Caltrain for a given design speed.

According to the site plan, the landscape plan shows street trees would be added along the project frontage on Old Ironsides Drive and the existing street trees on Bunker Hill Lane would remain. The type and location of the new street trees would be determined by the City at the implementation stage. Note that street trees have a high canopy and would not obstruct the view of drivers exiting the project driveways.

Bunker Hill Lane Driveway

The posted speed limit on Bunker Hill Lane is 25 mph. The Caltrans stopping sight distance is 200 feet (based on a design speed of 30 mph). Thus, a driver must be able to see 200 feet in both directions of Bunker Hill Lane to locate a sufficient gap to turn out of the driveway.

There are no roadway curves looking west on Bunker Hill Lane for exiting vehicles. The proposed driveway is located 90 feet west of Great America Parkway. Vehicles turning from the traffic signal at Great America Parkway to westbound Bunker Hill Lane are expected to travel at lower speeds while making turns. Given that vehicles turning onto Bunker Hill Lane from Great America Parkway are more likely to travel at a speed of 10 mph, the recommended stopping sight distance would be 100 feet (based on a design speed of 15 mph), which would be greater than distance between the driveway and Great America Parkway. Therefore, the sight distance would not be adequate for vehicles turning from Great America Parkway to spot the outbound left-turn vehicles at the project driveway and the inbound vehicles queuing on westbound Bunker Hill Lane at the project driveway. Furthermore, vehicle queues on the eastbound approach to the Great America Parkway/Bunker Hill Lane intersection could interfere

with visibility to and from the proposed driveway. Due to the driveway's close distance to the Great America Parkway/Bunker Hill Lane intersection, the driveway should be restricted to right-in and right-out only as recommended above under Vehicle Queueing Analysis.

Old Ironsides Drive Driveways

The posted speed limit on Old Ironsides Drive is 25 mph. The Caltrans stopping sight distance is 200 feet (based on a design speed of 30 mph). Thus, a driver must be able to see 200 feet in both directions on Old Ironsides Drive to locate a sufficient gap to turn out of the driveway.

The two driveways on Old Ironsides Drive would be located approximately 315 feet apart from each other and there are no roadway curves on Old Ironsides Drive, which gives adequate sight distance between the two driveways. The northern driveway would be located 125 feet south of Bunker Hill Lane. Vehicles turning from Bunker Hill Lane are expected to travel at lower speeds while making turns. Given that vehicles turning onto southbound Old Ironsides Drive from Bunker Hill Lane are more likely to travel at a speed of 10 mph, the recommended stopping sight distance would be 100 feet (based on a design speed of 15 mph), which would be a sufficient sight distance for exiting vehicles at the northern driveway. The southern driveway would be located 285 feet north of Tasman Drive, which is adequate for being able to see traffic turning from Tasman Drive.

On-street parking would be removed on Old Ironsides Drive. Most of the road along the project frontage on Old Ironside Drive would have a red curb. South of the southern driveway, there is no red curb; however, there is a fire hydrant and parking within 15 feet of a fire hydrant is prohibited whether the curb is painted red or not. Thus, there would be sufficient sight distance for driveways on Old Ironsides Drive.

Traffic Operations at Project Driveways

Traffic operations at the project driveways were evaluated assuming that inbound traffic would enter the site via driveways on Old Ironsides Drive because the Bunker Hill driveway is very close to the Great America Parkway/Bunker Hill Lane intersection and the eastbound left-turn queue at the intersection would often extend past the driveway. Additionally, any inbound vehicles queueing on westbound Bunker Hill Lane could potentially disrupt/delay the vehicles turning from Great America Parkway on to westbound Bunker Hill Lane. As discussed above under Vehicle Queueing Analysis, it is recommended to restrict the driveway to right-in and right-out only.

For the outbound traffic, it is also assumed that vehicles making eastbound left turns at the Great America Parkway/Bunker Hill Lane intersection would exit the site via the northern driveway on Old Ironsides Drive because the eastbound left-turn queue at the intersection would often extend past the driveway (see Vehicle Queuing Analysis above). Figure 14 shows the estimated trips at the project driveways.

Bunker Hill Lane Driveway

The project trips that are estimated to occur at the Bunker Hill Lane driveway are 53 outbound trips in the AM peak hour and 313 outbound trips during the PM peak hour (see Figure 14). Because the driveway is close to the Bunker Hill Lane/Great America Parkway intersection (90 feet apart), the 95th percentile left-turn and right-turn queues on eastbound Bunker Hill Lane would extend past the driveway during the PM peak hour (see Table 12). Therefore, the outbound traffic wanting to make eastbound right turns at the intersection is likely to experience some delay during red lights in the PM peak hour. When there are green lights for the eastbound movements, the maximum vehicle queue at the driveway would be five vehicles (see Table 12). The site plan shows the driveway would have a distance of 65 feet between the face of the curb and the first intersecting drive aisle, which could accommodate a vehicle queue of two vehicles without blocking the access to the drive aisle. The

maximum vehicle queue of five vehicles would occasionally block the drive aisle near the driveway and the first five parking spaces near the driveway.

Table 12
Driveway Queuing Analysis

	Bunker Hill Lane and Great America Parkway				Bunker Hill Lane Driveway		Old Ironsides Drive Driveway (N)				Old Ironsides Drive Driveway (S)			
	EBL		EBR		NBR		SBL		WBR		SBL		WBL	
Analysis Scenario	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
Background Plus Project														
Cycle (sec)[1]	104	160	104	160	8.6	33.9	7.8	7.3	9.0	8.9	9.0	7.5	17.7	14.7
Volume (vph)	39	509	46	409	53	313	204	37	18	109	192	36	52	305
Number of lanes	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Volume (vphpl)	39	509	46	409	53	313	204	37	18	109	192	36	52	305
95th %. Queue (veh/ln)	3	31	3	25	1	6	2	1	1	1	2	1	1	3
95th %. Queue[2] (ft/ln)	75	775	75	625	25	150	50	25	25	25	50	25	25	75

Notes:
EBL = eastbound left-turn movement; EBR = eastbound right-turn movement; NBR = northbound right-turn movement; SBL = southbound left-turn movement; WBL = westbound left-turn movement; WBR = westbound right-turn movement.
[1] Cycle length used for signalized intersections, delay of movement used for unsignalized intersections
[2] Assumes 25 feet per vehicle queued.

Old Ironsides Drive Driveways

The trips that are estimated to occur at the Old Ironsides Drive driveways are 751 inbound trips and 70 outbound trips in the AM peak hour and 139 inbound trips and 414 outbound trips during the PM peak hour (see Figure 14). Because the northern driveway is close to the Old Ironsides Drive/Bunker Hill Lane intersection, the southbound traffic on Old Ironsides Drive turning into the driveway could potentially be delayed and queued on the street if the northbound queues at Bunker Hill Lane extend past the driveway. However, it is expected that the project traffic would also utilize the southern driveway. Therefore, the project traffic is not expected to cause queueing issues on southbound Old Ironsides Drive. As shown in Table 12, the maximum southbound left-turn queue at the project driveways is expected to be 2 vehicles in the AM peak hour, which would not extend to Bunker Hill Lane at the northern driveway and could be accommodated in the center turn lane at the southern driveway.

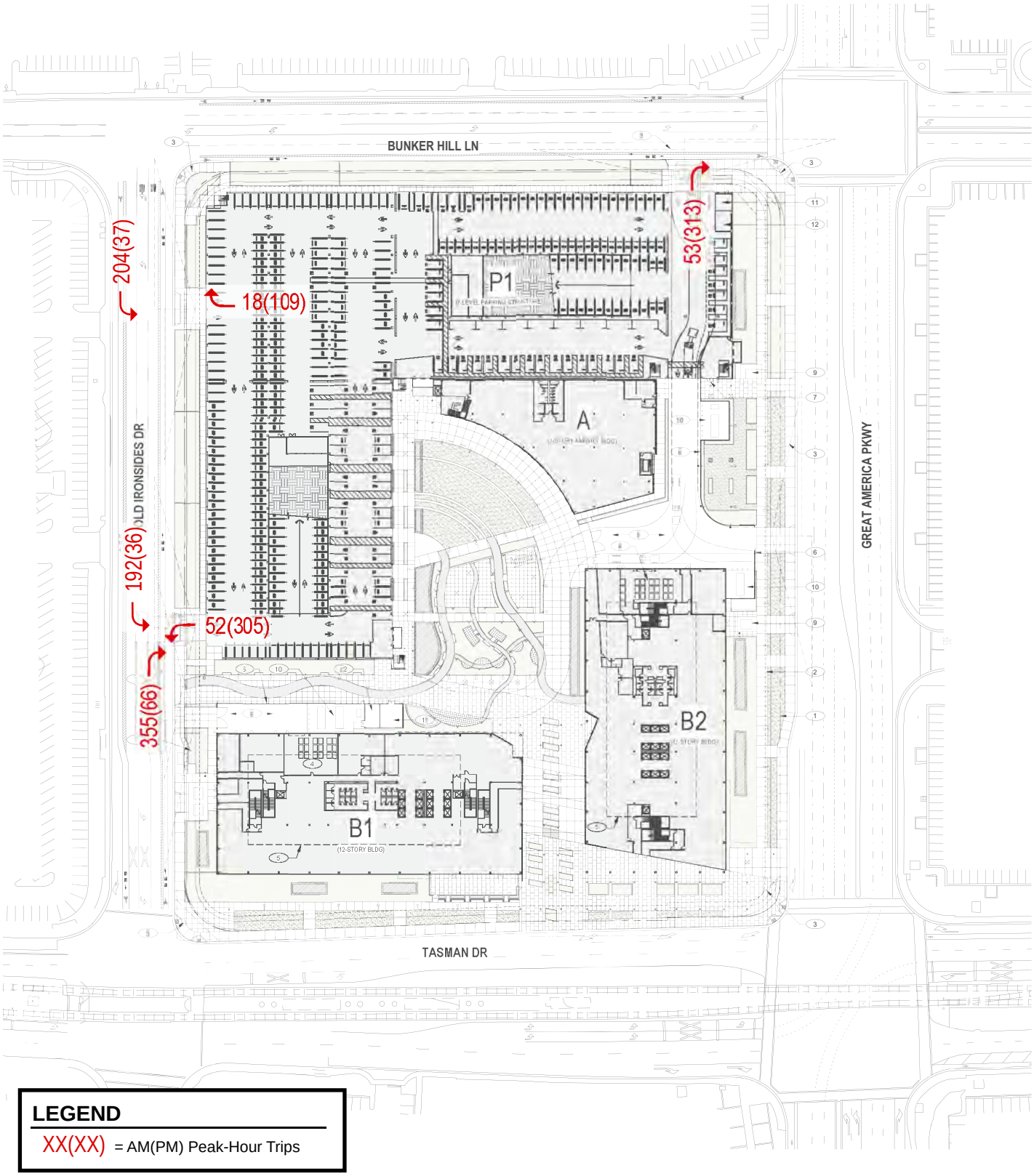


Figure 14
Project Trips at Driveways

NORTH
Not to Scale

For the outbound traffic, it is anticipated that the left-turning vehicles would use the southern driveway to exit the site while the right-turning vehicles would exit the site via the northern driveway. Table 12 shows that the maximum vehicle queue for the outbound traffic at the southern driveway would be three vehicles in the PM peak hour. The site plan shows the driveway would have a distance of 50 feet between the face of the curb and the first intersecting drive aisle, which could accommodate a vehicle queue of two vehicles without blocking the access to the drive aisle. The maximum vehicle queue of three vehicles would occasionally block the drive aisle near the driveway and the first three parking spaces near the driveway.

Passenger Loading

The site plan does not show any loading zones for dropping off and picking up passengers along the project frontages or within the site, which would be inconvenient for people accessing the site using Uber/Lyft or other rideshare apps (e.g., Scoop, Waze Carpool). It is expected that vehicles would drop passengers off near the pedestrian paseo to the courtyard along Old Ironsides Drive. The project should provide a pedestrian loading zone along Old Ironsides Drive to prevent traffic from building up along northbound Old Ironsides Drive or designate a loading zone within the parking garage near the access point to courtyard.

Recommendation: The project should provide a loading zone along Old Ironsides Drive or within the parking garage for passengers.

On-Site Circulation

The three project driveways would provide access to the 7-level above-grade parking structure (see Figures 15 and 16). Access to each level of parking would be provided via two ramps. The project would provide 90-degree parking throughout the proposed parking structure. All drive aisles are shown on the site plan to be 25 feet wide, with 16- to 18-foot-long parking stalls along both sides of the drive aisle. According to the City of Santa Clara Municipal Code, Chapter 18.74, standard parking spaces must be 18 feet long and 9 feet wide (10 feet wide if they are next to a wall). All parking stalls less than 18 feet long and 9 feet wide are marked as compact stalls. The proposed drive aisle width, in combination with the parking dimensions, would provide sufficient room for vehicles to back out of the 90-degree parking stalls.

On-site vehicle circulation was also evaluated to identify whether there are dead-end aisles within the surface lot and parking garage. Dead-end aisles are undesirable because drivers can enter the aisle, and upon discovering that there is no available parking, must back out or conduct three-point turns. The garage shows a dead-end aisle on level P1. The project should provide a turnaround space at the dead-end aisle to provide adequate circulation.

Recommendation: The project should provide a turnaround space at the dead-end aisle on level P1 to provide adequate circulation.

The proposed parking structure would have 7 levels. With the proposed design, employees would need to drive through each level to get to the upper level or to exit the parking garage from an upper level, which is not an efficient design for a parking garage with many levels. It is recommended the project include a speed ramp so employees can access the higher parking levels efficiently.

Recommendation: The project should consider including a speed ramp for the parking garage so employees can access the higher parking levels efficiently without driving through each level.

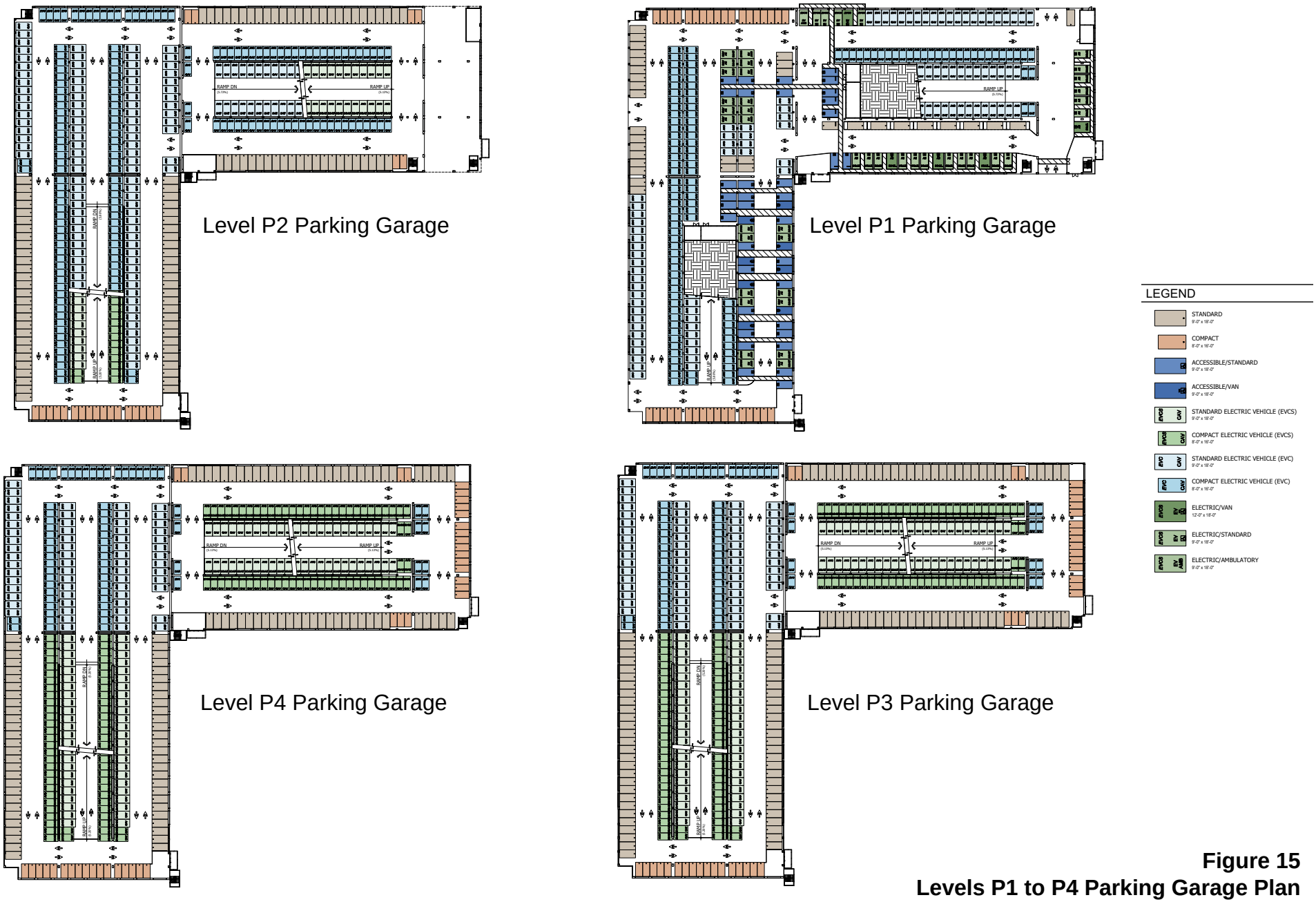
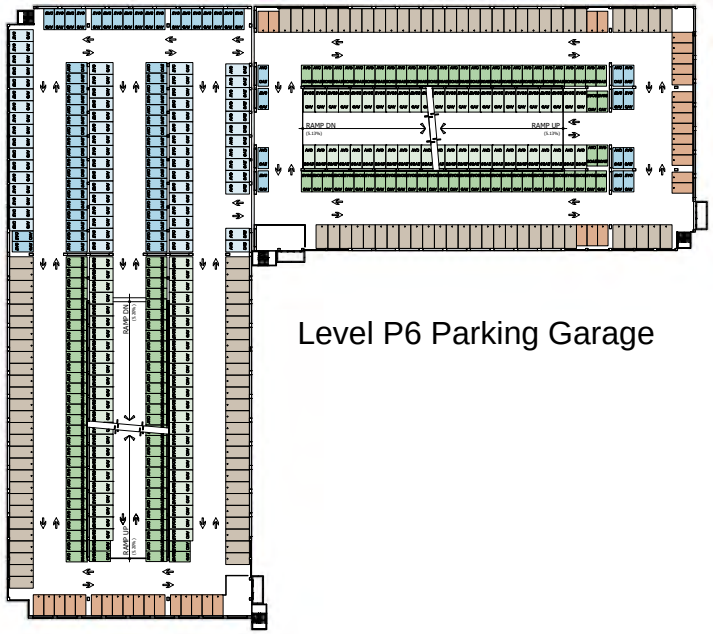
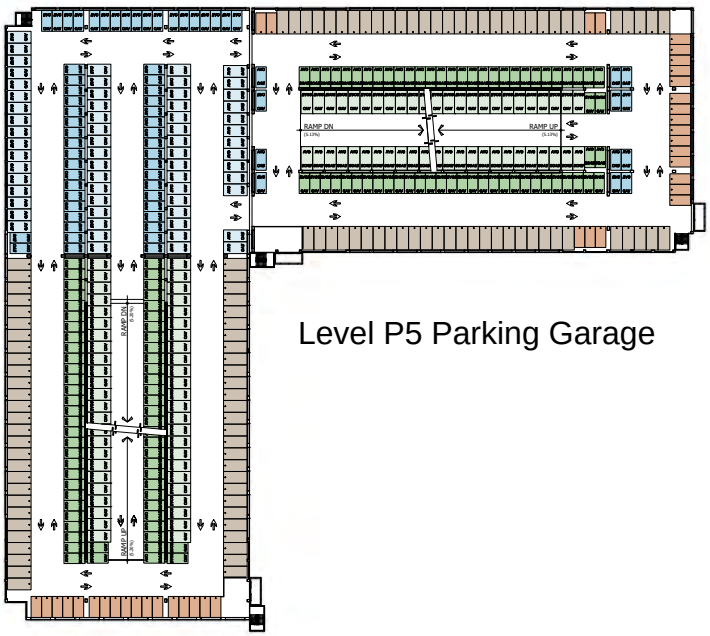


Figure 15
Levels P1 to P4 Parking Garage Plan

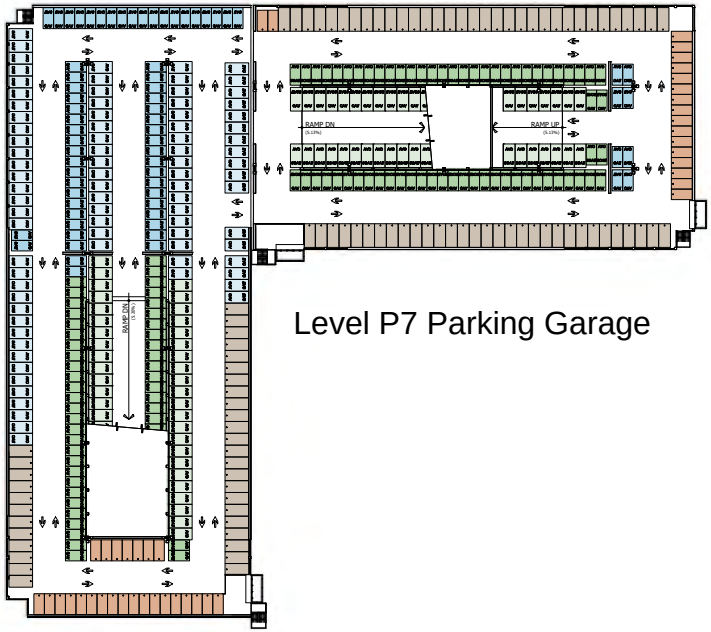
NORTH
Not to Scale



Level P6 Parking Garage



Level P5 Parking Garage



Level P7 Parking Garage

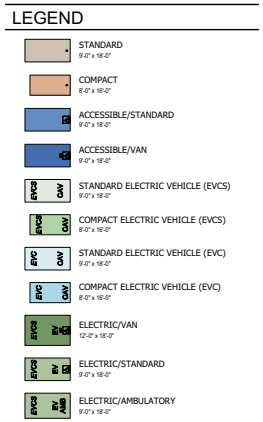


Figure 16
Levels P5 to P7 Parking Garage Plan

NORTH
Not to Scale

At the northern driveway on Old Ironsides Drive, the drive aisle does not directly connect to the north garage ramp. Vehicles accessing the driveway would need to make a few turns and drive through the garage to get to the north garage ramp. It is recommended that the northern driveway be shifted to the south to align with a continuous east-west drive aisle that leads to the north garage ramp.

Recommendation: The project should shift the northern driveway on Old Ironsides Drive to the south to align with a continuous east-west drive aisle that leads to the north garage ramp.

Emergency Vehicle and Truck Access and Circulation

Emergency vehicles would access the project site from Great America Parkway, Tasman Drive, the truck access driveway on Old Ironsides Drive, and the driveway on Bunker Hill Lane. The truck access driveway on Old Ironsides Drive is located south of the southern parking garage driveway, which would provide access to the service yard for the Tasman Building (see Figure 17). The Bunker Hill Lane driveway that would provide access to the parking garage would also provide truck access to the service yard for the Great America Building, which is located at the end of the drive aisle. The project would provide a turnaround space within the service yard for the Great America Building for trucks to make 3-point turns if needed. Trucks that enter the service yard for the Tasman Building would have to back out onto Old Ironsides Drive. The traffic volume on Old Ironsides Drive is lower than on Bunker Hill Lane, thus there would be fewer conflicts for trucks backing out from this driveway. Each service yard includes a trash room, so garage trucks would perform their operations on-site. Therefore, based on the locations of the driveways and service yards, the project would provide adequate access and circulation for fire trucks/emergency vehicles and garbage trucks.

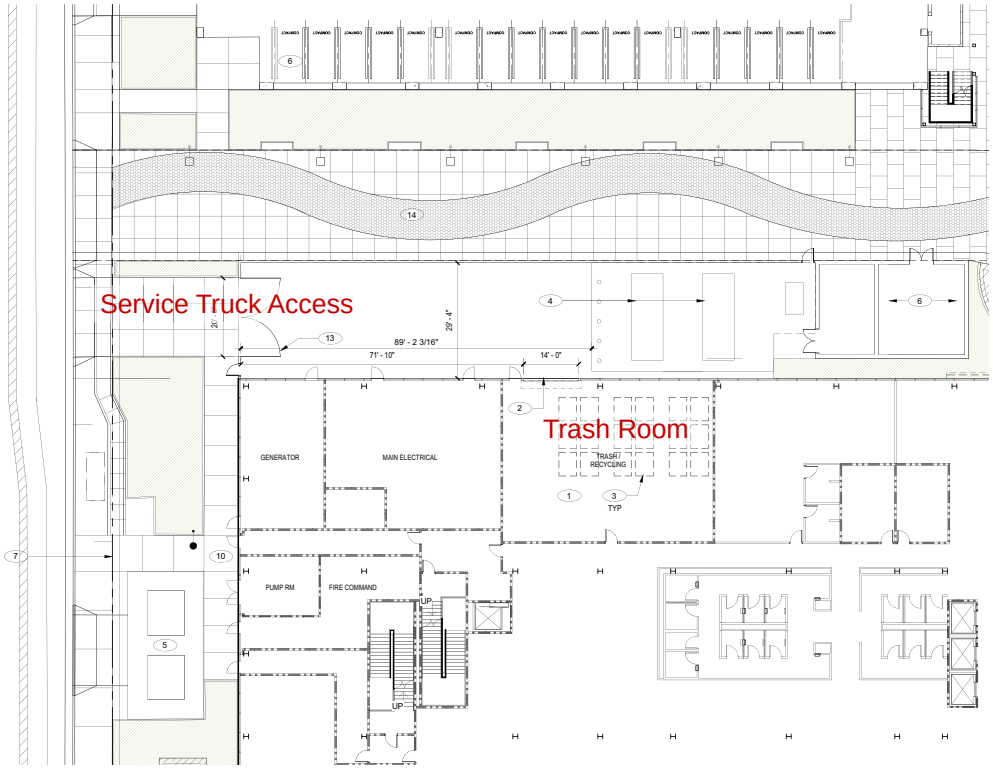
Effects on Pedestrians, Bicycles, and Transit Facilties

The following describes the existing and future transit, pedestrian and bicycle facilities that serve the site and evaluates whether appropriate bicycle and pedestrian access and transit service are provided between the site and nearby destinations. As discussed below, the project would not cause any adverse effects to the existing or planned pedestrian, bicycle, and transit facilities.

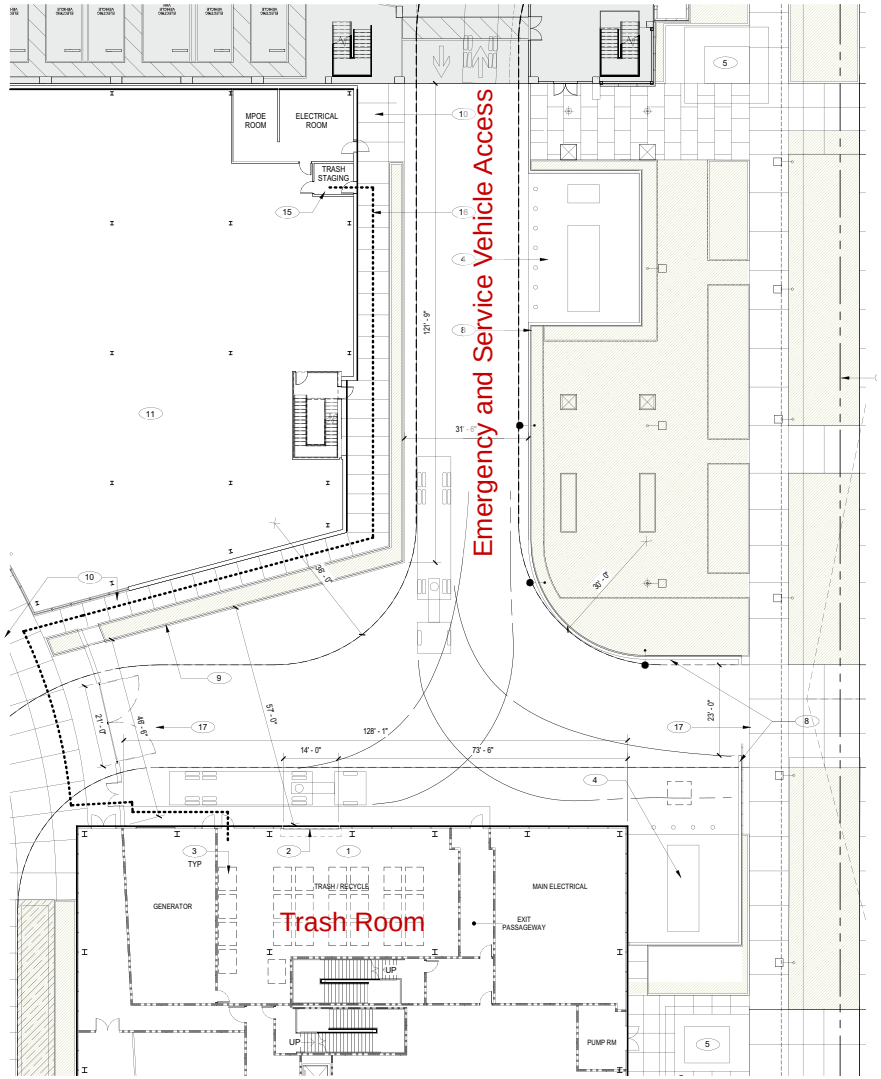
Pedestrian Facilities

Pedestrian facilities in the study area consist of sidewalks and crosswalks. A continuous network of sidewalks is present along most of the surrounding streets, except Old Ironsides Drive and Bunker Hill because sidewalks are missing along the project frontage on these streets. Crosswalks with pedestrian signal heads are located at all of the signalized study intersections in the study area. All corners of the Great America Parkway/Tasman Drive and Great America Parkway/Bunker Hill Lane intersections have ADA curb ramps with truncated domes. Truncated domes are also provided on the northwest and southeast corners of the Old Ironsides Drive/Tasman Drive intersection. Truncated domes are the standard design requirement for detectable warnings which enable people with visual disabilities to determine the boundary between the sidewalk and the street.

The Old Ironsides Drive/Bunker Hill Lane intersection does not have any crosswalks at the intersection. The site plan shows that the project would provide a crosswalk across the south leg of the intersection with ADA curb ramps and truncated domes at the southeast corner of the intersection (see Figure 2). The existing ramp on the southwest corner of the intersection would not connect to the proposed crosswalk. It is recommended the curb ramp be relocated to improve the crosswalk alignment.



Tasman Building Service Yard Access



Great America Building Service Yard Access

Figure 17
Truck Access for Service Trucks and Emergency Vehicles

NORTH
Not to Scale

The project would construct, at a minimum, new 10-foot-wide sidewalks along the project frontages on Tasman Drive and Great America Parkway. The project would also provide new 6-foot pedestrian paths against the garage building along Bunker Hill Lane and Old Ironsides Drive with a section of a 10-foot sidewalk along the curb at the southeast corner of Old Ironsides Drive and Bunker Hill Lane and the northeast corner of Old Ironsides Drive and Tasman Drive. Sidewalks along the curb on Bunker Hill Lane and Old Ironsides Drive would not be provided. The 6-foot pedestrian paths that run against the garage building would create visibility issues at the garage entrances. The project should provide the 10-foot sidewalks along Old Ironside Drive and Bunker Hill Lane by the curb and remove the sidewalks/pedestrian paths against the garage building to improve visibility.

The project would rebuild the four corners of the site, and therefore, the southwest corner of the Great America Parkway and Bunker Hill Lane intersection, the northwest corner of the Great America Parkway and Tasman Drive intersection, and the southeast corner of the Old Ironsides Drive and Bunker Hill Lake intersection would be updated with ADA curb ramps built to ADA standards. The sidewalks and ADA curb ramps would facilitate pedestrian movements between the project site and surrounding points of interest, such as bus stops.

Within the site, pedestrian paths are shown throughout the project site, providing connections between sidewalks on the adjacent streets, the proposed buildings, parking garage, and other amenities on-site. Therefore, pedestrian access to all proposed facilities within the project site would be adequate.

In addition to new sidewalks along the project frontages on Bunker Hill Lane, Great America Parkway, Tasman Drive, and Old Ironsides Drive, the project would also construct a publicly accessible courtyard with pedestrian walkways from Old Ironsides Drive. Internal walkways would connect pedestrians from the parking garage to the office and amenity buildings.

Recommendation: The curb ramp on the southwest corner of the Old Ironsides Drive/Bunker Hill Lane intersection should be relocated to connect to the proposed crosswalk across the south leg of the intersection and improve the crosswalk alignment.

Recommendation: The project should provide the 10-foot sidewalks along Old Ironside Drive and Bunker Hill Lane by the curb and remove the proposed 6-foot pedestrian paths that run against the garage building to improve visibility.

Bicycle Facilities

There are bike lanes on Great America Parkway and Tasman Drive that connect cyclists from the project site to the surrounding areas. According to the *Santa Clara Bicycle Master Plan Update 2018*, Class IV separated bike lanes are recommended along Great America Parkway for the entire street, along Patrick Henry Drive between Tasman Drive and Old Ironsides Drive, and along Old Ironsides Drive between Tasman Drive and Patrick Henry Drive. In order to partially offset the project's adverse effect on nearby intersections, the project will provide fair share funding to several planned bicycle facilities including the Class IV separated bike lanes along Great America Parkway. The project would also install bike lanes along Bunker Hill Lane between Old Ironsides Drive and Great America Parkway and along Old Ironsides Drive between Bunker Hill Lane and Tasman Drive.

The project would provide secure bicycle storage for employees in bike rooms on the ground level along the north side of the Tasman Building and the northwest corner of the Great America Building. The bike rooms would be accessed through the lobbies. The front doors of the lobbies would face the courtyard. The project would also provide bike racks. The site plan does not show the locations of the bike racks, which should be located near the office building entrances and along the pedestrian walkway within the courtyard.

It is expected that the project would generate some bicycle trips, which could utilize the existing bike lanes on surrounding streets to get to nearby residential areas. According to the *Bicycle Master Plan Update 2018*, the proportion of Santa Clara residents that bicycle to work is about two percent, which equates to 20 new bicycle trips during the AM and PM peak hours for the project.

Recommendation: The proposed bicycle racks should be located in visible locations near the office building entrances and along the pedestrian walkway within the courtyard.

Transit Services

Due to the proximity of LRT and bus stops to the project site, it is assumed that some employees of the project would utilize the existing transit services. Assuming a commute hour transit mode share of six percent (as recommended by VTA guidelines), the project would generate up to 60 new transit riders during the peak hours. Given that the project site is served by three local bus routes, one ACE shuttle route, and two LRT routes, an average of four new transit riders would access each of the available routes during the peak-hours. Therefore, it is anticipated that the projected transit riders associated with the project could be accommodated by the existing transit services.

An evaluation of the effects of project traffic on transit vehicle delay also was completed. The analysis was completed for all transit routes that travel through the study intersections utilizing information presented in the preceding chapter under the intersection level of service analysis. The results of the transit delay analysis are presented in Table 13. The analysis shows that for all routes, the traffic associated with the project would increase delay to transit vehicles by less than 30 seconds per vehicle. The VTA has not established policies or significance criteria related to transit vehicle delay. Thus, this data is presented for informational purposes only.

Table 13
Transit Vehicle Delay in Study Area

Bus Route	Study Area Street(s)	Direction	Projected Change in Transit Vehicle Delay (sec/veh)	
			AM	PM
55	Old Ironsides Drive, Tasman Drive	Northbound	20.8	3.1
		Southbound	-1.0	8.9
57	Tasman Drive, Old Ironsides Drive, Great America Parkway	Northbound	0.4	-2.2
		Southbound	0.1	15.8
59	Great America Parkway, Old Ironsides Drive	Northbound	0.2	2.7
		Southbound	5.1	26.0
ACE Green	Great America Parkway, Old Mountain View-Alviso Road, Patrick Henry Drive, Old Ironside Drive, Tasman Drive	Eastbound	2.4	-4.8
		Westbound	3.6	0.9

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

Parking

The parking analysis for the proposed office development is based on the City of Santa Clara Municipal Code (Section 18.74.020) and the *VTA Countywide Bicycle Plan Technical Guidelines*.

Vehicle Parking

The project would build 1,030,455 s.f. of office space and 38,184 s.f. of amenity space, for a total 1,068,640 s.f. of gross floor area. The City of Santa Clara requires general office developments to provide one parking stall for every 300 s.f. of office space. Assuming the amenity building would be exclusive to on-site tenants, and therefore would not need to provide additional parking, the 1,030,455 s.f. of office space would be required to provide 3,435 on-site parking spaces. The project would provide 3,313 vehicle parking spaces, which is 122 spaces fewer (4 percent) than the required number of spaces.

Section 18.90.020 of the Zoning Code allows the zoning administrator to grant minor (up to 25%) modifications of the automobile parking space requirements. The City's Climate Action Plan states that the project must achieve a minimum 25 percent reduction in VMT through the implementation of a TDM plan. It can be assumed that the TDM plan would also reduce the parking demand/parking requirement by more than 4 percent. Therefore, the proposed parking spaces would be able to accommodate the parking demand with a TDM plan.

Recommendation: The project would require City approval for any proposed reduction in the required parking spaces.

Americans With Disabilities Act Compliance

For developments that provide over 1,000 parking spaces, the Americans with Disabilities Act (ADA) requires developments to provide 20 accessible parking spaces plus one space for each 100 over 1,000 spaces. Thus, the project would require 44 accessible parking spaces. Accessible parking spaces shall be at least 8 feet wide and shall be located on the shortest accessible route of travel from the parking spaces to an accessible entrance. In addition, one in every 6 accessible spaces, but no less than one, shall be served by an access aisle at least 8 feet wide and shall be designated as "van accessible". It should be noted that the accessible parking spaces are not additional parking spaces but are part of the minimum parking spaces required.

Based on the above ADA requirements and the City of Santa Clara parking requirements, the project must provide a total of 44 accessible parking spaces, with a minimum of 7 of the 44 spaces designated as van accessible spaces. The site plan shows a total of 63 accessible parking spaces (with 12 of them designated as van accessible) being proposed within the project site. Therefore, the proposed number of accessible parking spaces satisfies ADA parking requirements.

Bicycle Parking

Because the City Code does not establish a bicycle parking requirement, the bicycle parking spaces were evaluated based on the requirements in the 2022 revised VTA *Bicycle Technical Guidelines*. VTA guidelines state that office developments are required to provide at least one long-term bike space for each 4,000 square feet and four short-term bike spaces per building entrance. Based on VTA's guidelines, the project would be required to provide 267 long-term bicycle parking spaces for the project and 40 short-term spaces.

As shown on the site plans, the project would provide 39 short-term bicycle parking racks for a total of 78 bicycle parking spaces. The site plan does not provide the number of long-term bicycle parking spaces. Thus, the project should ensure it meets the VTA requirement of 267 long term spaces.

Recommendation: The project should provide 267 long-term bicycle parking spaces based on the requirements in the VTA *Bicycle Technical Guidelines*.

Great America Parkway & Tasman Drive Office Development LTA

Technical Appendices

April 25, 2023

Appendix A
Traffic Counts

Counts Provided by City of Sunnyvale for El Camino Real Specific Plan

	Location																	
Int Node	NB/SB	EB/WB	Date	Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	
60	Lawrence Ex	Tasman Dr	5/17/2018	7:50	5	145	25	3	67	5	15	7	38	15	14	7	346	
60	Lawrence Ex	Tasman Dr		7:55	13	179	13	4	55	7	16	8	20	26	30	10	381	
				8:00	21	194	25	3	70	6	12	12	30	14	10	12	409	
				8:05	26	217	24	6	79	9	31	9	9	21	23	18	472	
				8:10	19	117	18	3	42	9	27	15	18	19	23	21	331	
				8:15	4	176	19	2	52	3	20	14	8	16	26	13	353	
				8:20	17	197	37	7	62	9	20	11	21	13	20	12	426	
				8:25	11	193	19	3	66	2	25	9	9	27	10	6	380	
				8:30	16	175	24	5	74	12	17	9	14	30	8	10	394	
				8:35	11	117	28	5	44	2	28	11	29	34	21	22	352	
				8:40	7	190	26	6	70	6	18	12	24	24	27	25	435	
				8:45	12	198	30	7	64	11	16	9	10	30	14	20	421	
				8:50	6	151	20	11	69	4	17	13	17	45	26	25	404	
				8:55	16	145	15	4	52	3	24	17	16	33	21	27	373	
Peak-hour																	Total	Total
				7:50 - 8:50 AM	162	2098	288	54	745	81	245	126	230	269	226	176	4700	4700
				7:55 - 8:55 AM	163	2104	283	62	747	80	247	132	209	299	238	194	4758	4758
				8:00 - 9:00 AM	166	2070	285	62	744	76	255	141	205	306	229	211	4750	4750

Counts Provided by City of Sunnyvale for El Camino Real Specific Plan

Int Node	Location NB/SB	Location EB/WB	Date	Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
61	Lawrence Ex	Lakehaven Dr	5/17/2018	7:15	21	89	5	4	85	2	3	4	17	17	6	4	257
61	Lawrence Ex	Lakehaven Dr		7:20	21	140	10	6	110	1	4	2	22	21	10	1	348
				7:25	18	141	4	5	76	1	4	4	26	26	15	6	326
				7:30	21	138	7	5	96		2	3	30	15	9	3	329
				7:35	14	153	11	9	104	2	6	6	28	29	11	2	375
				7:40	34	128	10	7	47		5	6	23	41	10	2	313
				7:45	35	161	11	13	106		6	5	44	39	21	6	447
				7:50	33	161	8	16	93	1	12	10	47	43	22	3	449
				7:55	28	202	16	6	89	2	10	5	27	41	9	6	441
				8:00	28	206	6	3	58	1	19	6	29	44	16	5	421
				8:05	33	221	8	10	124	1	18	1	33	32	6	3	490
				8:10	30	198	7	6	95	1	3	6	19	13	7	4	389
				8:15	9	212	6	2	68	1	7	3	19	23	7	6	363
				8:20	29	145	5	2	50	1	10	3	31	22	11	4	313
				8:25	18	222	4	4	107	1	9	3	25	33	6	5	437
				8:30	27	223	2	4	107		4	4	19	20	2	7	419
				8:35	13	172	3	4	121		4	1	16	29	4	4	371
				8:40	17	152		7	81		12	1	22	32	4	7	335
				8:45	13	205	6	4	96	3	4	1	13	31	6	7	389
				8:50	14	196	8	6	103	1	1	3	13	17	2	7	371
				8:55	10	154	2	5	117		6	4	16	27	4	3	348

Peak-hour																Total	Total
				7:15 - 8:15 AM	316	1938	103	90	1083	12	92	58	345	361	142	45	4585	4585
				7:20 - 8:20 AM	304	2061	104	88	1066	11	96	57	347	367	143	47	4691	4691
				7:25 - 8:25 AM	312	2066	99	84	1006	11	102	58	356	368	144	50	4656	4656
				7:30 - 8:30 AM	312	2147	99	83	1037	11	107	57	355	375	135	49	4767	4767
				7:35 - 8:35 AM	318	2232	94	82	1048	11	109	58	344	380	128	53	4857	4857
				7:40 - 8:40 AM	317	2251	86	77	1065	9	107	53	332	380	121	55	4853	4853
				7:45 - 8:45 AM	300	2275	76	77	1099	9	114	48	331	371	115	60	4875	4875
				7:50 - 8:50 AM	278	2319	71	68	1089	12	112	44	300	363	100	61	4817	4817
				7:55 - 8:55 AM	259	2354	71	58	1099	12	101	37	266	337	80	65	4739	4739
				8:00 - 9:00 AM	241	2306	57	57	1127	10	97	36	255	323	75	62	4646	4646

Counts Provided by City of Sunnyvale for El Camino Real Specific Plan

Int Node	Location NB/SB	Location EB/WB	Date	Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
61	Lawrence Ex	Lakehaven Dr	5/17/2018	4:20	30	103	9	8	159	2	3	6	15	14	7	1	357
61	Lawrence Ex	Lakehaven Dr		4:25	24	66	4	10	130	1	5	3	15	27	6	3	294
				4:30	39	96	13	14	165	2	3	2	19	14	4	1	372
				4:35	34	118	7	16	151	4	1	3	11	7	6		358
				4:40	33	118	19	7	111	1	8	3	11	25	5	3	344
				4:45	21	72	6	15	169	2	7	5	15	14	10	7	343
				4:50	35	93	15	19	195	1	4	8	21	23	6	3	423
				4:55	36	143	18	15	152	2	3	4	14	6	5		398
				5:00	40	119	12	11	116	3	11	3	23	18	5	3	364
				5:05	24	87	8	18	154	6	5	11	11	24	13	2	363
				5:10	46	115	11	9	149	1	4	2	15	19	7	4	382
				5:15	45	123	15	10	148			10	18	11	4	4	388
				5:20	51	119	15	10	108	1	7	5	21	22	8	3	370
				5:25	38	110	16	19	128	5	6	10	16	23	8	5	384
				5:30	19	79	8	21	236	3	12	5	20	19	2	1	425
				5:35	53	125	19	10	142	1	3	5	23	15	2	3	401
				5:40	67	114	7	10	93		4	2	10	12	7	4	330
				5:45	31	105	10	21	168	2	13	9	17	8	4	1	389
				5:50	42	96	9	14	147	2	8	3	15	20	11	2	369
				5:55	39	67	7	25	176	3	2	3	15	12	3	3	355

Peak-hour		NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	Total
	4:20 - 5:20 PM	407	1253	137	152	1799	25	54	60	188	202	78	31	4386	4386
	4:25 - 5:25 PM	428	1269	143	154	1748	24	58	59	194	210	79	33	4399	4399
	4:30 - 5:30 PM	442	1313	155	163	1746	28	59	66	195	206	81	35	4489	4489
	4:35 - 5:35 PM	422	1296	150	170	1817	29	68	69	196	211	79	35	4542	4542
	4:40 - 5:40 PM	441	1303	162	164	1808	26	70	71	208	219	75	38	4585	4585
	4:45 - 5:45 PM	475	1299	150	167	1790	25	66	70	207	206	77	39	4571	4571
	4:50 - 5:50 PM	485	1332	154	173	1789	25	72	74	209	200	71	33	4617	4617
	4:55 - 5:55 PM	492	1335	148	168	1741	26	76	69	203	197	76	32	4563	4563
	5:00 - 6:00 PM	495	1259	137	178	1765	27	75	68	204	203	74	35	4520	4520

Counts Provided by City of Sunnyvale for El Camino Real Specific Plan

	Location																	
Int Node	NB/SB	EB/WB	Date	Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	
61	Lawrence Ex	US 101 NB	5/17/2018	7:15	0	92	0	0	112	0	0	0	0	53	0	38	295	
61	Lawrence Ex	US 101 NB		7:20	0	97	0	0	118	0	0	0	0	40	0	53	308	
				7:25	0	132	0	0	147	0	0	0	0	35	0	37	351	
				7:30	0	144	0	0	122	0	0	0	0	45	0	29	340	
				7:35	0	195	0	0	128	0	0	0	0	45	0	35	403	
				7:40	0	172	0	0	97	0	0	0	0	46	0	40	355	
				7:45	0	195	0	0	130	0	0	0	0	52	0	38	415	
				7:50	0	215	0	0	148	0	0	0	0	45	0	46	454	
				7:55	0	195	0	0	151	0	0	0	0	56	0	51	453	
				8:00	0	173	0	0	122	0	0	0	0	44	0	41	380	
				8:05	0	190	0	0	156	0	0	0	0	51	0	46	443	
				8:10	0	171	0	0	127	0	0	0	0	23	0	52	373	
				8:15	0	201	0	0	100	0	0	0	0	52	0	49	402	
				8:20	0	181	0	0	90	0	0	0	0	42	0	37	350	
				8:25	0	154	0	0	146	0	0	0	0	56	0	51	407	
				8:30	0	204	0	0	154	0	0	0	0	44	0	53	455	
				8:35	0	139	0	0	99	0	0	0	0	64	0	41	343	
				8:40	0	220	0	0	181	0	0	0	0	53	0	49	503	
				8:45	0	89	0	0	138	0	0	0	0	62	0	62	351	
				8:50	0	165	0	0	127	0	0	0	0	62	0	37	391	
				8:55	0	135	0	0	120	0	0	0	0	62	0	56	373	
Peak-hour																	Total	Total
				7:15 - 8:15 AM	0	1971	0	0	1558	0	0	0	0	535	0	506	4570	4570
				7:20 - 8:20 AM	0	2080	0	0	1546	0	0	0	0	534	0	517	4677	4677
				7:25 - 8:25 AM	0	2164	0	0	1518	0	0	0	0	536	0	501	4719	4719
				7:30 - 8:30 AM	0	2186	0	0	1517	0	0	0	0	557	0	515	4775	4775
				7:35 - 8:35 AM	0	2246	0	0	1549	0	0	0	0	556	0	539	4890	4890
				7:40 - 8:40 AM	0	2190	0	0	1520	0	0	0	0	575	0	545	4830	4830
				7:45 - 8:45 AM	0	2238	0	0	1604	0	0	0	0	582	0	554	4978	4978
				7:50 - 8:50 AM	0	2132	0	0	1612	0	0	0	0	592	0	578	4914	4914
				7:55 - 8:55 AM	0	2082	0	0	1591	0	0	0	0	609	0	569	4851	4851
				8:00 - 9:00 AM	0	2022	0	0	1560	0	0	0	0	615	0	574	4771	4771

Counts Provided by City of Sunnyvale for El Camino Real Specific Plan

	Location																	
Int Node	NB/SB	EB/WB	Date	Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	
61	Lawrence Ex	US 101 NB	5/17/2018	4:25	0	128	0	0	187	0	0	0	0	56	0	46	417	
61	Lawrence Ex	US 101 NB		4:30	0	161	0	0	189	0	0	0	0	34	0	22	406	
				4:35	0	152	0	0	126	0	0	0	0	61	0	42	381	
				4:40	0	153	0	0	177	0	0	0	0	46	0	37	413	
				4:45	0	160	0	0	191	0	0	0	0	58	0	48	457	
				4:50	0	119	0	0	189	0	0	0	0	43	0	46	397	
				4:55	0	207	0	0	155	0	0	0	0	65	0	42	469	
				5:00	0	158	0	0	179	0	0	0	0	52	0	46	435	
				5:05	0	208	0	0	158	0	0	0	0	61	0	34	461	
				5:10	0	171	0	0	154	0	0	0	0	67	0	47	439	
				5:15	0	170	0	0	139	0	0	0	0	70	0	31	410	
				5:20	0	173	0	0	159	0	0	0	0	82	0	60	474	
				5:25	0	183	0	0	175	0	0	0	0	53	0	40	451	
				5:30	0	175	0	0	209	0	0	0	0	81	0	46	511	
				5:35	0	177	0	0	184	0	0	0	0	58	0	32	451	
				5:40	0	146	0	0	121	0	0	0	0	81	0	47	395	
				5:45	0	171	0	0	203	0	0	0	0	67	0	32	473	
				5:50	0	156	0	0	177	0	0	0	0	66	0	49	448	
				5:55	0	153	0	0	176	0	0	0	0	46	0	36	411	
Peak-hour																	Total	Total
				4:25 - 5:25 PM	0	1960	0	0	2003	0	0	0	0	695	0	501	5159	5159
				4:30 - 5:30 PM	0	2015	0	0	1991	0	0	0	0	692	0	495	5193	5193
				4:35 - 5:35 PM	0	2029	0	0	2011	0	0	0	0	739	0	519	5298	5298
				4:40 - 5:40 PM	0	2054	0	0	2069	0	0	0	0	736	0	509	5368	5368
				4:45 - 5:45 PM	0	2047	0	0	2013	0	0	0	0	771	0	519	5350	5350
				4:50 - 5:50 PM	0	2058	0	0	2025	0	0	0	0	780	0	503	5366	5366
				4:55 - 5:55 PM	0	2095	0	0	2013	0	0	0	0	803	0	506	5417	5417
				5:00 - 6:00 PM	0	2041	0	0	2034	0	0	0	0	784	0	500	5359	5359

Counts Provided by City of Sunnyvale for El Camino Real Specific Plan

Int Node	Location NB/SB	Location EB/WB	Date	Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total	
61	Lawrence Ex	US 101 SB	5/17/2018	7:15	0	111	0	0	145	0	9	0	19	0	0	0	284	
61	Lawrence Ex	US 101 SB		7:20	0	133	0	0	128	0	16	0	39	0	0	0	316	
				7:25	0	143	0	0	141	0	10	0	36	0	0	0	330	
				7:30	0	168	0	0	147	0	20	0	32	0	0	0	367	
				7:35	0	233	0	0	113	0	30	0	31	0	0	0	407	
				7:40	0	196	0	0	133	0	43	0	29	0	0	0	401	
				7:45	0	175	0	0	169	0	46	0	45	0	0	0	435	
				7:50	0	222	0	0	155	0	48	0	62	0	0	0	487	
				7:55	0	258	0	0	153	0	28	0	50	0	0	0	489	
				8:00	0	224	0	0	157	0	19	0	40	0	0	0	440	
				8:05	0	187	0	0	148	0	30	0	47	0	0	0	412	
				8:10	0	235	0	0	149	0	14	0	48	0	0	0	446	
				8:15	0	259	0	0	115	0	18	0	36	0	0	0	428	
				8:20	0	225	0	0	132	0	10	0	33	0	0	0	400	
				8:25	0	206	0	0	136	0	16	0	43	0	0	0	401	
				8:30	0	255	0	0	181	0	4	0	58	0	0	0	498	
				8:35	0	197	0	0	154	0	20	0	37	0	0	0	408	
				8:40	0	249	0	0	200	0	8	0	51	0	0	0	508	
				8:45	0	135	0	0	153	0	15	0	49	0	0	0	352	
				8:50	0	178	0	0	180	0	10	0	49	0	0	0	417	
				8:55	0	195	0	0	153	0	14	0	56	0	0	0	418	

Peak-hour														Total	Total
				7:15 - 8:15 AM	0	2285	0	0	1738	0	313	0	478	0	0	0	4814	4814
				7:20 - 8:20 AM	0	2433	0	0	1708	0	322	0	495	0	0	0	4958	4958
				7:25 - 8:25 AM	0	2525	0	0	1712	0	316	0	489	0	0	0	5042	5042
				7:30 - 8:30 AM	0	2588	0	0	1707	0	322	0	496	0	0	0	5113	5113
				7:35 - 8:35 AM	0	2675	0	0	1741	0	306	0	522	0	0	0	5244	5244
				7:40 - 8:40 AM	0	2639	0	0	1782	0	296	0	528	0	0	0	5245	5245
				7:45 - 8:45 AM	0	2692	0	0	1849	0	261	0	550	0	0	0	5352	5352
				7:50 - 8:50 AM	0	2652	0	0	1833	0	230	0	554	0	0	0	5269	5269
				7:55 - 8:55 AM	0	2608	0	0	1858	0	192	0	541	0	0	0	5199	5199
				8:00 - 9:00 AM	0	2545	0	0	1858	0	178	0	547	0	0	0	5128	5128

Counts Provided by City of Sunnyvale for El Camino Real Specific Plan

	Location																
Int Node	NB/SB	EB/WB	Date	Time	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR	Total
61	Lawrence Ex	US 101 SB	5/17/2018	4:25	0	137	0	0	178	0	49	0	110	0	0	0	474
61	Lawrence Ex	US 101 SB		4:30	0	153	0	0	234	0	30	0	92	0	0	0	509
				4:35	0	162	0	0	191	0	54	0	114	0	0	0	521
				4:40	0	125	0	0	238	0	37	0	89	0	0	0	489
				4:45	0	140	0	0	165	0	51	0	98	0	0	0	454
				4:50	0	99	0	0	220	0	55	0	86	0	0	0	460
				4:55	0	171	0	0	261	0	53	0	78	0	0	0	563
				5:00	0	168	0	0	214	0	60	0	105	0	0	0	547
				5:05	0	181	0	0	225	0	47	0	101	0	0	0	554
				5:10	0	174	0	0	170	0	60	0	98	0	0	0	502
				5:15	0	129	0	0	228	0	47	0	91	0	0	0	495
				5:20	0	191	0	0	225	0	64	0	95	0	0	0	575
				5:25	0	162	0	0	220	0	48	0	90	0	0	0	520
				5:30	0	170	0	0	215	0	66	0	127	0	0	0	578
				5:35	0	162	0	0	258	0	50	0	62	0	0	0	532
				5:40	0	138	0	0	198	0	55	0	94	0	0	0	485
				5:45	0	171	0	0	265	0	37	0	70	0	0	0	543
				5:50	0	135	0	0	175	0	46	0	110	0	0	0	466
				5:55	0	160	0	0	250	0	43	0	67	0	0	0	520

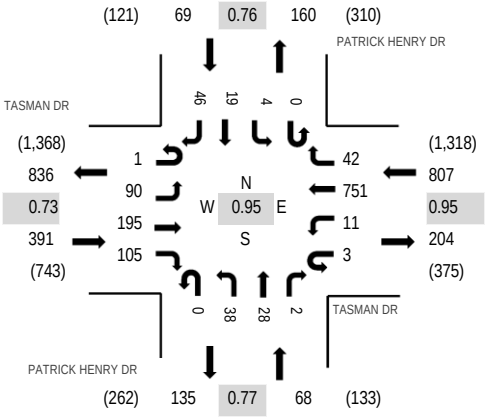
Peak-hour													Total	Total
	4:25 - 5:25 PM	0	1830	0	0	2549	0	607	0	1157	0	0	0	6143	6143
	4:30 - 5:30 PM	0	1855	0	0	2591	0	606	0	1137	0	0	0	6189	6189
	4:35 - 5:35 PM	0	1872	0	0	2572	0	642	0	1172	0	0	0	6258	6258
	4:40 - 5:40 PM	0	1872	0	0	2639	0	638	0	1120	0	0	0	6269	6269
	4:45 - 5:45 PM	0	1885	0	0	2599	0	656	0	1125	0	0	0	6265	6265
	4:50 - 5:50 PM	0	1916	0	0	2699	0	642	0	1097	0	0	0	6354	6354
	4:55 - 5:55 PM	0	1952	0	0	2654	0	633	0	1121	0	0	0	6360	6360
	5:00 - 6:00 PM	0	1941	0	0	2643	0	623	0	1110	0	0	0	6317	6317

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

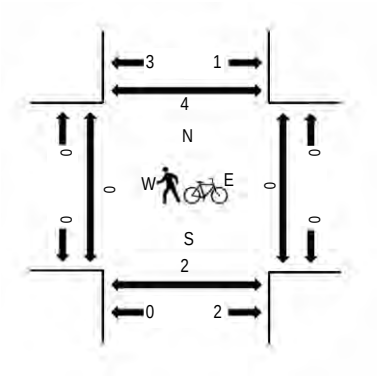
Location: 40 PATRICK HENRY DR & TASMAN DR AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.
(303) 216-2439
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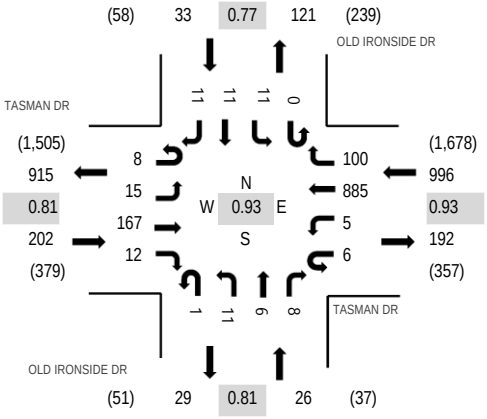
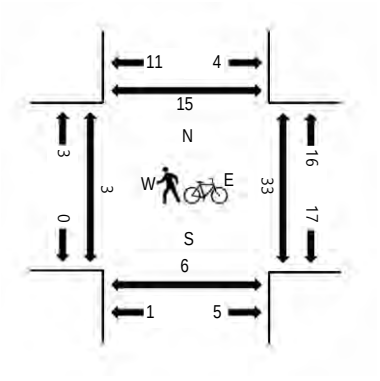
Location: 41 OLD IRONSIDE DR & TASMAN DR AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.
(303) 216-2439
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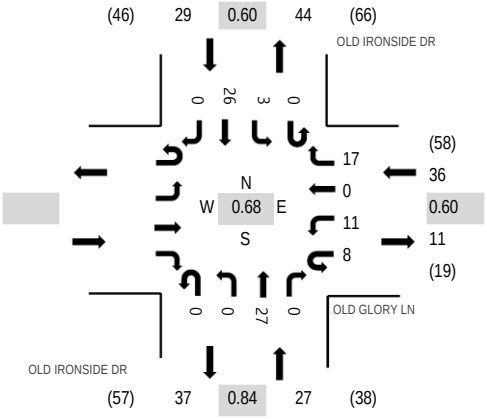
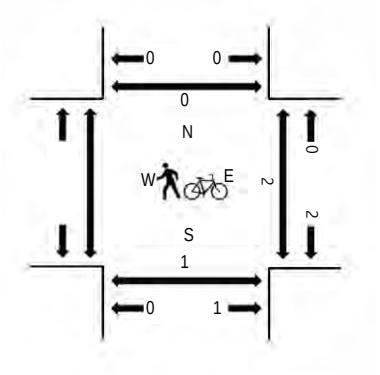
Location: 42 OLD IRONSIDE DR & OLD GLORY LN AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.
(303) 216-2439
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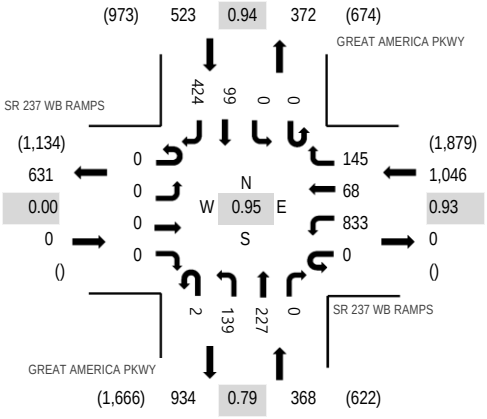
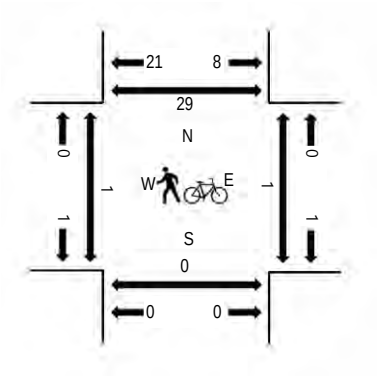
Location: 45 GREAT AMERICA PKWY & SR 237 WB RAMPS AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.
(303) 216-2439
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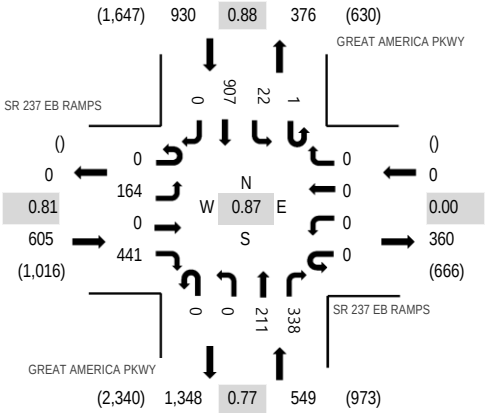
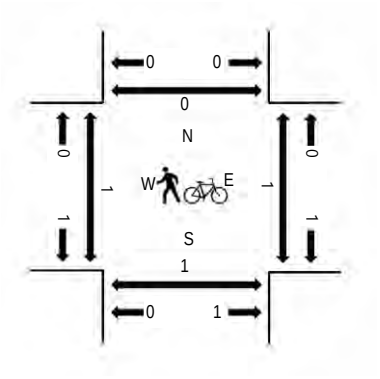
Location: 46 GREAT AMERICA PKWY & SR 237 EB RAMPS AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.

(303) 216-2439
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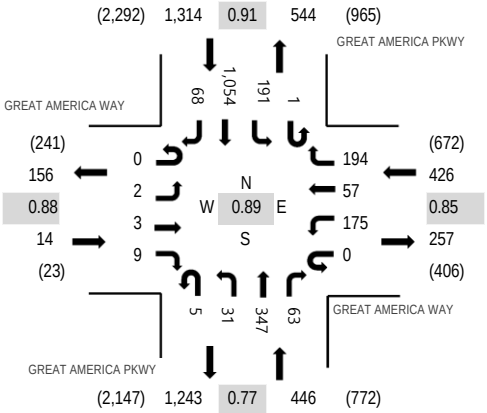
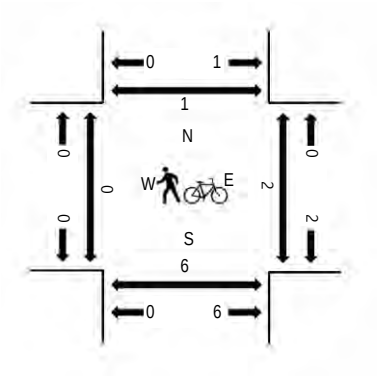
Location: 47 GREAT AMERICA PKWY & GREAT AMERICA WAY AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.

(303) 216-2439
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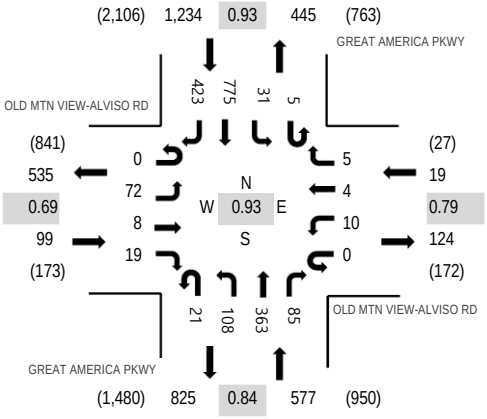
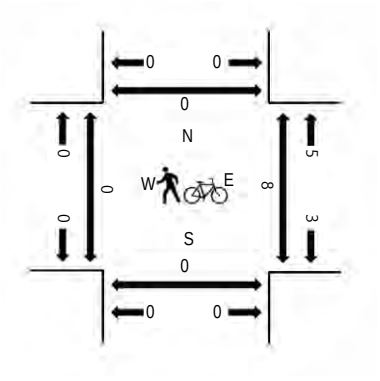
Location: 48 GREAT AMERICA PKWY & OLD MTN VIEW-ALVISO RD AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.
(303) 216-2439
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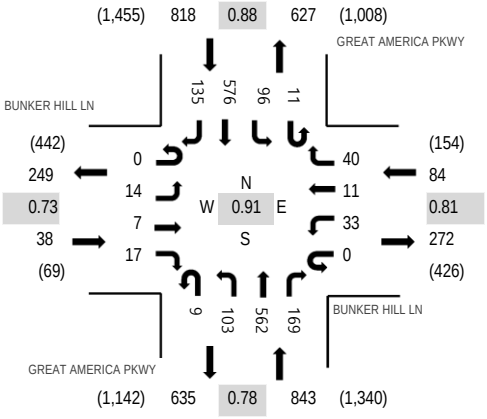
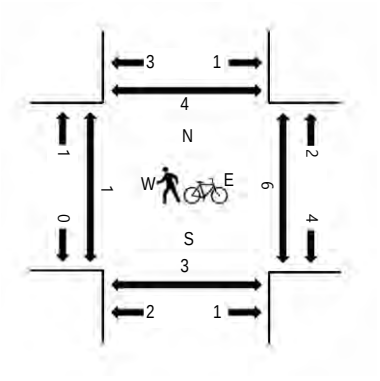
Location: 51 GREAT AMERICA PKWY & BUNKER HILL LN AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.

(303) 216-2439
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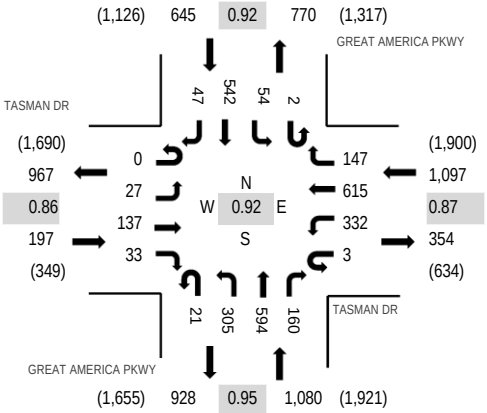
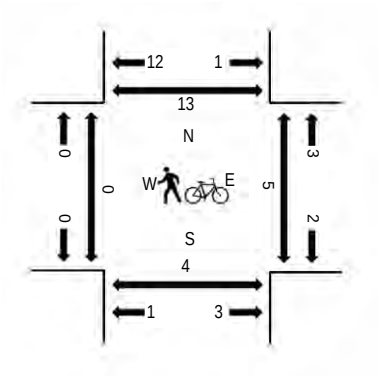
Location: 6 GREAT AMERICA PKWY & TASMAN DR AM
Date and Start Time: Wednesday, March 7, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.

(303) 216-2439
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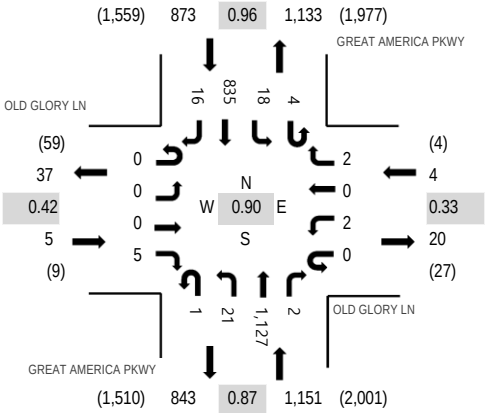
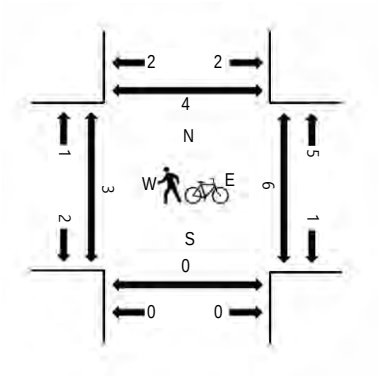
Location: 53 GREAT AMERICA PKWY & OLD GLORY LN AM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	OLD GLORY LN Eastbound				OLD GLORY LN Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound				Total	Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	0	0	0	0	4	189	0	1	1	137	4	336	1,540	2	4	0	0
7:15 AM	0	1	0	0	0	0	0	0	0	3	210	0	1	2	137	4	358	1,650	0	1	0	1
7:30 AM	0	0	0	2	0	0	0	0	1	1	204	0	2	2	191	1	404	1,803	0	1	0	0
7:45 AM	0	0	0	1	0	0	0	0	1	3	234	0	2	2	197	2	442	1,912	2	3	0	2
8:00 AM	0	0	0	0	0	0	0	0	0	2	243	1	1	3	191	5	446	2,033	1	3	0	2
8:15 AM	0	0	0	1	0	0	0	0	0	7	282	1	0	6	210	4	511		0	2	0	1
8:30 AM	0	0	0	1	0	1	0	0	0	2	284	0	1	7	215	2	513		0	0	0	0
8:45 AM	0	0	0	3	0	1	0	2	1	10	318	0	2	2	219	5	563		1	1	0	1

Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.

(303) 216-2439
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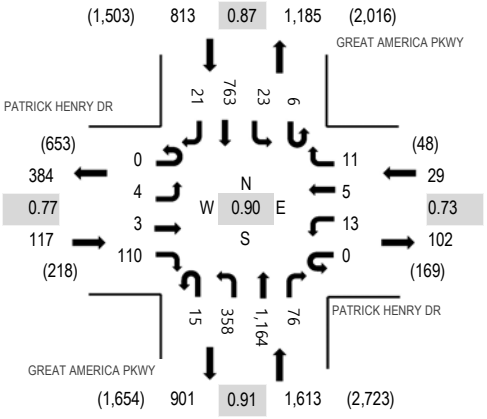
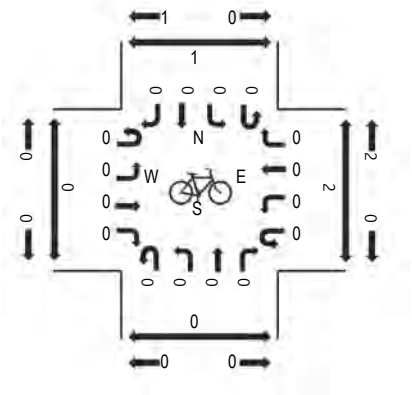
Location: 2 GREAT AMERICA PKWY & PATRICK HENRY DR AM
Date: Thursday, May 16, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

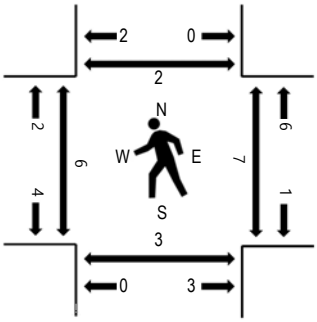
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	PATRICK HENRY DR Eastbound				PATRICK HENRY DR Westbound				GREAT AMERICA PKWY Northbound				GREAT AMERICA PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	9	0	4	0	3	1	61	179	8	1	1	90	3	360	1,920	0	0	0	0
7:15 AM	0	2	1	18	0	1	1	0	3	59	192	9	3	9	193	1	492	2,148	2	0	0	0
7:30 AM	0	2	3	36	0	3	0	1	2	47	212	16	2	4	180	8	516	2,263	1	3	0	0
7:45 AM	0	1	0	29	0	4	1	1	0	81	229	11	3	5	180	7	552	2,407	0	2	0	0
8:00 AM	0	1	2	24	0	5	1	4	3	76	269	11	1	8	175	8	588	2,572	4	0	0	0
8:15 AM	0	1	0	27	0	2	0	0	1	107	290	22	1	5	145	6	607		1	1	0	0
8:30 AM	0	2	0	28	0	3	2	3	5	94	269	23	1	5	219	6	660		1	4	1	1
8:45 AM	0	0	1	31	0	3	2	4	6	81	336	20	3	5	224	1	717		0	2	2	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	0	0	0	4	0	0	0	3	0	8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	4	3	89	0	10	5	9	15	352	1,130	73	6	20	732	21	2,469
Mediums	0	0	0	21	0	2	0	2	0	6	30	3	0	3	28	0	95
Total	0	4	3	110	0	13	5	11	15	358	1,164	76	6	23	763	21	2,572

All Traffic Data Services Inc.

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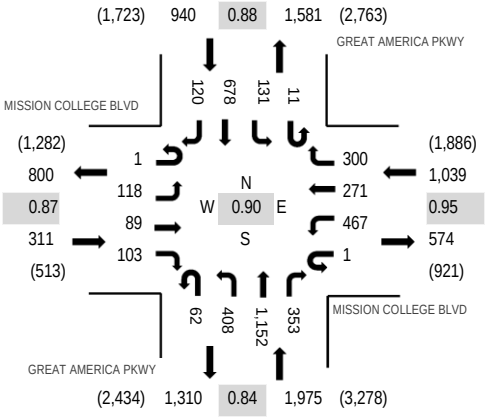
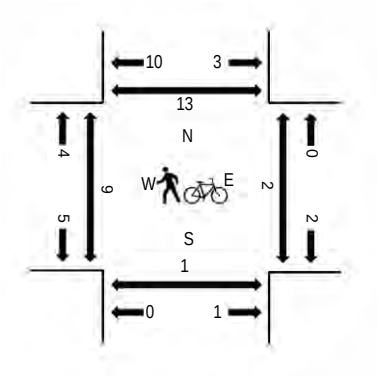
Location: 7 GREAT AMERICA PKWY & MISSION COLLEGE BLVD AM
Date and Start Time: Wednesday, March 7, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.

(303) 216-2439
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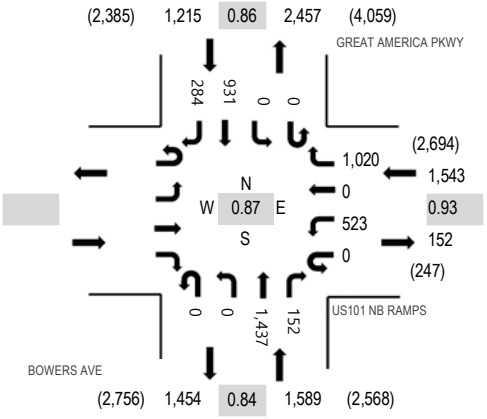
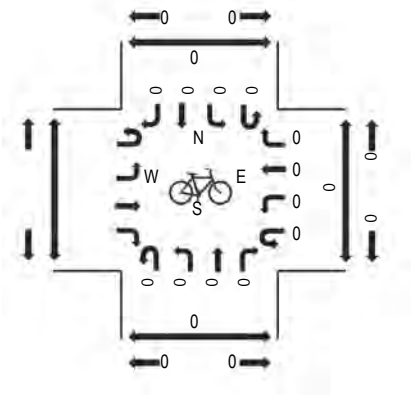
Location: 3 BOWERS AVE & US101 NB RAMPS AM
Date: Thursday, May 16, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

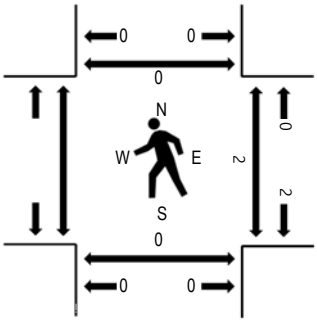
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.
(303) 216-2439
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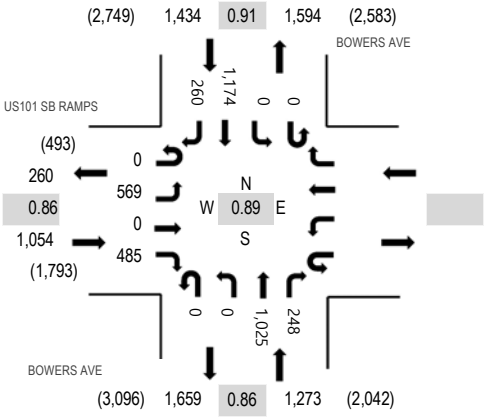
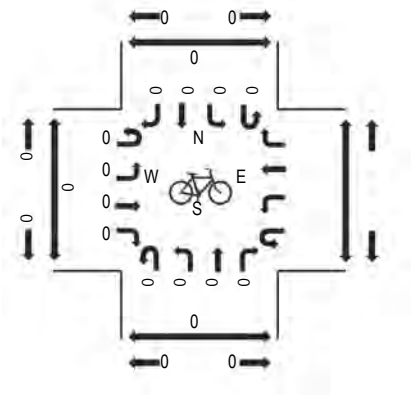
Location: 4 BOWERS AVE & US101 SB RAMPS AM
Date: Thursday, May 16, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

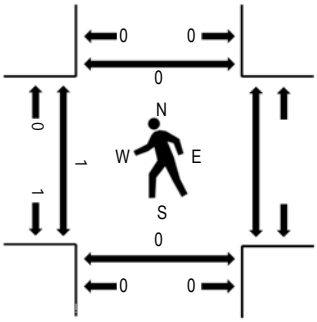
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	US101 SB RAMPS Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	BOWERS AVE Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	BOWERS AVE Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total	Rolling Hour	Pedestrian Crossings West	East	South	North
7:00 AM	0	75	0	71					0	0	111	34	0	0	215	60	566	2,823	0		0	0
7:15 AM	0	78	0	68					0	0	129	44	0	0	240	46	605	3,091	0		0	0
7:30 AM	0	107	0	116					0	0	189	43	0	0	286	66	807	3,399	0		0	0
7:45 AM	0	124	0	100					0	0	176	43	0	0	341	61	845	3,552	0		0	0
8:00 AM	0	125	0	117					0	0	206	56	0	0	268	62	834	3,761	0		0	0
8:15 AM	0	140	0	140					0	0	234	63	0	0	280	56	913		1		0	0
8:30 AM	0	123	0	103					0	0	290	54	0	0	326	64	960		0		0	0
8:45 AM	0	181	0	125					0	0	295	75	0	0	300	78	1,054		0		0	0

Peak Rolling Hour Flow Rates

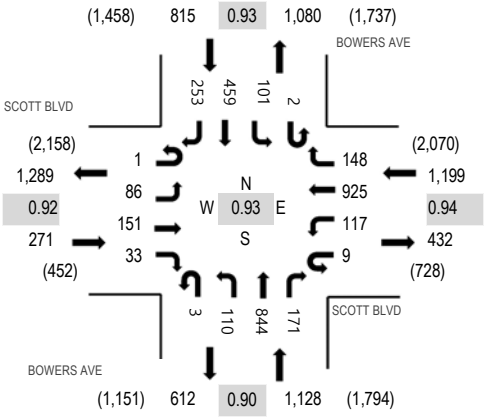
Vehicle Type	Eastbound U-Turn	Eastbound Left	Eastbound Thru	Eastbound Right	Westbound U-Turn	Westbound Left	Westbound Thru	Westbound Right	Northbound U-Turn	Northbound Left	Northbound Thru	Northbound Right	Southbound U-Turn	Southbound Left	Southbound Thru	Southbound Right	Total
Articulated Trucks	0	2	0	2					0	0	6	11	0	0	4	2	27
Bicycles on Road	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	0	558	0	470					0	0	985	233	0	0	1,133	237	3,616
Mediums	0	9	0	13					0	0	34	4	0	0	37	21	118
Total	0	569	0	485					0	0	1,025	248	0	0	1,174	260	3,761

All Traffic Data Services Inc.

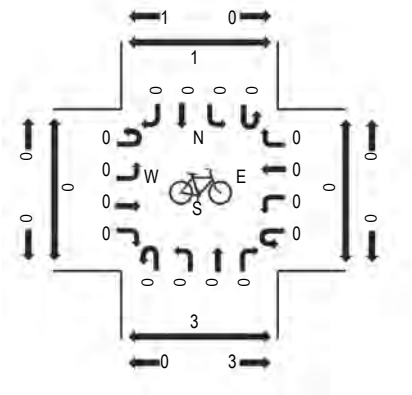
(303) 216-2439
www.alltrafficdata.net

Location: 5 BOWERS AVE & SCOTT BLVD AM
Date: Thursday, May 16, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

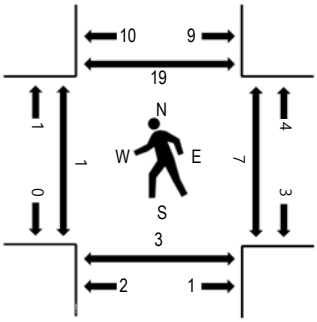
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.

(303) 216-2439
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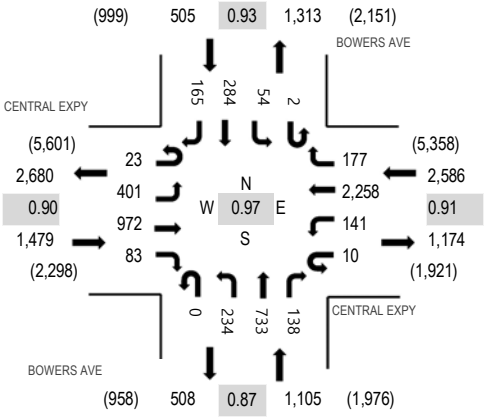
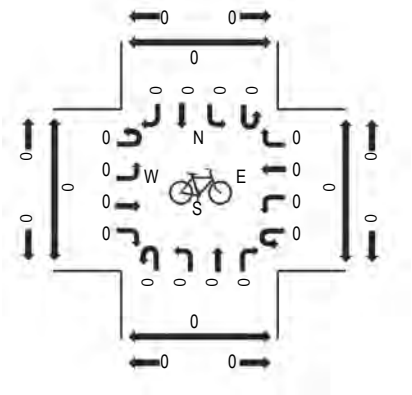
Location: 6 BOWERS AVE & CENTRAL EXPY AM
Date: Thursday, May 16, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

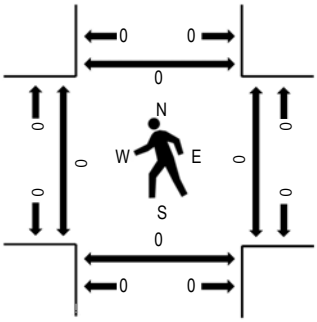
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

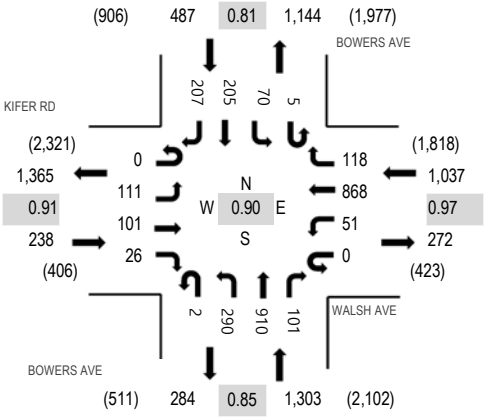
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	3	0	0	0	0	0	0	0	3	0	7
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	23	396	955	80	10	139	2,215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

All Traffic Data Services Inc.

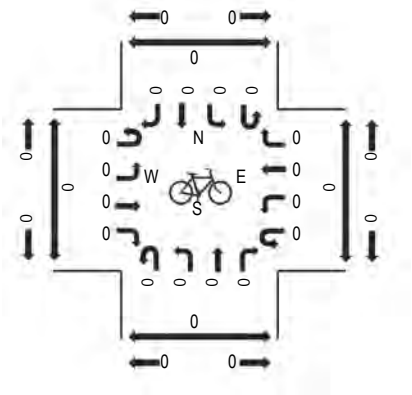
(303) 216-2439
www.alltrafficdata.net

Location: 7 BOWERS AVE & WALSH AVE AM
Date: Thursday, May 16, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

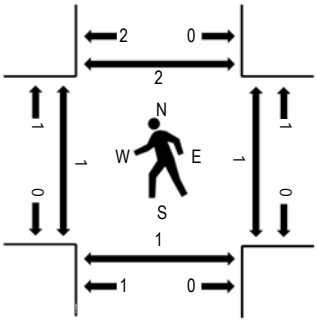
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	KIFER RD Eastbound				WALSH AVE Westbound				BOWERS AVE Northbound				BOWERS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	18	13	4	0	5	84	16	1	15	86	4	1	12	45	42	346	2,167	0	0	0	0
7:15 AM	0	13	17	3	0	7	133	26	1	24	185	5	0	8	53	45	520	2,529	0	0	0	1
7:30 AM	0	9	21	4	0	9	209	35	1	34	207	5	0	13	39	41	627	2,712	2	0	3	1
7:45 AM	0	37	26	3	0	7	225	25	2	44	173	12	2	15	43	60	674	2,888	0	0	0	0
8:00 AM	0	24	27	7	0	14	220	32	0	44	200	23	0	14	52	51	708	3,065	0	0	0	0
8:15 AM	0	35	28	6	0	16	203	20	1	66	197	19	1	18	48	45	703		0	1	0	1
8:30 AM	0	28	26	5	0	11	221	32	1	88	254	29	2	21	42	43	803		0	0	0	0
8:45 AM	0	24	20	8	0	10	224	34	0	92	259	30	2	17	63	68	851		1	0	1	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	3	5
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	106	95	26	0	49	851	115	2	289	898	99	5	66	195	199	2,995
Mediums	0	5	6	0	0	2	16	3	0	1	12	2	0	4	9	5	65
Total	0	111	101	26	0	51	868	118	2	290	910	101	5	70	205	207	3,065

All Traffic Data Services Inc.

(303) 216-2439
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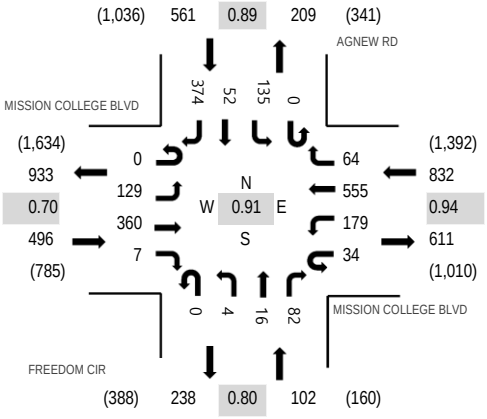
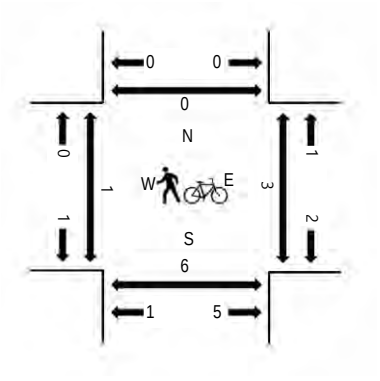
Location: 131 FREEDOM CIR & MISSION COLLEGE BLVD AM
Date and Start Time: Thursday, May 24, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.
(303) 216-2439
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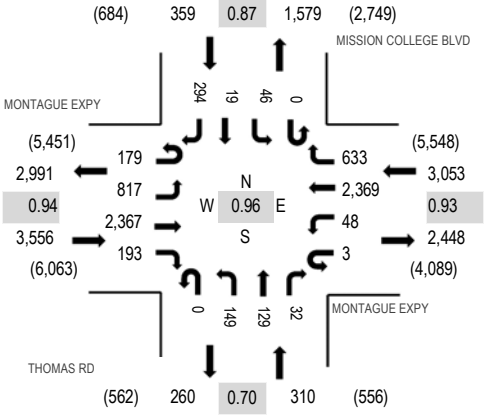
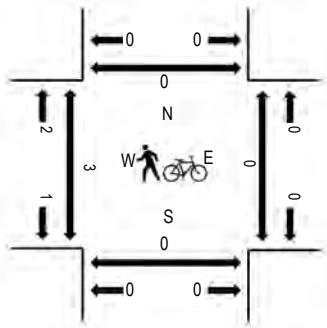
Location: 5 THOMAS RD & MONTAGUE EXPY AM
Date: Tuesday, April 9, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.

(303) 216-2439
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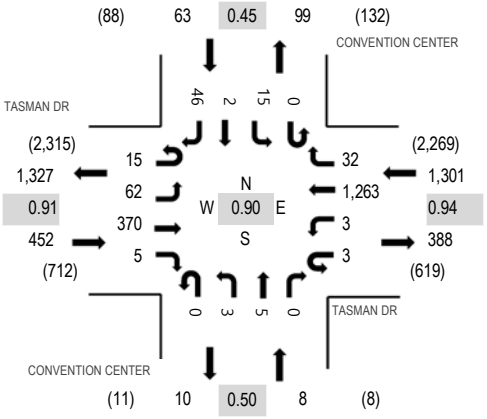
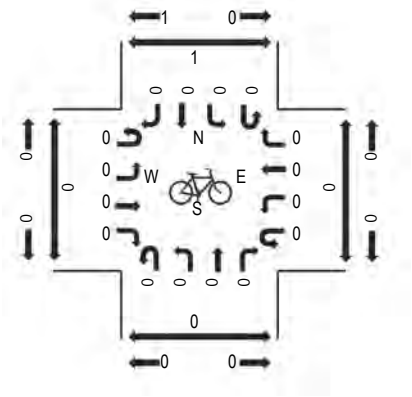
Location: 12 CONVENTION CENTER & TASMAN DR AM
Date: Thursday, May 16, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

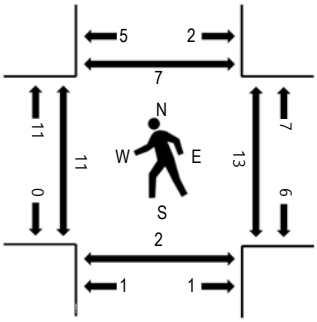
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

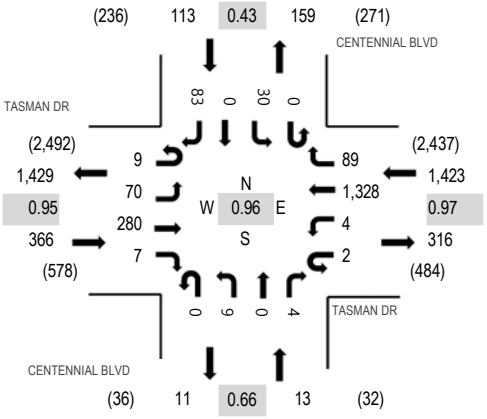
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	14	62	344	5	3	3	1,212	32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

All Traffic Data Services Inc.

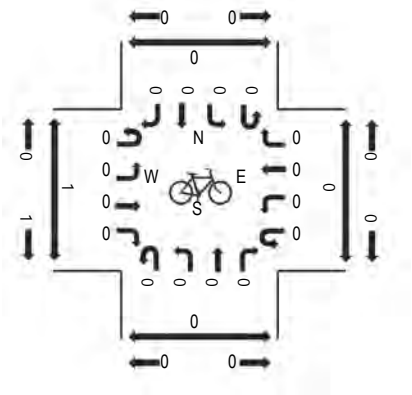
(303) 216-2439
www.alltrafficdata.net

Location: 13 CENTENNIAL BLVD & TASMAN DR AM
Date: Thursday, May 16, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

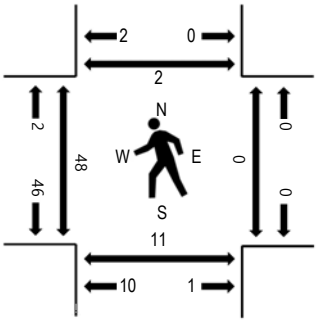
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				CENTENNIAL BLVD Northbound				CENTENNIAL BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	14	21	3	0	1	145	15	0	4	0	0	0	3	0	4	211	1,368	10	0	1	0
7:15 AM	1	18	26	3	0	0	200	18	0	4	0	0	0	6	0	17	293	1,611	3	0	2	0
7:30 AM	3	10	35	5	3	1	277	9	0	3	1	4	0	13	0	61	425	1,791	10	0	3	0
7:45 AM	4	12	49	7	1	5	324	15	0	2	0	1	0	6	0	13	439	1,864	15	0	2	0
8:00 AM	1	19	68	1	0	1	334	16	0	4	0	1	0	1	0	8	454	1,915	9	0	1	0
8:15 AM	4	25	64	3	0	1	318	28	0	2	0	3	0	8	0	17	473		9	0	3	0
8:30 AM	2	13	71	1	2	0	344	19	0	2	0	0	0	10	0	34	498		16	0	4	2
8:45 AM	2	13	77	2	0	2	332	26	0	1	0	0	0	11	0	24	490		14	0	3	0

Peak Rolling Hour Flow Rates

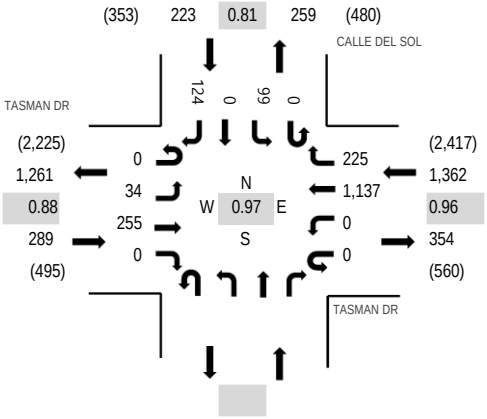
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	2
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	9	57	269	7	2	4	1,302	72	0	9	0	4	0	25	0	62	1,822
Mediums	0	13	11	0	0	0	26	16	0	0	0	0	0	5	0	20	91
Total	9	70	280	7	2	4	1,328	89	0	9	0	4	0	30	0	83	1,915

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

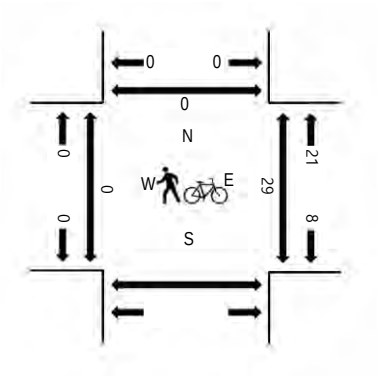
Location: 90 CALLE DEL SOL & TASMAN DR AM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

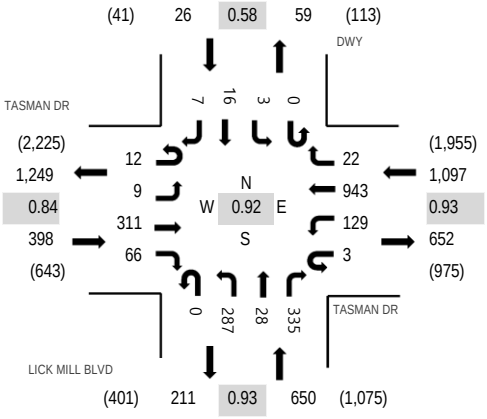
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	1	0	0	0	4	0					0	0	0	0	7
Lights	0	30	242	0	0	0	1,106	218					0	98	0	118	1,812
Mediums	0	2	12	0	0	0	27	7					0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

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

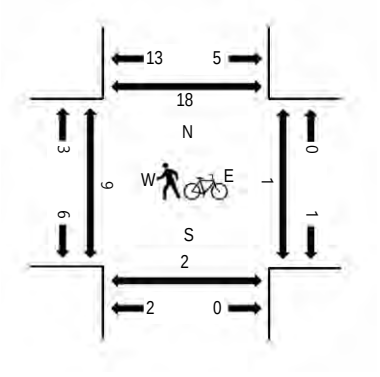
Location: 97 LICK MILL BLVD & TASMAN DR AM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

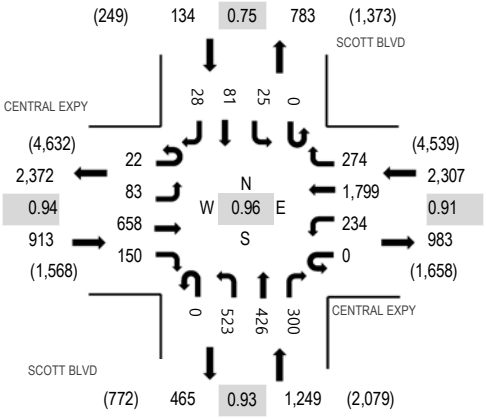
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	6	0	0	0	0	1	0	0	0	0	8
Lights	12	9	299	65	3	128	908	22	0	279	28	333	0	3	16	7	2,112
Mediums	0	0	11	1	0	1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

All Traffic Data Services Inc.

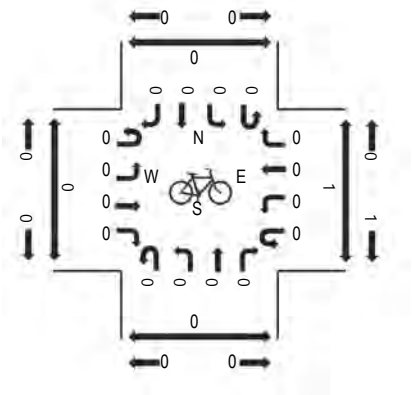
(303) 216-2439
www.alltrafficdata.net

Location: 20 SCOTT BLVD & CENTRAL EXPY AM
Date: Thursday, May 16, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

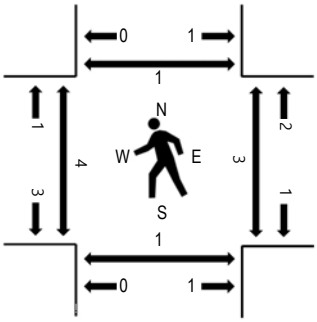
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

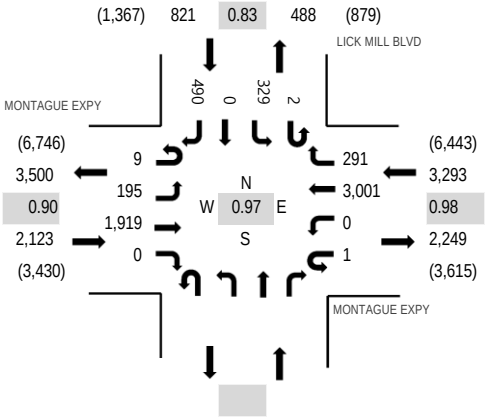
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	2	0	0	0	3	0	0	2	1	1	0	0	1	0	11
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	22	79	637	143	0	232	1,771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

All Traffic Data Services Inc.

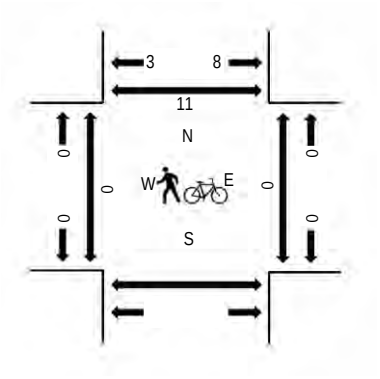
(303) 216-2439
www.alltrafficdata.net

Location: 98 LICK MILL BLVD & MONTAGUE EXPY AM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

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

Peak Rolling Hour Flow Rates

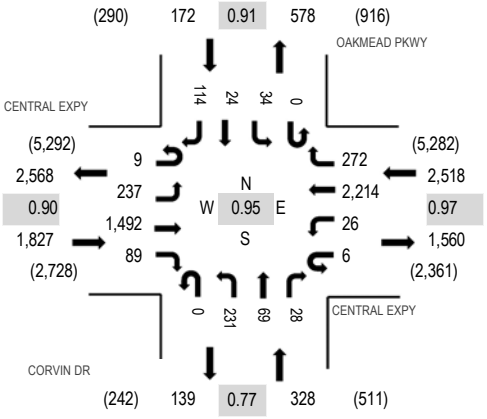
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	12	0	0	0	17	0					0	0	0	0	29
Lights	9	192	1,882	0	1	0	2,927	284					2	327	0	488	6,112
Mediums	0	3	25	0	0	0	57	7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

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

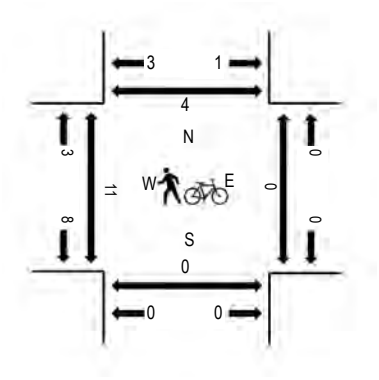
Location: 1 CORVIN DR & CENTRAL EXPY AM
Date: Tuesday, April 9, 2019
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	CENTRAL EXPY Eastbound				CENTRAL EXPY Westbound				CORVIN DR Northbound				OAKMEAD 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	17	119	11	1	15	575	46	0	9	2	7	0	5	4	9	821	3,966	0	0	0	0
7:15 AM	0	15	163	11	2	7	679	42	0	15	7	7	0	2	3	11	964	4,341	0	0	0	0
7:30 AM	1	24	206	12	3	6	641	44	0	40	17	8	0	7	5	31	1,045	4,537	1	0	0	1
7:45 AM	1	43	259	18	3	7	619	74	0	59	7	5	0	4	4	33	1,136	4,710	0	1	0	0
8:00 AM	2	39	333	22	5	9	615	69	0	44	12	3	0	10	2	31	1,196	4,845	3	0	0	0
8:15 AM	4	71	366	12	0	4	531	67	0	40	16	11	0	9	8	21	1,160		0	0	0	0
8:30 AM	2	69	409	27	1	7	501	63	0	67	19	9	0	9	6	29	1,218		2	0	0	1
8:45 AM	1	58	384	28	0	6	567	73	0	80	22	5	0	6	8	33	1,271		2	0	0	2

Peak Rolling Hour Flow Rates

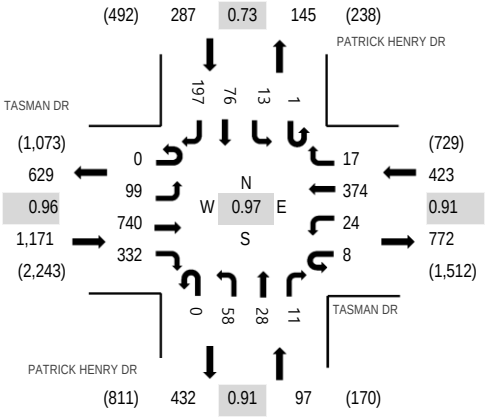
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	7	0	0	0	0	0	0	0	0	0	8
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	9	235	1,481	89	6	26	2,154	270	0	227	67	28	0	31	22	112	4,757
Mediums	0	2	10	0	0	0	53	2	0	4	2	0	0	3	2	2	80
Total	9	237	1,492	89	6	26	2,214	272	0	231	69	28	0	34	24	114	4,845

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

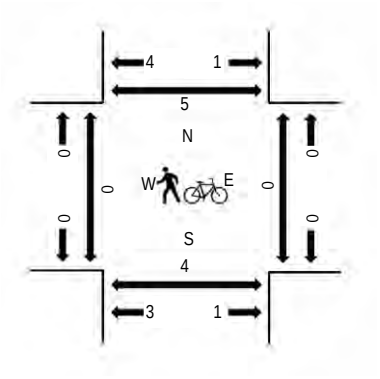
Location: 40 PATRICK HENRY DR & TASMAN DR PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.

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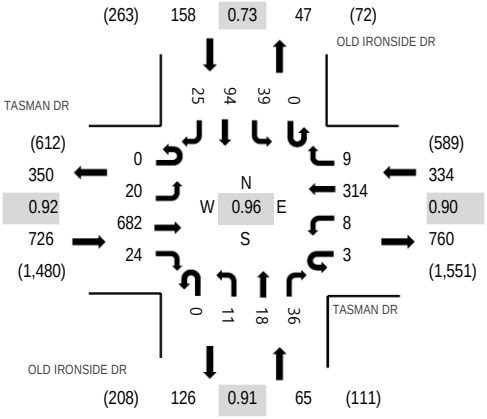
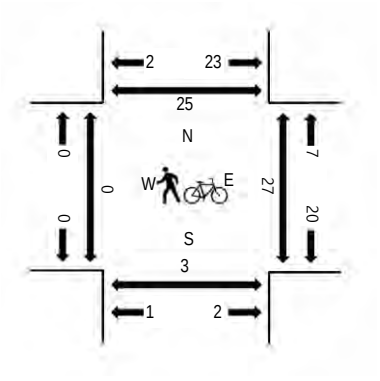
Location: 41 OLD IRONSIDE DR & TASMAN DR PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

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

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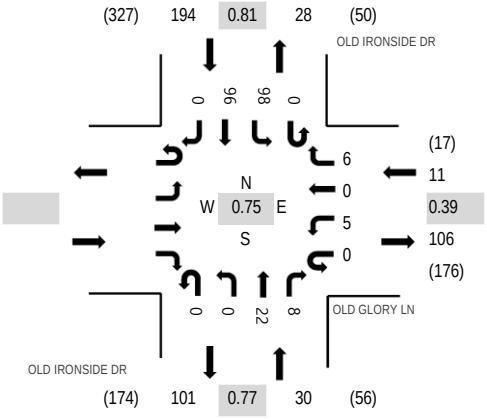
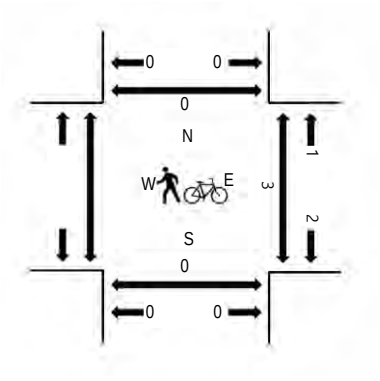
Location: 42 OLD IRONSIDE DR & OLD GLORY LN PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

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

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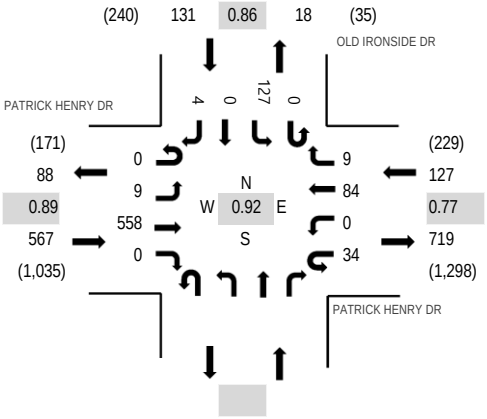
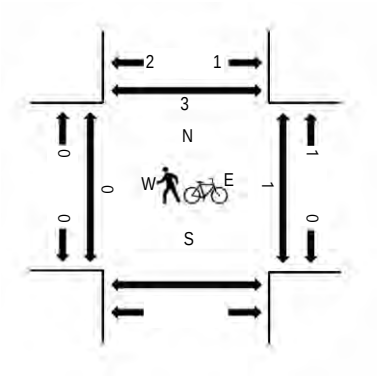
Location: 43 OLD IRONSIDE DR & PATRICK HENRY DR PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.

(303) 216-2439
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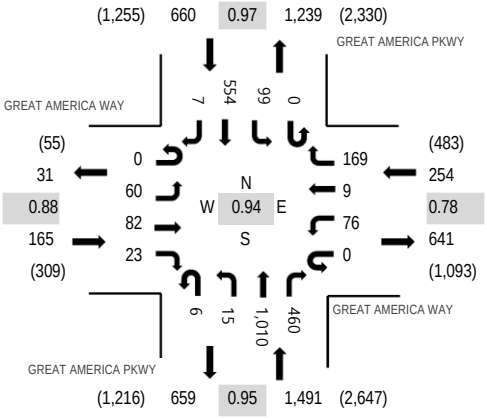
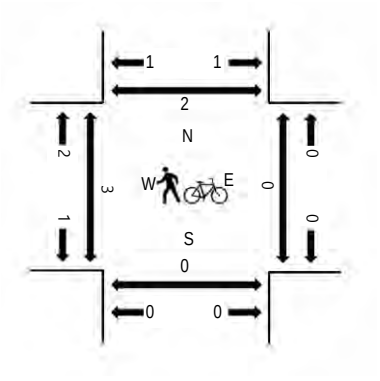
Location: 47 GREAT AMERICA PKWY & GREAT AMERICA WAY PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

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

Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.

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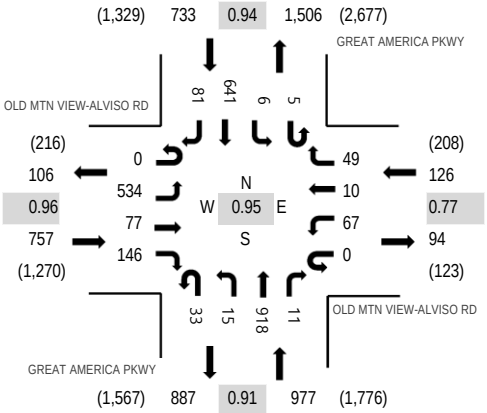
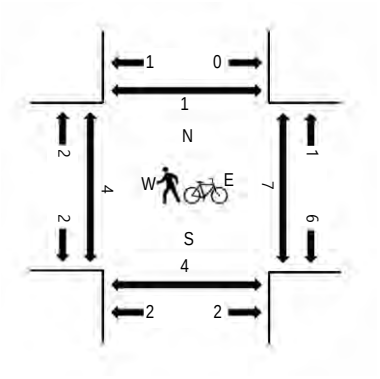
Location: 48 GREAT AMERICA PKWY & OLD MTN VIEW-ALVISO RD PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.

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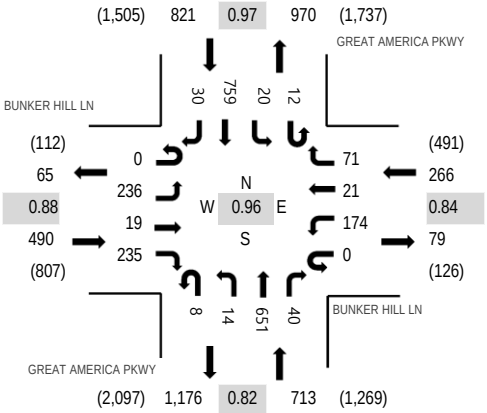
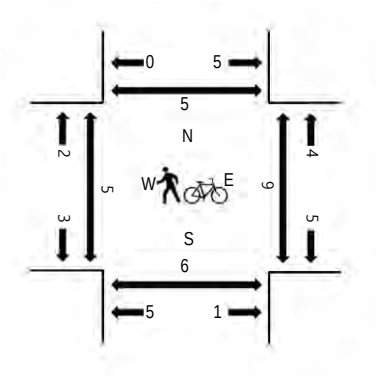
Location: 51 GREAT AMERICA PKWY & BUNKER HILL LN PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

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

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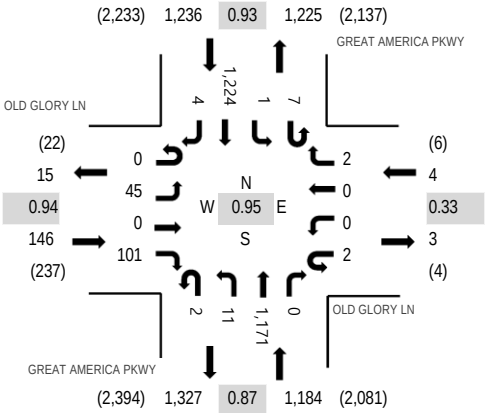
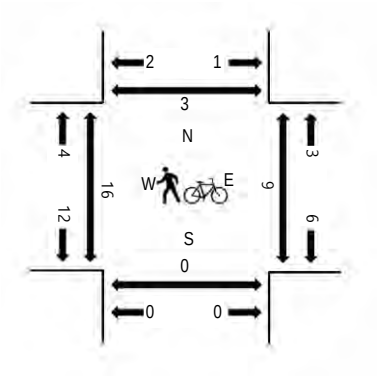
Location: 53 GREAT AMERICA PKWY & OLD GLORY LN PM
Date and Start Time: Wednesday, May 9, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

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

All Traffic Data Services Inc.
(303) 216-2439
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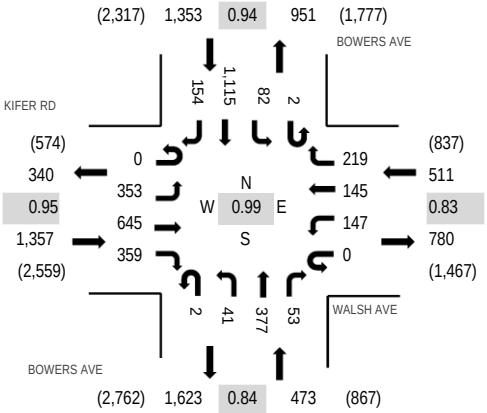
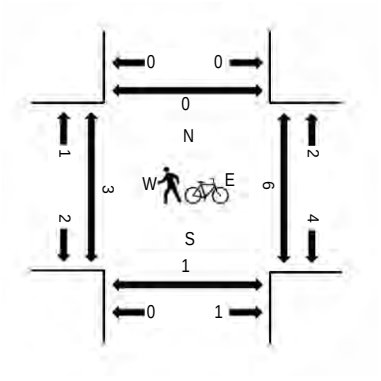
Location: 8 BOWERS AVE & WALSH AVE PM
Date and Start Time: Wednesday, March 7, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

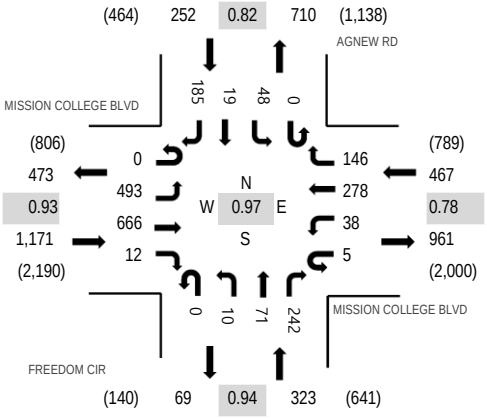
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	349	643	359	0	145	143	218	2	41	370	52	2	81	1,111	151	3,667
Mediums	0	3	2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

All Traffic Data Services Inc.

(303) 216-2439
www.alltrafficdata.net

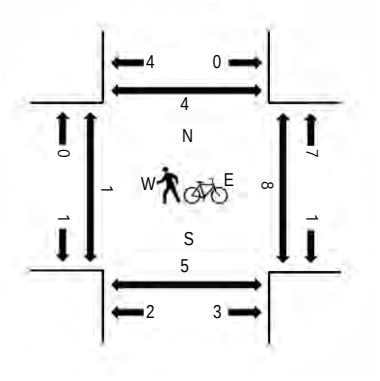
Location: 131 FREEDOM CIR & MISSION COLLEGE BLVD PM
Date and Start Time: Thursday, May 24, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

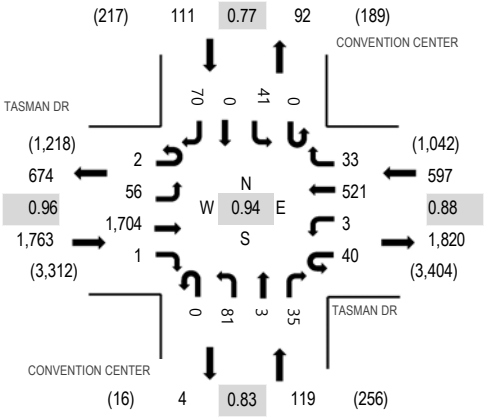
Peak Rolling Hour Flow Rates

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

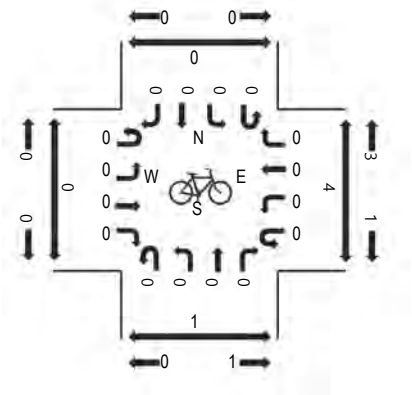
All Traffic Data Services Inc.
(303) 216-2439
www.alltrafficdata.net

Location: 12 CONVENTION CENTER & TASMAN DR PM
Date: Thursday, May 16, 2019
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

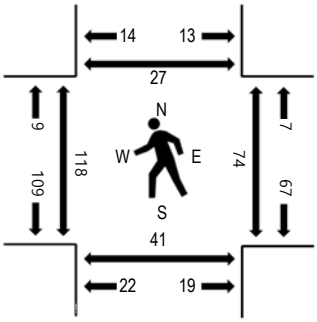
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	TASMAN DR Eastbound				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

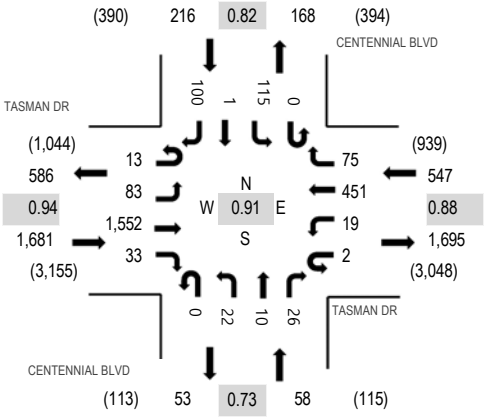
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	2	56	1,672	1	40	3	498	33	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

All Traffic Data Services Inc.

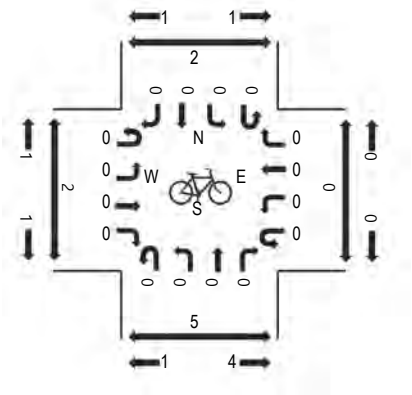
(303) 216-2439
www.alltrafficdata.net

Location: 13 CENTENNIAL BLVD & TASMAN DR PM
Date: Thursday, May 16, 2019
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

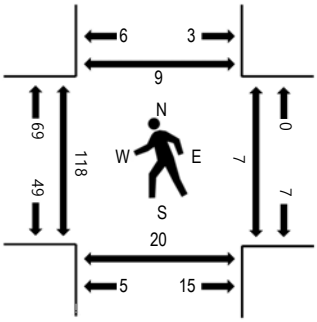
Peak Hour - All Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	TASMAN DR Eastbound				TASMAN DR Westbound				CENTENNIAL BLVD Northbound				CENTENNIAL BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
4:00 PM	3	22	328	13	0	2	65	13	0	2	1	7	0	6	0	16	478	2,097	12	0	7	1
4:15 PM	3	51	289	15	0	0	77	25	0	1	1	2	0	24	0	38	526	2,236	16	0	8	2
4:30 PM	5	51	265	14	3	2	82	27	0	12	7	5	0	23	0	38	534	2,335	15	0	5	3
4:45 PM	5	17	381	12	0	2	89	5	0	6	6	7	0	13	0	16	559	2,492	17	0	10	2
5:00 PM	5	5	401	4	0	4	125	14	0	4	2	6	0	27	0	20	617	2,502	38	0	2	4
5:15 PM	3	26	386	9	0	6	100	25	0	7	0	8	0	29	1	25	625		25	0	1	2
5:30 PM	1	36	402	13	1	4	129	22	0	7	4	6	0	30	0	36	691		26	4	7	1
5:45 PM	4	16	363	7	1	5	97	14	0	4	4	6	0	29	0	19	569		29	3	10	2

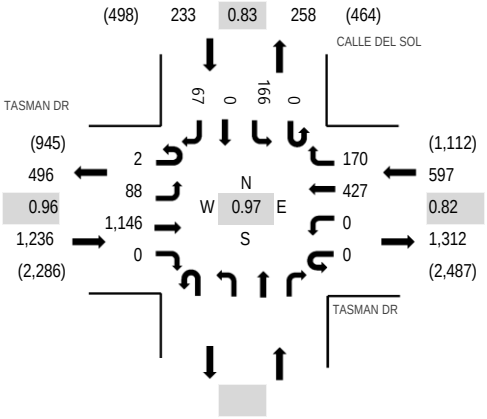
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Bicycles on Road	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	13	68	1,542	33	2	19	436	70	0	22	10	26	0	103	1	92	2,437
Mediums	0	15	10	0	0	0	15	5	0	0	0	0	0	12	0	8	65
Total	13	83	1,552	33	2	19	451	75	0	22	10	26	0	115	1	100	2,502

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

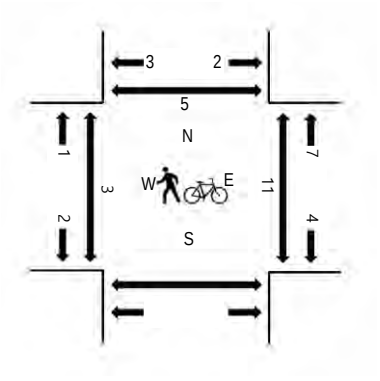
Location: 90 CALLE DEL SOL & TASMAN DR PM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

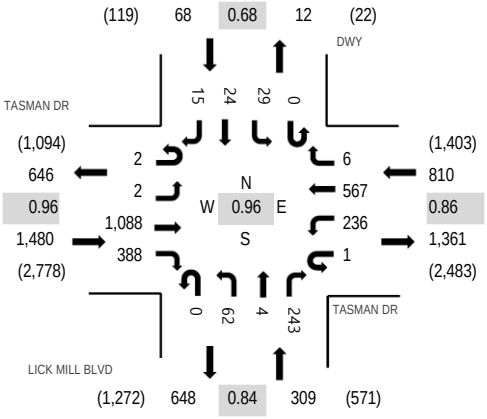
Peak Rolling Hour Flow Rates

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

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

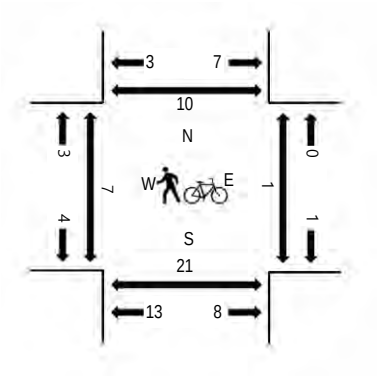
Location: 97 LICK MILL BLVD & TASMAN DR PM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

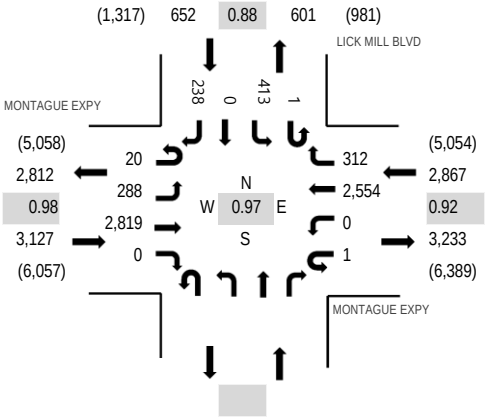
Peak Rolling Hour Flow Rates

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

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

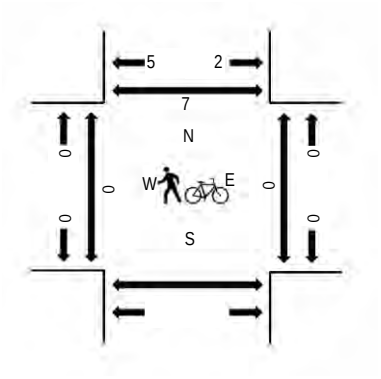
Location: 98 LICK MILL BLVD & MONTAGUE EXPY PM
Date and Start Time: Thursday, May 10, 2018
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

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

Peak Rolling Hour Flow Rates

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

Appendix B
Volume Summary

Intersection Number: 1
Traffix Node Number: 5603
Intersection Name: Lawrence Expwy and Tasman Dr*
Peak Hour: AM
Count Date: 05/17/18
Date of Analysis: 04/18/23

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	80	747	62	194	238	299	283	2104	163	209	132	247	*4758*
Freedom Circle Specific Plan Background Conditions	83	747	62	311	460	299	319	2104	242	221	406	307	5561
Background Conditions	83	747	62	311	460	299	319	2104	242	221	406	307	*5561*
Proposed Project Trips	*0*	*0*	*17*	*4*	*2*	*7*	*46*	*0*	*0*	*0*	*11*	*0*	*87*
Background + Project Conditions	83	747	79	315	462	306	365	2104	242	221	417	307	*5648*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	15	15	10	21	0	0	14	2	1	26	0	*104*
Sunnyvale Pending Project Trips	0	96	0	0	0	0	0	137	0	0	0	0	*233*
NSJ Phase II Project Trips	-2	-28	-2	-1	-1	-4	9	28	1	41	44	48	*134*
Total Pending Trips	*0*	*83*	*13*	*9*	*20*	*0*	*9*	*179*	*3*	*42*	*70*	*48*	*476*
Cumulative No Project Conditions	83	830	75	320	480	299	328	2283	245	263	476	355	*6037*
Cumulative + Project Conditions	83	830	92	324	482	306	374	2283	245	263	487	355	*6124*
													0

Intersection Number: 2
Traffix Node Number: 25
Intersection Name: Lawrence Expwy and Lakehaven Dr
Peak Hour: AM
Count Date: 05/17/18
Date of Analysis: 04/18/23

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	9	1099	77	60	115	371	76	2275	300	331	48	114	*4875*
Freedom Circle Specific Plan Background Conditions	10	1099	77	61	115	371	316	2275	300	346	48	114	5132
Background Conditions	10	1099	77	61	115	371	316	2275	300	346	48	114	*5132*
Proposed Project Trips	*1*	*6*	*0*	*0*	*0*	*0*	*0*	*41*	*0*	*0*	*0*	*6*	*54*
Background + Project Conditions	11	1105	77	61	115	371	316	2316	300	346	48	120	*5186*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	15	0	0	0	0	0	9	0	0	0	0	*24*
Sunnyvale Pending Project Trips	0	96	0	0	0	0	0	137	0	0	0	0	*233*
NSJ Phase II Project Trips	0	0	0	0	0	0	0	39	0	0	0	0	*39*
Total Pending Trips	*0*	*111*	*0*	*0*	*0*	*0*	*0*	*185*	*0*	*0*	*0*	*0*	*296*
Cumulative No Project Conditions	10	1210	77	61	115	371	316	2460	300	346	48	114	*5428*
Cumulative + Project Conditions	11	1216	77	61	115	371	316	2501	300	346	48	120	*5482*
													0

Intersection Number: 3
Traffix Node Number: 26
Intersection Name: Lawrence Expwy and US 101 NB Ramps
Peak Hour: AM
Count Date: 05/17/18
Date of Analysis: 04/18/23

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	505	1604	0	554	0	582	484	2238	0	0	0	0	*5967*
Freedom Circle Specific Plan Background Conditions	505	1604	0	677	0	754	622	2336	0	0	0	0	6498
Background Conditions	505	1604	0	677	0	754	622	2336	0	0	0	0	*6498*
Proposed Project Trips	*2*	*4*	*0*	*0*	*0*	*0*	*0*	*41*	*0*	*0*	*0*	*0*	*47*
Background + Project Conditions	507	1608	0	677	0	754	622	2377	0	0	0	0	*6545*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	15	0	0	0	1	21	16	0	0	0	0	*53*
Sunnyvale Pending Project Trips	5	91	0	13	0	53	0	124	0	0	0	0	*286*
NSJ Phase II Project Trips	0	0	0	0	0	0	0	39	0	0	0	0	*39*
Total Pending Trips	*5*	*106*	*0*	*13*	*0*	*54*	*21*	*179*	*0*	*0*	*0*	*0*	*378*
Cumulative No Project Conditions	510	1710	0	690	0	808	643	2515	0	0	0	0	*6876*
Cumulative + Project Conditions	512	1714	0	690	0	808	643	2556	0	0	0	0	*6923*
													0

Intersection Number: 4
Traffix Node Number: 27
Intersection Name: Lawrence Expwy and US 101 SB Ramps
Peak Hour: AM
Count Date: 05/17/18
Date of Analysis: 04/18/23

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	334	1849	0	0	0	0	709	2692	0	550	0	261	*6395*
Freedom Circle Specific Plan Background Conditions	334	1924	0	0	0	0	851	2830	0	550	0	359	6848
Background Conditions	334	1924	0	0	0	0	851	2830	0	550	0	359	*6848*
Proposed Project Trips	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*24*	*0*	*0*	*0*	*17*	*45*
Background + Project Conditions	334	1928	0	0	0	0	851	2854	0	550	0	376	*6893*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	16	0	0	0	0	1	39	0	7	0	0	*63*
Sunnyvale Pending Project Trips	8	136	0	0	0	0	0	140	0	51	0	0	*335*
NSJ Phase II Project Trips	0	0	0	0	0	0	0	39	0	0	0	0	*39*
Total Pending Trips	*8*	*152*	*0*	*0*	*0*	*0*	*1*	*218*	*0*	*58*	*0*	*0*	*437*
Cumulative No Project Conditions	342	2076	0	0	0	0	852	3048	0	608	0	359	*7285*
Cumulative + Project Conditions	342	2080	0	0	0	0	852	3072	0	608	0	376	*7330*
													0

Intersection Number: 5
Traffix Node Number: 40
Intersection Name: Patrick Henry Dr and Tasman Dr
Peak Hour: AM
Count Date: 05/10/18
Date of Analysis: 04/18/23

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	46	19	4	42	751	14	2	28	38	105	195	91	*1335*
Freedom Circle Specific Plan Background Conditions	46	19	4	42	1075	24	3	28	61	105	569	91	2067
Background Conditions	46	19	4	42	1075	24	3	28	61	105	569	91	*2067*
Proposed Project Trips	*0*	*0*	*0*	*0*	*13*	*0*	*0*	*0*	*0*	*0*	*57*	*17*	*87*
Background + Project Conditions	46	19	4	42	1088	24	3	28	61	105	626	108	*2154*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	31	0	0	0	0	0	41	0	*72*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	0	0	0	-7	0	0	0	0	0	52	0	*45*
Total Pending Trips	*0*	*0*	*0*	*0*	*25*	*0*	*0*	*0*	*0*	*0*	*93*	*0*	*117*
Cumulative No Project Conditions	46	19	4	42	1100	24	3	28	61	105	662	91	*2184*
Cumulative + Project Conditions	46	19	4	42	1113	24	3	28	61	105	719	108	*2271*
													0

Intersection Number: 6
Traffix Node Number: 41
Intersection Name: Old Ironsides Dr and Tasman Dr
Peak Hour: AM
Count Date: 05/10/18
Date of Analysis: 04/18/23

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	11	11	11	100	885	11	8	6	12	12	167	23	*1257*
Freedom Circle Specific Plan Background Conditions	11	11	11	100	1298	14	8	6	12	26	528	23	2048
Background Conditions	11	11	11	100	1298	14	8	6	12	26	528	23	*2048*
Proposed Project Trips	*16*	*15*	*10*	*276*	*-3*	*0*	*0*	*0*	*0*	*0*	*0*	*57*	*371*
Background + Project Conditions	27	26	21	376	1295	14	8	6	12	26	528	80	*2419*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	31	0	0	0	0	0	41	0	*72*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	0	0	0	-7	0	0	0	0	0	52	0	*45*
Total Pending Trips	*0*	*0*	*0*	*0*	*25*	*0*	*0*	*0*	*0*	*0*	*93*	*0*	*117*
Cumulative No Project Conditions	11	11	11	100	1323	14	8	6	12	26	621	23	*2165*
Cumulative + Project Conditions	27	26	21	376	1320	14	8	6	12	26	621	80	*2536*
													0

Intersection Number: 7
Traffix Node Number: 42
Intersection Name: Old Ironsides Dr and Old Glory Ln
Peak Hour: AM
Count Date: 05/10/18
Date of Analysis: 04/18/23

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	26	3	17	0	19	0	27	0	0	0	0	*92*
Freedom Circle Specific Plan Background Conditions	0	30	3	17	0	27	1	27	0	0	0	0	105
Background Conditions	0	30	3	17	0	27	1	27	0	0	0	0	*105*
Proposed Project Trips	*0*	*0*	*15*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*15*
Background + Project Conditions	0	30	18	17	0	27	1	27	0	0	0	0	*120*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Pending Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Cumulative No Project Conditions	0	30	3	17	0	27	1	27	0	0	0	0	*105*
Cumulative + Project Conditions	0	30	18	17	0	27	1	27	0	0	0	0	*120*
													0

Intersection Number: 8
Traffix Node Number: 3028
Intersection Name: Great America Pkwy and SR 237 WB Ramps*
Peak Hour: AM
Count Date: 05/10/18
Date of Analysis: 04/18/23

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	424	99	0	145	68	833	0	227	141	0	0	0	*1937*
Freedom Circle Specific Plan Background Conditions	463	99	0	151	68	894	0	259	141	0	0	0	2075
Background Conditions	463	99	0	151	68	894	0	259	141	0	0	0	*2075*
Proposed Project Trips	*0*	*0*	*0*	*0*	*0*	*83*	*0*	*0*	*10*	*0*	*0*	*0*	*93*
Background + Project Conditions	463	99	0	151	68	977	0	259	151	0	0	0	*2168*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	41	0	1	27	4	0	0	*73*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	5	1	0	3	1	23	0	6	7	0	0	0	*45*
Total Pending Trips	*5*	*1*	*0*	*3*	*1*	*64*	*0*	*7*	*34*	*4*	*0*	*0*	*119*
Cumulative No Project Conditions	468	100	0	154	69	958	0	266	175	4	0	0	*2194*
Cumulative + Project Conditions	468	100	0	154	69	1041	0	266	185	4	0	0	*2287*
													0

Intersection Number: 9
Traffix Node Number: 3029
Intersection Name: Great America Pkwy and SR 237 EB Ramps*
Peak Hour: AM
Count Date: 05/10/18
Date of Analysis: 04/18/23

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	0	907	23	0	0	0	338	211	0	441	0	164	*2084*
Freedom Circle Specific Plan Background Conditions	0	967	23	0	0	0	512	211	0	797	0	170	2680
Background Conditions	0	967	23	0	0	0	512	211	0	797	0	170	*2680*
Proposed Project Trips	*0*	*83*	*0*	*0*	*0*	*0*	*14*	*10*	*0*	*67*	*0*	*0*	*174*
Background + Project Conditions	0	1050	23	0	0	0	526	221	0	864	0	170	*2854*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	50	0	0	0	0	29	29	0	34	0	0	*142*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	58	1	0	0	0	16	5	0	48	0	9	*137*
Total Pending Trips	*0*	*108*	*1*	*0*	*0*	*0*	*45*	*34*	*0*	*82*	*0*	*9*	*279*
Cumulative No Project Conditions	0	1075	24	0	0	0	557	245	0	879	0	179	*2959*
Cumulative + Project Conditions	0	1158	24	0	0	0	571	255	0	946	0	179	*3133*
													0

Intersection Number: 10
Traffix Node Number: 47
Intersection Name: Great America Pkwy and Great America Way
Peak Hour: AM
Count Date: 05/10/18
Date of Analysis: 04/18/23

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	68	1054	192	194	57	175	63	347	36	9	3	2	*2200*
Freedom Circle Specific Plan Background Conditions	68	1407	257	234	57	175	63	464	36	9	3	2	2775
Background Conditions	68	1407	257	234	57	175	63	464	36	9	3	2	*2775*
Proposed Project Trips	*0*	*150*	*0*	*0*	*0*	*4*	*0*	*23*	*0*	*0*	*0*	*0*	*177*
Background + Project Conditions	68	1557	257	234	57	179	63	487	36	9	3	2	*2952*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	84	0	0	0	0	0	58	0	0	0	0	*142*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	106	0	0	0	0	0	22	0	0	0	0	*127*
Total Pending Trips	*0*	*190*	*0*	*0*	*0*	*0*	*0*	*80*	*0*	*0*	*0*	*0*	*269*
Cumulative No Project Conditions	68	1597	257	234	57	175	63	544	36	9	3	2	*3044*
Cumulative + Project Conditions	68	1747	257	234	57	179	63	567	36	9	3	2	*3221*
													0

Intersection Number: 11
Traffix Node Number: 48
Intersection Name: Great America Pkwy and Old Mt View-Alviso Rd
Peak Hour: AM
Count Date: 05/10/18
Date of Analysis: 04/18/23

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	423	775	36	5	4	10	85	363	129	19	8	72	*1929*
Freedom Circle Specific Plan Background Conditions	423	1127	36	5	4	13	128	476	260	56	8	72	2608
Background Conditions	423	1127	36	5	4	13	128	476	260	56	8	72	*2608*
Proposed Project Trips	*0*	*153*	*0*	*0*	*0*	*0*	*0*	*24*	*0*	*0*	*0*	*0*	*177*
Background + Project Conditions	423	1280	36	5	4	13	128	500	260	56	8	72	*2785*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	84	0	0	0	0	0	58	0	0	0	0	*142*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	11	95	0	0	0	0	0	22	29	0	0	0	*156*
Total Pending Trips	*11*	*179*	*0*	*0*	*0*	*0*	*0*	*80*	*29*	*0*	*0*	*0*	*298*
Cumulative No Project Conditions	434	1306	36	5	4	13	128	556	289	56	8	72	*2906*
Cumulative + Project Conditions	434	1459	36	5	4	13	128	580	289	56	8	72	*3083*
													0

Intersection Number: 12
Traffix Node Number: 51
Intersection Name: Great America Pkwy and Bunker Hill Ln
Peak Hour: AM
Count Date: 05/10/18
Date of Analysis: 04/18/23

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	135	576	107	40	11	33	169	562	112	17	7	14	*1783*
Freedom Circle Specific Plan Background Conditions	198	1083	107	40	11	68	169	1175	112	17	7	15	3002
Background Conditions	198	1083	107	40	11	68	169	1175	112	17	7	15	*3002*
Proposed Project Trips	*177*	*-24*	*0*	*0*	*0*	*0*	*0*	*0*	*111*	*29*	*0*	*24*	*317*
Background + Project Conditions	375	1059	107	40	11	68	169	1175	223	46	7	39	*3319*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	84	0	0	0	0	0	58	0	0	0	0	*142*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	95	0	0	0	0	0	50	0	0	0	0	*145*
Total Pending Trips	*0*	*179*	*0*	*0*	*0*	*0*	*0*	*108*	*0*	*0*	*0*	*0*	*287*
Cumulative No Project Conditions	198	1262	107	40	11	68	169	1283	112	17	7	15	*3289*
Cumulative + Project Conditions	375	1238	107	40	11	68	169	1283	223	46	7	39	*3606*
													0

Intersection Number: 13
Traffix Node Number: 1207
Intersection Name: Great America Pkwy and Tasman Dr*
Peak Hour: AM
Count Date: 03/07/18
Date of Analysis: 04/18/23

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	47	542	56	147	615	335	160	594	326	33	137	27	*3019*
Freedom Circle Specific Plan Background Conditions	304	797	74	147	775	542	311	1039	326	33	331	195	4874
Background Conditions	304	797	74	147	775	542	311	1039	326	33	331	195	*4874*
Proposed Project Trips	*-24*	*28*	*1*	*-5*	*48*	*0*	*0*	*115*	*169*	*4*	*6*	*0*	*342*
Background + Project Conditions	280	825	75	142	823	542	311	1154	495	37	337	195	*5216*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	53	22	0	0	15	11	60	53	27	14	0	*255*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	5	77	13	-4	-7	-7	24	49	20	16	73	8	*268*
Total Pending Trips	*5*	*130*	*35*	*0*	*0*	*8*	*35*	*109*	*73*	*43*	*87*	*8*	*534*
Cumulative No Project Conditions	309	927	109	147	775	550	346	1148	399	76	418	203	*5408*
Cumulative + Project Conditions	285	955	110	142	823	550	346	1263	568	80	424	203	*5750*
													0

Intersection Number: 14
Traffix Node Number: 53
Intersection Name: Great America Pkwy and Old Glory Ln
Peak Hour: AM
Count Date: 05/10/18
Date of Analysis: 04/18/23

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	16	835	22	2	0	2	2	1127	22	5	0	0	*2033*
Freedom Circle Specific Plan Background Conditions	31	1280	22	2	0	2	2	1722	22	5	0	0	3088
Background Conditions	31	1280	22	2	0	2	2	1722	22	5	0	0	*3088*
Proposed Project Trips	*0*	*32*	*0*	*0*	*0*	*0*	*0*	*284*	*0*	*15*	*0*	*0*	*331*
Background + Project Conditions	31	1312	22	2	0	2	2	2006	22	20	0	0	*3419*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	119	0	0	0	0	0	109	0	0	0	0	*228*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	85	0	0	0	0	0	94	0	0	0	0	*179*
Total Pending Trips	*0*	*204*	*0*	*0*	*0*	*0*	*0*	*203*	*0*	*0*	*0*	*0*	*407*
Cumulative No Project Conditions	31	1484	22	2	0	2	2	1925	22	5	0	0	*3495*
Cumulative + Project Conditions	31	1516	22	2	0	2	2	2209	22	20	0	0	*3826*
													0

Intersection Number: 15
Traffix Node Number: 54
Intersection Name: Great America Pkwy and Patrick Henry Dr
Peak Hour: AM
Count Date: 05/16/19
Date of Analysis: 04/18/23

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	21	763	29	11	5	13	76	1164	373	110	3	4	*2572*
Freedom Circle Specific Plan Background Conditions	21	1209	29	11	14	25	85	1663	373	112	3	4	3549
Background Conditions	21	1209	29	11	14	25	85	1663	373	112	3	4	*3549*
Proposed Project Trips	*0*	*47*	*0*	*0*	*0*	*0*	*0*	*284*	*0*	*0*	*0*	*0*	*331*
Background + Project Conditions	21	1256	29	11	14	25	85	1947	373	112	3	4	*3880*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	119	0	0	0	0	0	109	0	0	0	0	*228*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	68	17	0	0	0	0	0	94	24	0	0	0	*203*
Total Pending Trips	*68*	*136*	*0*	*0*	*0*	*0*	*0*	*203*	*24*	*0*	*0*	*0*	*431*
Cumulative No Project Conditions	89	1345	29	11	14	25	85	1866	397	112	3	4	*3980*
Cumulative + Project Conditions	89	1392	29	11	14	25	85	2150	397	112	3	4	*4311*
													0

Intersection Number: 16
Traffix Node Number: 1206
Intersection Name: Great America Pkwy and Mission College Blvd*
Peak Hour: AM
Count Date: 03/07/18

Date of Analysis: 04/18/23

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	120	678	142	300	271	468	353	1152	470	103	89	119	*4265*
Freedom Circle Specific Plan Background Conditions	130	1164	147	315	304	585	448	1620	473	106	107	121	5520
Background Conditions	130	1164	147	315	304	585	448	1620	473	106	107	121	*5520*
Proposed Project Trips	*0*	*43*	*4*	*25*	*0*	*0*	*0*	*259*	*0*	*0*	*0*	*0*	*331*
Background + Project Conditions	130	1207	151	340	304	585	448	1879	473	106	107	121	*5851*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	35	84	57	0	126	198	52	0	0	0	0	*552*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	13	4	19	21	43	14	89	23	7	10	10	*253*
Total Pending Trips	*0*	*48*	*88*	*76*	*21*	*169*	*212*	*141*	*23*	*7*	*10*	*10*	*805*
Cumulative No Project Conditions	130	1212	235	391	325	754	660	1761	496	113	117	131	*6325*
Cumulative + Project Conditions	130	1255	239	416	325	754	660	2020	496	113	117	131	*6656*
	120				319				493		115	129	*1176*

Intersection Number: 17
Traffix Node Number: 1209
Intersection Name: Great America Pkwy and US 101 NB Ramps*
Peak Hour: AM
Count Date: 05/16/19

Date of Analysis: 04/18/23

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	284	931	0	1020	0	523	152	1437	0	0	0	0	*4347*
Freedom Circle Specific Plan Background Conditions	450	1370	0	1106	0	555	239	1650	0	0	0	0	5370
Background Conditions	450	1370	0	1106	0	555	239	1650	0	0	0	0	*5370*
Proposed Project Trips	*7*	*36*	*0*	*105*	*0*	*0*	*0*	*154*	*0*	*0*	*0*	*0*	*302*
Background + Project Conditions	457	1406	0	1211	0	555	239	1804	0	0	0	0	*5672*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	78	95	0	14	0	68	11	227	0	0	0	0	*493*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	0	0	41	0	0	0	85	0	0	0	0	*126*
Total Pending Trips	*78*	*95*	*0*	*55*	*0*	*68*	*11*	*312*	*0*	*0*	*0*	*0*	*619*
Cumulative No Project Conditions	528	1465	0	1161	0	623	250	1962	0	0	0	0	*5989*
Cumulative + Project Conditions	535	1501	0	1266	0	623	250	2116	0	0	0	0	*6291*
													0

Intersection Number: 18
Traffix Node Number: 1208
Intersection Name: Bowers Ave and US 101 SB Ramps*
Peak Hour: AM
Count Date: 05/16/19

Date of Analysis: 04/18/23

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	260	1174	0	0	0	0	248	1025	0	485	0	569	*3761*
Freedom Circle Specific Plan Background Conditions	322	1583	0	0	0	0	256	1394	0	534	0	569	4658
Background Conditions	322	1583	0	0	0	0	256	1394	0	534	0	569	*4658*
Proposed Project Trips	*17*	*19*	*0*	*0*	*0*	*0*	*0*	*115*	*0*	*0*	*0*	*39*	*190*
Background + Project Conditions	339	1602	0	0	0	0	256	1509	0	534	0	608	*4848*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	149	0	0	0	0	22	126	0	54	0	120	*471*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	0	0	0	0	0	0	44	0	0	0	41	*85*
Total Pending Trips	*0*	*149*	*0*	*0*	*0*	*0*	*22*	*170*	*0*	*54*	*0*	*161*	*556*
Cumulative No Project Conditions	322	1732	0	0	0	0	278	1564	0	588	0	730	*5214*
Cumulative + Project Conditions	339	1751	0	0	0	0	278	1679	0	588	0	769	*5404*
													0

Intersection Number: 19
Traffix Node Number: 1200
Intersection Name: Bowers Ave and Scott Blvd*
Peak Hour: AM
Count Date: 05/16/19
Date of Analysis: 04/18/23

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	253	459	103	148	925	126	171	844	113	33	151	87	*3413*
Freedom Circle Specific Plan Background Conditions	448	572	261	193	925	128	327	844	113	34	375	387	4607
Background Conditions	448	572	261	193	925	128	327	844	113	34	375	387	*4607*
Proposed Project Trips	*1*	*18*	*0*	*0*	*0*	*0*	*0*	*110*	*0*	*0*	*0*	*4*	*133*
Background + Project Conditions	449	590	261	193	925	128	327	954	113	34	375	391	*4740*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	15	183	7	6	7	0	0	110	0	0	9	30	*367*
Sunnyvale Pending Project Trips	0	0	0	0	60	0	0	0	0	0	17	0	*77*
NSJ Phase II Project Trips	11	65	13	1	3	1	1	5	1	16	70	38	*225*
Total Pending Trips	*26*	*248*	*20*	*7*	*70*	*1*	*1*	*115*	*1*	*16*	*96*	*68*	*669*
Cumulative No Project Conditions	474	820	281	200	995	129	328	959	114	50	471	455	*5276*
Cumulative + Project Conditions	475	838	281	200	995	129	328	1069	114	50	471	459	*5409*
													0

Intersection Number: 20
Traffix Node Number: 5329
Intersection Name: Bowers Ave and Central Expwy*
Peak Hour: AM
Count Date: 05/16/19
Date of Analysis: 04/18/23

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	165	284	56	177	2258	151	138	733	234	83	972	424	*5675*
Freedom Circle Specific Plan Background Conditions	168	309	146	315	3087	319	180	733	284	158	1825	458	7982
Background Conditions	168	309	146	315	3087	319	180	733	284	158	1825	458	*7982*
Proposed Project Trips	*4*	*9*	*5*	*28*	*0*	*0*	*0*	*56*	*0*	*0*	*0*	*27*	*129*
Background + Project Conditions	172	318	151	343	3087	319	180	789	284	158	1825	485	*8111*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	26	156	2	3	18	71	14	62	0	0	36	49	*437*
Sunnyvale Pending Project Trips	0	0	0	0	65	0	0	0	0	0	20	0	*85*
NSJ Phase II Project Trips	8	36	5	3	30	3	3	29	12	6	100	19	*254*
Total Pending Trips	*34*	*192*	*7*	*6*	*113*	*74*	*17*	*91*	*12*	*6*	*156*	*68*	*776*
Cumulative No Project Conditions	202	501	153	321	3200	393	197	824	296	164	1981	526	*8758*
Cumulative + Project Conditions	206	510	158	349	3200	393	197	880	296	164	1981	553	*8887*
													0

Intersection Number: 21
Traffix Node Number: 61
Intersection Name: Bowers Ave and Kifer Rd/Walsh Ave
Peak Hour: AM
Count Date: 05/16/19
Date of Analysis: 04/18/23

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	207	205	75	118	868	51	101	910	292	26	101	111	*3065*
Freedom Circle Specific Plan Background Conditions	344	271	137	118	868	56	112	910	292	38	175	190	3511
Background Conditions	344	271	137	118	868	56	112	910	292	38	175	190	*3511*
Proposed Project Trips	*0*	*9*	*0*	*0*	*0*	*0*	*0*	*56*	*0*	*0*	*0*	*0*	*65*
Background + Project Conditions	344	280	137	118	868	56	112	966	292	38	175	190	*3576*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	4	45	9	0	25	0	0	49	36	8	16	18	*210*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	46	0	0	0	0	0	44	0	0	0	0	*90*
Total Pending Trips	*4*	*91*	*9*	*0*	*25*	*0*	*0*	*93*	*36*	*8*	*16*	*18*	*300*
Cumulative No Project Conditions	348	362	146	118	893	56	112	1003	328	46	191	208	*3811*
Cumulative + Project Conditions	348	371	146	118	893	56	112	1059	328	46	191	208	*3876*
													0

Intersection Number: 22
Traffix Node Number: 69
Intersection Name: Convention Center and Tasman Dr
Peak Hour: AM
Count Date: 05/16/19
Date of Analysis: 04/18/23

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	46	2	15	32	1263	6	0	5	3	5	370	77	*1824*
Freedom Circle Specific Plan Background Conditions	46	2	16	32	1595	6	0	5	3	5	712	99	2521
Background Conditions	46	2	16	32	1595	6	0	5	3	5	712	99	*2521*
Proposed Project Trips	*0*	*0*	*0*	*0*	*43*	*0*	*0*	*0*	*0*	*0*	*7*	*0*	*50*
Background + Project Conditions	46	2	16	32	1638	6	0	5	3	5	719	99	*2571*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	19	1	0	0	0	0	19	0	*39*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	0	0	0	-18	0	0	0	0	0	110	0	*92*
Total Pending Trips	*0*	*0*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*129*	*0*	*131*
Cumulative No Project Conditions	46	2	16	32	1596	7	0	5	3	5	841	99	*2652*
Cumulative + Project Conditions	46	2	16	32	1639	7	0	5	3	5	848	99	*2702*
													0

Intersection Number: 23
Traffix Node Number: 71
Intersection Name: Centennial Blvd and Tasman Dr
Peak Hour: AM
Count Date: 05/16/19
Date of Analysis: 04/18/23

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	83	0	30	89	1328	6	4	0	9	7	280	79	*1915*
Freedom Circle Specific Plan Background Conditions	278	1	141	374	1458	11	6	1	9	11	392	307	2989
Background Conditions	278	1	141	374	1458	11	6	1	9	11	392	307	*2989*
Proposed Project Trips	*0*	*0*	*0*	*0*	*43*	*0*	*0*	*0*	*0*	*0*	*7*	*0*	*50*
Background + Project Conditions	278	1	141	374	1501	11	6	1	9	11	399	307	*3039*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	19	1	0	0	0	0	19	0	*39*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	0	0	0	-18	0	0	0	0	0	110	0	*92*
Total Pending Trips	*0*	*0*	*0*	*0*	*1*	*1*	*0*	*0*	*0*	*0*	*129*	*0*	*131*
Cumulative No Project Conditions	278	1	141	374	1459	12	6	1	9	11	521	307	*3120*
Cumulative + Project Conditions	278	1	141	374	1502	12	6	1	9	11	528	307	*3170*
													0

Intersection Number: 24
Traffix Node Number: 115
Intersection Name: Calle Del Sol and Tasman Dr
Peak Hour: AM
Count Date: 05/10/18
Date of Analysis: 04/18/23

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	124	0	99	225	1137	0	0	0	0	0	255	34	*1874*
Freedom Circle Specific Plan Background Conditions	393	0	99	225	1288	0	0	0	0	0	424	89	2518
Background Conditions	393	0	99	225	1288	0	0	0	0	0	424	89	*2518*
Proposed Project Trips	*0*	*0*	*0*	*0*	*43*	*0*	*0*	*0*	*0*	*0*	*7*	*0*	*50*
Background + Project Conditions	393	0	99	225	1331	0	0	0	0	0	431	89	*2568*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	21	29	19	1	0	0	0	0	19	0	*89*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	0	0	0	-18	0	0	0	0	0	110	0	*92*
Total Pending Trips	*0*	*0*	*21*	*29*	*1*	*1*	*0*	*0*	*0*	*0*	*129*	*0*	*181*
Cumulative No Project Conditions	393	0	120	254	1289	1	0	0	0	0	553	89	*2699*
Cumulative + Project Conditions	393	0	120	254	1332	1	0	0	0	0	560	89	*2749*
													0

Intersection Number: 25
Traffix Node Number: 123
Intersection Name: Lick Mill Blvd and Tasman Dr
Peak Hour: AM
Count Date: 05/10/18

Date of Analysis: 04/18/23

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	7	16	3	22	943	132	335	28	287	66	311	21	*2171*
Freedom Circle Specific Plan Background Conditions	7	223	538	404	999	180	335	223	287	99	423	21	3739
Background Conditions	7	223	538	404	999	180	335	223	287	99	423	21	*3739*
Proposed Project Trips	*0*	*0*	*0*	*0*	*28*	*0*	*0*	*0*	*16*	*3*	*5*	*0*	*52*
Background + Project Conditions	7	223	538	404	1027	180	335	223	303	102	428	21	*3791*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	48	1	0	0	0	0	40	0	*89*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	0	0	0	-18	0	0	0	0	0	110	0	*92*
Total Pending Trips	*0*	*0*	*0*	*0*	*30*	*1*	*0*	*0*	*0*	*0*	*150*	*0*	*181*
Cumulative No Project Conditions	7	223	538	404	1029	181	335	223	287	99	573	21	*3920*
Cumulative + Project Conditions	7	223	538	404	1057	181	335	223	303	102	578	21	*3972*
													0

Intersection Number: 26
Traffix Node Number: 74
Intersection Name: Agnew Rd and Mission College Blvd
Peak Hour: AM
Count Date: 05/24/18

Date of Analysis: 04/18/23

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	374	52	135	64	555	213	82	16	4	7	360	129	*1991*
Freedom Circle Specific Plan Background Conditions	487	57	135	64	645	214	129	16	4	7	387	211	2356
Background Conditions	487	57	135	64	645	214	129	16	4	7	387	211	*2356*
Proposed Project Trips	*8*	*0*	*0*	*0*	*18*	*0*	*0*	*0*	*0*	*0*	*3*	*1*	*30*
Background + Project Conditions	495	57	135	64	663	214	129	16	4	7	390	212	*2386*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	15	1	1	187	142	95	10	79	118	138	0	*786*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	0	7	151	83	0	0	0	0	0	28	0	*269*
Total Pending Trips	*0*	*15*	*8*	*152*	*270*	*142*	*95*	*10*	*79*	*118*	*166*	*0*	*1055*
Cumulative No Project Conditions	487	72	143	216	915	356	224	26	83	125	553	211	*3411*
Cumulative + Project Conditions	495	72	143	216	933	356	224	26	83	125	556	212	*3441*
													0

Intersection Number: 27
Traffix Node Number: 5805
Intersection Name: Mission College Blvd and Montague Expwy*
Peak Hour: AM
Count Date: 4//9/2019

Date of Analysis: 04/18/23

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	294	19	46	633	2369	51	32	129	149	193	2367	996	*7278*
Freedom Circle Specific Plan Background Conditions	323	25	63	633	3301	51	32	129	211	193	3215	1101	9277
Background Conditions	323	25	63	633	3301	51	32	129	211	193	3215	1101	*9277*
Proposed Project Trips	*0*	*0*	*3*	*18*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*21*
Background + Project Conditions	323	25	66	651	3301	51	32	129	211	193	3215	1101	*9298*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	165	0	75	108	72	0	0	0	0	0	45	240	*705*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	21	2	11	95	337	12	0	1	1	66	375	137	*1060*
Total Pending Trips	*186*	*2*	*86*	*203*	*409*	*12*	*0*	*1*	*1*	*66*	*420*	*377*	*1765*
Cumulative No Project Conditions	509	27	149	836	3710	63	32	130	212	259	3635	1478	*11042*
Cumulative + Project Conditions	509	27	152	854	3710	63	32	130	212	259	3635	1478	*11063*
													0

Intersection Number: 28
Traffix Node Number: 125
Intersection Name: Lick Mill Blvd and Montague Expwy
Peak Hour: AM
Count Date: 05/10/18

Date of Analysis: 04/18/23

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	490	0	331	291	3001	1	0	0	0	0	1919	204	*6237*
Freedom Circle Specific Plan Background Conditions	490	0	554	357	3704	1	0	0	0	0	2907	342	8355
Background Conditions	490	0	554	357	3704	1	0	0	0	0	2907	342	*8355*
Proposed Project Trips	*0*	*0*	*2*	*10*	*18*	*0*	*0*	*0*	*0*	*0*	*3*	*0*	*33*
Background + Project Conditions	490	0	556	367	3722	1	0	0	0	0	2910	342	*8388*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	121	0	0	0	0	0	96	0	*217*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	0	0	0	445	0	0	0	0	0	386	0	*831*
Total Pending Trips	*0*	*0*	*0*	*0*	*566*	*0*	*0*	*0*	*0*	*0*	*482*	*0*	*1048*
Cumulative No Project Conditions	490	0	554	357	4270	1	0	0	0	0	3389	342	*9403*
Cumulative + Project Conditions	490	0	556	367	4288	1	0	0	0	0	3392	342	*9436*
													0

Intersection Number: 29
Traffix Node Number: 5332
Intersection Name: Scott Blvd and Central Expwy*
Peak Hour: AM
Count Date: 05/16/19

Date of Analysis: 04/18/23

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	28	81	25	274	1799	234	300	426	523	150	658	105	*4603*
Freedom Circle Specific Plan Background Conditions	28	81	32	274	2342	375	300	426	768	207	1458	133	6424
Background Conditions	28	81	32	274	2342	375	300	426	768	207	1458	133	*6424*
Proposed Project Trips	*0*	*0*	*0*	*0*	*22*	*0*	*0*	*0*	*6*	*1*	*4*	*0*	*33*
Background + Project Conditions	28	81	32	274	2364	375	300	426	774	208	1462	133	*6457*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	27	25	33	40	6	0	0	29	0	0	13	31	*204*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	2	6	16	-4	-20	-4	-3	-5	-5	9	35	8	*35*
Total Pending Trips	*29*	*31*	*49*	*36*	*0*	*0*	*0*	*24*	*0*	*9*	*48*	*39*	*265*
Cumulative No Project Conditions	57	112	81	310	2342	375	300	450	768	216	1506	172	*6689*
Cumulative + Project Conditions	57	112	81	310	2364	375	300	450	774	217	1510	172	*6722*
													0

Intersection Number: 30
Traffix Node Number: 5325
Intersection Name: Oakmead Pkwy/Corvin Dr and Central Expwy*
Peak Hour: AM
Count Date: 04/09/19

Date of Analysis: 04/18/23

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	114	24	34	272	2214	32	28	69	231	89	1492	246	*4845*
Freedom Circle Specific Plan Background Conditions	0	0	0	0	3539	0	0	0	0	0	2441	0	5980
Background Conditions	114	24	34	272	3235	32	28	69	231	89	2379	246	*6753*
Proposed Project Trips	*0*	*0*	*0*	*0*	*4*	*0*	*0*	*0*	*0*	*0*	*27*	*0*	*31*
Background + Project Conditions	114	24	34	272	3239	32	28	69	231	89	2406	246	*6784*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	2	6	0	43	3	3	6	2	0	103	11	*179*
Sunnyvale Pending Project Trips	2	0	6	0	62	0	0	0	0	0	13	0	*83*
NSJ Phase II Project Trips	9	23	14	-1	-4	0	5	23	16	2	31	6	*125*
Total Pending Trips	*11*	*25*	*26*	*0*	*101*	*3*	*8*	*29*	*18*	*2*	*147*	*17*	*388*
Cumulative No Project Conditions	125	49	60	272	3336	35	36	98	249	91	2526	263	*7141*
Cumulative + Project Conditions	125	49	60	272	3340	35	36	98	249	91	2553	263	*7172*
											2280		*2280*

Intersection Number: 1
Traffix Node Number: 5603
Intersection Name: Lawrence Expwy and Tasman Dr*
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	177	1621	331	79	160	530	403	819	226	214	483	146	*5189*
Freedom Circle Specific Plan Background Conditions	177	1621	521	137	425	530	403	819	250	239	728	161	6011
Background Conditions	177	1621	521	137	425	530	403	819	250	239	728	161	*6011*
Proposed Project Trips	*0*	*0*	*3*	*24*	*11*	*40*	*8*	*0*	*0*	*0*	*2*	*0*	*88*
Background + Project Conditions	177	1621	524	161	436	570	411	819	250	239	730	161	*6099*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	14	7	16	23	0	0	17	1	2	18	0	*98*
Sunnyvale Pending Project Trips	0	115	0	0	0	0	0	130	0	0	0	0	*245*
NSJ Phase II Project Trips	-1	-9	-1	3	11	18	19	48	12	10	1	1	*113*
Total Pending Trips	*0*	*120*	*6*	*19*	*34*	*18*	*19*	*195*	*13*	*12*	*19*	*1*	*457*
Cumulative No Project Conditions	177	1741	527	156	459	548	422	1014	263	251	747	162	*6468*
Cumulative + Project Conditions	177	1741	530	180	470	588	430	1014	263	251	749	162	*6556*
													0

Intersection Number: 2
Traffix Node Number: 25
Intersection Name: Lawrence Expwy and Lakehaven Dr
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	25	1789	173	33	71	200	154	1332	485	209	74	72	*4617*
Freedom Circle Specific Plan Background Conditions	40	1789	173	99	71	200	315	1332	485	216	74	72	4866
Background Conditions	40	1789	173	99	71	200	315	1332	485	216	74	72	*4866*
Proposed Project Trips	*5*	*35*	*0*	*0*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*1*	*48*
Background + Project Conditions	45	1824	173	99	71	200	315	1339	485	216	74	73	*4914*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	16	0	0	0	0	0	18	0	0	0	0	*34*
Sunnyvale Pending Project Trips	0	115	0	0	0	0	0	130	0	0	0	0	*245*
NSJ Phase II Project Trips	0	0	0	0	0	0	0	80	0	0	0	0	*80*
Total Pending Trips	*0*	*131*	*0*	*0*	*0*	*0*	*0*	*228*	*0*	*0*	*0*	*0*	*359*
Cumulative No Project Conditions	40	1920	173	99	71	200	315	1560	485	216	74	72	*5225*
Cumulative + Project Conditions	45	1955	173	99	71	200	315	1567	485	216	74	73	*5273*
													0

Intersection Number: 3
Traffix Node Number: 26
Intersection Name: Lawrence Expwy and US 101 NB Ramps
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	349	2013	0	506	0	803	378	2095	0	0	0	0	*6144*
Freedom Circle Specific Plan Background Conditions	349	2032	0	506	0	1122	381	2095	0	0	0	0	6485
Background Conditions	349	2032	0	506	0	1122	381	2095	0	0	0	0	*6485*
Proposed Project Trips	*11*	*24*	*0*	*0*	*0*	*0*	*0*	*7*	*0*	*0*	*0*	*0*	*42*
Background + Project Conditions	360	2056	0	506	0	1122	381	2102	0	0	0	0	*6527*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	16	0	0	0	1	11	18	0	0	0	0	*46*
Sunnyvale Pending Project Trips	3	112	0	16	0	20	0	114	0	0	0	0	*265*
NSJ Phase II Project Trips	0	0	0	0	0	0	0	80	0	0	0	0	*80*
Total Pending Trips	*3*	*128*	*0*	*16*	*0*	*21*	*11*	*212*	*0*	*0*	*0*	*0*	*391*
Cumulative No Project Conditions	352	2160	0	522	0	1143	392	2307	0	0	0	0	*6876*
Cumulative + Project Conditions	363	2184	0	522	0	1143	392	2314	0	0	0	0	*6918*
													0

Intersection Number: 4
Traffix Node Number: 27
Intersection Name: Lawrence Expwy and US 101 SB Ramps
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	161	2654	0	0	0	0	262	1952	0	1121	0	633	*6783*
Freedom Circle Specific Plan Background Conditions	240	2913	0	0	0	0	494	1952	0	1337	0	689	7625
Background Conditions	240	2913	0	0	0	0	494	1952	0	1337	0	689	*7625*
Proposed Project Trips	*0*	*24*	*0*	*0*	*0*	*0*	*0*	*4*	*0*	*0*	*0*	*3*	*31*
Background + Project Conditions	240	2937	0	0	0	0	494	1956	0	1337	0	692	*7656*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	17	0	0	0	0	1	32	0	24	0	0	*74*
Sunnyvale Pending Project Trips	24	108	0	0	0	5	0	173	0	11	0	0	*321*
NSJ Phase II Project Trips	0	0	0	0	0	0	0	80	0	0	0	0	*80*
Total Pending Trips	*24*	*125*	*0*	*0*	*0*	*5*	*1*	*285*	*0*	*35*	*0*	*0*	*475*
Cumulative No Project Conditions	264	3038	0	0	0	5	495	2237	0	1372	0	689	*8100*
Cumulative + Project Conditions	264	3062	0	0	0	5	495	2241	0	1372	0	692	*8131*
													0

Intersection Number: 5
Traffix Node Number: 40
Intersection Name: Patrick Henry Dr and Tasman Dr
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	197	76	14	17	374	32	11	28	58	332	740	99	*1978*
Freedom Circle Specific Plan Background Conditions	197	131	14	17	956	39	24	28	58	417	1131	99	3111
Background Conditions	197	131	14	17	956	39	24	28	58	417	1131	99	*3111*
Proposed Project Trips	*0*	*0*	*0*	*0*	*75*	*0*	*0*	*0*	*0*	*0*	*11*	*3*	*89*
Background + Project Conditions	197	131	14	17	1031	39	24	28	58	417	1142	102	*3200*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	39	0	0	0	0	0	25	0	*64*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	0	0	0	32	0	0	0	0	0	20	0	*52*
Total Pending Trips	*0*	*0*	*0*	*0*	*71*	*0*	*0*	*0*	*0*	*0*	*45*	*0*	*116*
Cumulative No Project Conditions	197	131	14	17	1027	39	24	28	58	417	1176	99	*3227*
Cumulative + Project Conditions	197	131	14	17	1102	39	24	28	58	417	1187	102	*3316*
													0

Intersection Number: 6
Traffix Node Number: 41
Intersection Name: Old Ironsides Dr and Tasman Dr
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	25	94	39	9	314	11	36	18	11	24	682	20	*1283*
Freedom Circle Specific Plan Background Conditions	25	94	39	9	904	11	36	18	11	24	1224	20	2415
Background Conditions	25	94	39	9	904	11	36	18	11	24	1224	20	*2415*
Proposed Project Trips	*92*	*91*	*58*	*51*	*-17*	*0*	*0*	*0*	*0*	*0*	*0*	*11*	*286*
Background + Project Conditions	117	185	97	60	887	11	36	18	11	24	1224	31	*2701*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	39	0	0	0	0	0	25	0	*64*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	0	0	0	32	0	0	0	0	0	20	0	*52*
Total Pending Trips	*0*	*0*	*0*	*0*	*71*	*0*	*0*	*0*	*0*	*0*	*45*	*0*	*116*
Cumulative No Project Conditions	25	94	39	9	975	11	36	18	11	24	1269	20	*2531*
Cumulative + Project Conditions	117	185	97	60	958	11	36	18	11	24	1269	31	*2817*
													0

Intersection Number: 7
Traffix Node Number: 42
Intersection Name: Old Ironsides Dr and Old Glory Ln
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	96	98	6	0	5	8	22	0	0	0	0	*235*
Freedom Circle Specific Plan Background Conditions	0	96	98	6	0	10	16	22	0	0	0	0	248
Background Conditions	0	96	98	6	0	10	16	22	0	0	0	0	*248*
Proposed Project Trips	*0*	*0*	*91*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*91*
Background + Project Conditions	0	96	189	6	0	10	16	22	0	0	0	0	*339*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
Total Pending Trips	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*
Cumulative No Project Conditions	0	96	98	6	0	10	16	22	0	0	0	0	*248*
Cumulative + Project Conditions	0	96	189	6	0	10	16	22	0	0	0	0	*339*
													0

Intersection Number: 8
Traffix Node Number: 3028
Intersection Name: Great America Pkwy and SR 237 WB Ramps*
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	350	162	0	327	2	942	0	658	343	0	0	0	*2784*
Freedom Circle Specific Plan Background Conditions	467	162	0	444	2	1056	0	674	414	0	0	0	3219
Background Conditions	467	162	0	444	2	1056	0	674	414	0	0	0	*3219*
Proposed Project Trips	*0*	*0*	*0*	*0*	*0*	*15*	*0*	*0*	*56*	*0*	*0*	*0*	*71*
Background + Project Conditions	467	162	0	444	2	1071	0	674	470	0	0	0	*3290*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	23	0	4	30	1	0	0	*58*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	4	2	0	27	10	63	0	15	25	0	0	0	*146*
Total Pending Trips	*4*	*2*	*0*	*27*	*10*	*86*	*0*	*19*	*55*	*1*	*0*	*0*	*204*
Cumulative No Project Conditions	471	164	0	471	12	1142	0	693	469	1	0	0	*3423*
Cumulative + Project Conditions	471	164	0	471	12	1157	0	693	525	1	0	0	*3494*
													0

Intersection Number: 9
Traffix Node Number: 3029
Intersection Name: Great America Pkwy and SR 237 EB Ramps*
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	*Total*
Existing Conditions	0	1066	95	0	0	0	728	731	1	271	11	264	*3167*
Freedom Circle Specific Plan Background Conditions	0	1180	95	0	0	0	894	806	0	271	11	275	3532
Background Conditions	0	1180	95	0	0	0	894	806	0	271	11	275	*3532*
Proposed Project Trips	*0*	*15*	*0*	*0*	*0*	*0*	*81*	*56*	*0*	*12*	*0*	*0*	*164*
Background + Project Conditions	0	1195	95	0	0	0	975	862	0	283	11	275	*3696*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	25	0	0	0	0	40	39	0	23	0	0	*127*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	93	7	0	0	0	36	19	0	12	0	5	*171*
Total Pending Trips	*0*	*118*	*7*	*0*	*0*	*0*	*76*	*58*	*0*	*35*	*0*	*5*	*298*
Cumulative No Project Conditions	0	1298	102	0	0	0	970	864	0	306	11	280	*3830*
Cumulative + Project Conditions	0	1313	102	0	0	0	1051	920	0	318	11	280	*3994*
													0

Intersection Number: 10
Traffix Node Number: 47
Intersection Name: Great America Pkwy and Great America Way
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	7	554	99	169	9	76	460	1010	21	23	82	60	*2570*
Freedom Circle Specific Plan Background Conditions	7	606	99	169	9	114	460	1390	21	23	82	60	3040
Background Conditions	7	606	99	169	9	114	460	1390	21	23	82	60	*3040*
Proposed Project Trips	*0*	*28*	*0*	*0*	*0*	*1*	*2*	*137*	*0*	*0*	*0*	*0*	*168*
Background + Project Conditions	7	634	99	169	9	115	462	1527	21	23	82	60	*3208*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	48	0	0	0	0	0	79	0	0	0	0	*127*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	104	0	0	0	0	0	55	0	0	0	0	*159*
Total Pending Trips	*0*	*152*	*0*	*0*	*0*	*0*	*0*	*134*	*0*	*0*	*0*	*0*	*286*
Cumulative No Project Conditions	7	758	99	169	9	114	460	1524	21	23	82	60	*3326*
Cumulative + Project Conditions	7	786	99	169	9	115	462	1661	21	23	82	60	*3494*
													0

Intersection Number: 11
Traffix Node Number: 48
Intersection Name: Great America Pkwy and Old Mt View-Alviso Rd
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	81	641	11	49	10	67	11	918	48	146	77	534	*2593*
Freedom Circle Specific Plan Background Conditions	81	802	11	49	10	105	17	1252	132	256	77	534	3326
Background Conditions	81	802	11	49	10	105	17	1252	132	256	77	534	*3326*
Proposed Project Trips	*0*	*28*	*0*	*0*	*0*	*0*	*0*	*139*	*0*	*0*	*0*	*0*	*167*
Background + Project Conditions	81	830	11	49	10	105	17	1391	132	256	77	534	*3493*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	48	0	0	0	0	0	79	0	0	0	0	*127*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	33	72	0	0	0	0	0	55	-1	0	0	0	*158*
Total Pending Trips	*33*	*120*	*0*	*0*	*0*	*0*	*0*	*134*	*0*	*0*	*0*	*0*	*286*
Cumulative No Project Conditions	114	922	11	49	10	105	17	1386	132	256	77	534	*3612*
Cumulative + Project Conditions	114	950	11	49	10	105	17	1525	132	256	77	534	*3779*
													0

Intersection Number: 12
Traffix Node Number: 51
Intersection Name: Great America Pkwy and Bunker Hill Ln
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	30	759	32	71	21	174	40	651	22	235	19	236	*2290*
Freedom Circle Specific Plan Background Conditions	33	1424	32	71	21	174	112	1466	22	235	19	370	3979
Background Conditions	33	1424	32	71	21	174	112	1466	22	235	19	370	*3979*
Proposed Project Trips	*33*	*-4*	*0*	*0*	*0*	*0*	*0*	*0*	*20*	*174*	*0*	*139*	*362*
Background + Project Conditions	66	1420	32	71	21	174	112	1466	42	409	19	509	*4341*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	48	0	0	0	0	0	79	0	0	0	0	*127*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	72	0	0	0	0	0	53	0	0	0	0	*125*
Total Pending Trips	*0*	*120*	*0*	*0*	*0*	*0*	*0*	*132*	*0*	*0*	*0*	*0*	*252*
Cumulative No Project Conditions	33	1544	32	71	21	174	112	1598	22	235	19	370	*4231*
Cumulative + Project Conditions	66	1540	32	71	21	174	112	1598	42	409	19	509	*4593*
													0

Intersection Number: 13
Traffix Node Number: 1207
Intersection Name: Great America Pkwy and Tasman Dr*
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	50	924	377	57	223	270	536	618	84	52	635	27	*3853*
Freedom Circle Specific Plan Background Conditions	366	1226	377	57	497	398	775	1093	84	52	790	416	6131
Background Conditions	366	1226	377	57	497	398	775	1093	84	52	790	416	*6131*
Proposed Project Trips	*-4*	*168*	*6*	*-1*	*9*	*0*	*0*	*21*	*31*	*22*	*37*	*0*	*289*
Background + Project Conditions	362	1394	383	56	506	398	775	1114	115	74	827	416	*6420*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	32	18	0	0	10	13	72	60	13	12	0	*230*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	3	59	10	10	43	46	4	7	1	5	9	1	*197*
Total Pending Trips	*3*	*91*	*28*	*10*	*43*	*56*	*17*	*79*	*61*	*18*	*21*	*1*	*427*
Cumulative No Project Conditions	369	1317	405	67	540	454	792	1172	145	70	811	417	*6558*
Cumulative + Project Conditions	365	1485	411	66	549	454	792	1193	176	92	848	417	*6847*
													0

Intersection Number: 14
Traffix Node Number: 53
Intersection Name: Great America Pkwy and Old Glory Ln
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	4	1224	8	2	0	2	0	1171	13	101	0	45	*2570*
Freedom Circle Specific Plan Background Conditions	14	1642	8	2	0	2	0	1872	13	101	0	61	3715
Background Conditions	14	1642	8	2	0	2	0	1872	13	101	0	61	*3715*
Proposed Project Trips	*0*	*190*	*0*	*0*	*0*	*0*	*0*	*52*	*0*	*91*	*0*	*0*	*333*
Background + Project Conditions	14	1832	8	2	0	2	0	1924	13	192	0	61	*4048*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	72	0	0	0	0	0	137	0	0	0	0	*209*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	109	0	0	0	0	0	12	0	0	0	0	*120*
Total Pending Trips	*0*	*181*	*0*	*0*	*0*	*0*	*0*	*149*	*0*	*0*	*0*	*0*	*329*
Cumulative No Project Conditions	14	1823	8	2	0	2	0	2021	13	101	0	61	*4044*
Cumulative + Project Conditions	14	2013	8	2	0	2	0	2073	13	192	0	61	*4377*
													0

Intersection Number: 15
Traffix Node Number: 54
Intersection Name: Great America Pkwy and Patrick Henry Dr
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	8	1484	9	44	10	209	21	1246	107	609	4	47	*3798*
Freedom Circle Specific Plan Background Conditions	10	1757	9	48	10	221	41	1927	108	725	25	52	4933
Background Conditions	10	1757	9	48	10	221	41	1927	108	725	25	52	*4933*
Proposed Project Trips	*0*	*280*	*0*	*0*	*0*	*0*	*0*	*52*	*0*	*0*	*0*	*0*	*332*
Background + Project Conditions	10	2037	9	48	10	221	41	1979	108	725	25	52	*5265*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	72	0	0	0	0	0	137	0	0	0	0	*209*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	-34	142	0	0	0	0	0	12	4	0	0	0	*125*
Total Pending Trips	*0*	*214*	*0*	*0*	*0*	*0*	*0*	*149*	*4*	*0*	*0*	*0*	*367*
Cumulative No Project Conditions	10	1971	9	48	10	221	41	2076	112	725	25	52	*5300*
Cumulative + Project Conditions	10	2251	9	48	10	221	41	2128	112	725	25	52	*5632*
													0

Intersection Number: 16
Traffix Node Number: 1206
Intersection Name: Great America Pkwy and Mission College Blvd*
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	142	1625	368	146	125	445	377	1002	271	100	459	170	*5230*
Freedom Circle Specific Plan Background Conditions	149	2027	368	146	146	590	544	1691	279	101	482	196	6719
Background Conditions	149	2027	368	146	146	590	544	1691	279	101	482	196	*6719*
Proposed Project Trips	*0*	*255*	*25*	*5*	*0*	*0*	*0*	*48*	*0*	*0*	*0*	*0*	*333*
Background + Project Conditions	149	2282	393	151	146	590	544	1739	279	101	482	196	*7052*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	32	42	90	0	203	96	47	0	0	0	0	*510*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	8	123	12	12	28	76	1	2	1	1	2	1	*267*
Total Pending Trips	*8*	*155*	*54*	*102*	*28*	*279*	*97*	*49*	*1*	*1*	*2*	*1*	*777*
Cumulative No Project Conditions	157	2182	422	248	174	869	641	1740	280	102	484	197	*7496*
Cumulative + Project Conditions	157	2437	447	253	174	869	641	1788	280	102	484	197	*7829*
	152				170				272		475	195	*1264*

Intersection Number: 17
Traffix Node Number: 1209
Intersection Name: Great America Pkwy and US 101 NB Ramps*
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	517	1916	0	573	0	367	298	1304	0	0	0	0	*4975*
Freedom Circle Specific Plan Background Conditions	678	2233	0	637	0	384	344	1930	0	0	0	0	6206
Background Conditions	678	2233	0	637	0	384	344	1930	0	0	0	0	*6206*
Proposed Project Trips	*43*	*212*	*0*	*19*	*0*	*0*	*0*	*28*	*0*	*0*	*0*	*0*	*302*
Background + Project Conditions	721	2445	0	656	0	384	344	1958	0	0	0	0	*6508*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	117	125	0	12	0	22	54	132	0	0	0	0	*462*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	0	0	-43	0	0	0	48	0	0	0	0	*5*
Total Pending Trips	*117*	*125*	*0*	*0*	*0*	*22*	*54*	*180*	*0*	*0*	*0*	*0*	*498*
Cumulative No Project Conditions	795	2358	0	637	0	406	398	2110	0	0	0	0	*6704*
Cumulative + Project Conditions	838	2570	0	656	0	406	398	2138	0	0	0	0	*7006*
													0

Intersection Number: 18
Traffix Node Number: 1208
Intersection Name: Bowers Ave and US 101 SB Ramps*
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	621	1689	0	0	0	0	789	1310	0	196	0	253	*4858*
Freedom Circle Specific Plan Background Conditions	713	1932	0	0	0	0	789	1827	0	280	0	407	5948
Background Conditions	713	1932	0	0	0	0	789	1827	0	280	0	407	*5948*
Proposed Project Trips	*102*	*110*	*0*	*0*	*0*	*0*	*0*	*21*	*0*	*0*	*0*	*7*	*240*
Background + Project Conditions	815	2042	0	0	0	0	789	1848	0	280	0	414	*6188*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	138	0	0	0	0	70	124	0	13	0	62	*407*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	0	0	0	0	0	0	91	0	0	0	-43	*48*
Total Pending Trips	*0*	*138*	*0*	*0*	*0*	*0*	*70*	*215*	*0*	*13*	*0*	*19*	*455*
Cumulative No Project Conditions	713	2070	0	0	0	0	859	2042	0	293	0	426	*6403*
Cumulative + Project Conditions	815	2180	0	0	0	0	859	2063	0	293	0	433	*6643*
													0

Intersection Number: 19
Traffix Node Number: 1200
Intersection Name: Bowers Ave and Scott Blvd*
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	135	1050	202	196	181	131	96	573	56	139	713	357	*3829*
Freedom Circle Specific Plan Background Conditions	274	1157	242	196	249	131	96	1002	57	180	713	598	4895
Background Conditions	274	1157	242	196	249	131	96	1002	57	180	713	598	*4895*
Proposed Project Trips	*4*	*106*	*0*	*0*	*0*	*0*	*0*	*20*	*0*	*0*	*0*	*1*	*131*
Background + Project Conditions	278	1263	242	196	249	131	96	1022	57	180	713	599	*5026*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	31	115	6	6	9	0	0	172	0	0	6	14	*359*
Sunnyvale Pending Project Trips	0	0	0	0	10	6	0	0	0	0	68	0	*84*
NSJ Phase II Project Trips	7	91	14	8	9	5	6	71	7	6	18	12	*253*
Total Pending Trips	*38*	*206*	*20*	*14*	*28*	*11*	*6*	*243*	*7*	*6*	*92*	*26*	*696*
Cumulative No Project Conditions	312	1363	262	210	277	142	102	1245	64	186	805	624	*5591*
Cumulative + Project Conditions	316	1469	262	210	277	142	102	1265	64	186	805	625	*5722*
													0

Intersection Number: 20
Traffix Node Number: 5329
Intersection Name: Bowers Ave and Central Expwy*
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	276	885	179	83	1300	161	327	453	125	187	2402	135	*6513*
Freedom Circle Specific Plan Background Conditions	278	885	364	104	2153	369	343	453	306	187	3338	542	9322
Background Conditions	278	885	364	104	2153	369	343	453	306	187	3338	542	*9322*
Proposed Project Trips	*25*	*54*	*27*	*5*	*0*	*0*	*0*	*10*	*0*	*0*	*0*	*5*	*126*
Background + Project Conditions	303	939	391	109	2153	369	343	463	306	187	3338	547	*9448*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	37	66	2	2	25	26	12	118	0	0	63	63	*414*
Sunnyvale Pending Project Trips	0	0	0	0	12	6	0	0	0	0	74	0	*92*
NSJ Phase II Project Trips	12	35	8	6	92	13	5	17	5	1	7	1	*201*
Total Pending Trips	*49*	*101*	*10*	*8*	*129*	*45*	*17*	*135*	*5*	*1*	*144*	*64*	*707*
Cumulative No Project Conditions	327	986	374	112	2282	414	360	588	311	188	3482	606	*####*
Cumulative + Project Conditions	352	1040	401	117	2282	414	360	598	311	188	3482	611	*####*
													0

Intersection Number: 21
Traffix Node Number: 61
Intersection Name: Bowers Ave and Kifer Rd/Walsh Ave
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	154	1115	84	219	145	147	53	377	43	359	645	353	*3694*
Freedom Circle Specific Plan Background Conditions	382	1116	84	378	245	154	93	537	57	359	910	353	4668
Background Conditions	382	1116	84	378	245	154	93	537	57	359	910	353	*4668*
Proposed Project Trips	*0*	*54*	*0*	*0*	*0*	*0*	*0*	*10*	*0*	*0*	*0*	*0*	*64*
Background + Project Conditions	382	1170	84	378	245	154	93	547	57	359	910	353	*4732*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	10	85	52	0	14	0	0	32	13	4	29	55	*294*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	48	0	0	0	0	0	27	0	0	0	0	*75*
Total Pending Trips	*10*	*133*	*52*	*0*	*14*	*0*	*0*	*59*	*13*	*4*	*29*	*55*	*369*
Cumulative No Project Conditions	392	1249	136	378	259	154	93	596	70	363	939	408	*5037*
Cumulative + Project Conditions	392	1303	136	378	259	154	93	606	70	363	939	408	*5101*
													0

Intersection Number: 22
Traffix Node Number: 69
Intersection Name: Convention Center and Tasman Dr
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	70	0	41	33	521	43	35	3	81	1	1704	58	*2590*
Freedom Circle Specific Plan Background Conditions	90	0	41	35	902	43	35	3	81	1	2080	28	3339
Background Conditions	90	0	41	35	902	43	35	3	81	1	2080	28	*3339*
Proposed Project Trips	*0*	*0*	*0*	*0*	*8*	*0*	*0*	*0*	*0*	*0*	*43*	*0*	*51*
Background + Project Conditions	90	0	41	35	910	43	35	3	81	1	2123	28	*3390*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	12	5	0	0	0	0	20	0	*37*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	0	0	0	99	0	0	0	0	0	23	0	*122*
Total Pending Trips	*0*	*0*	*0*	*0*	*111*	*5*	*0*	*0*	*0*	*0*	*43*	*0*	*159*
Cumulative No Project Conditions	90	0	41	35	1013	48	35	3	81	1	2123	28	*3498*
Cumulative + Project Conditions	90	0	41	35	1021	48	35	3	81	1	2166	28	*3549*
													0

Intersection Number: 23
Traffix Node Number: 71
Intersection Name: Centennial Blvd and Tasman Dr
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	100	1	115	75	451	21	26	10	22	33	1552	96	*2502*
Freedom Circle Specific Plan Background Conditions	392	2	432	274	535	24	29	11	28	33	1576	436	3772
Background Conditions	392	2	432	274	535	24	29	11	28	33	1576	436	*3772*
Proposed Project Trips	*0*	*0*	*0*	*0*	*8*	*0*	*0*	*0*	*0*	*0*	*43*	*0*	*51*
Background + Project Conditions	392	2	432	274	543	24	29	11	28	33	1619	436	*3823*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	12	5	0	0	0	0	20	0	*37*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	0	0	0	99	0	0	0	0	0	23	0	*122*
Total Pending Trips	*0*	*0*	*0*	*0*	*111*	*5*	*0*	*0*	*0*	*0*	*43*	*0*	*159*
Cumulative No Project Conditions	392	2	432	274	646	29	29	11	28	33	1619	436	*3931*
Cumulative + Project Conditions	392	2	432	274	654	29	29	11	28	33	1662	436	*3982*
													0

Intersection Number: 24
Traffix Node Number: 115
Intersection Name: Calle Del Sol and Tasman Dr
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	67	0	166	170	427	0	0	0	0	0	1146	90	*2066*
Freedom Circle Specific Plan Background Conditions	197	0	166	170	581	0	0	0	0	0	1294	286	2694
Background Conditions	197	0	166	170	581	0	0	0	0	0	1294	286	*2694*
Proposed Project Trips	*0*	*0*	*0*	*0*	*8*	*0*	*0*	*0*	*0*	*0*	*43*	*0*	*51*
Background + Project Conditions	197	0	166	170	589	0	0	0	0	0	1337	286	*2745*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	30	17	12	5	0	0	0	0	20	0	*84*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	0	0	0	99	0	0	0	0	0	23	0	*122*
Total Pending Trips	*0*	*0*	*30*	*17*	*111*	*5*	*0*	*0*	*0*	*0*	*43*	*0*	*206*
Cumulative No Project Conditions	197	0	196	187	692	5	0	0	0	0	1337	286	*2900*
Cumulative + Project Conditions	197	0	196	187	700	5	0	0	0	0	1380	286	*2951*
													0

Intersection Number: 25
Traffix Node Number: 123
Intersection Name: Lick Mill Blvd and Tasman Dr
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	15	24	29	6	567	237	243	4	62	388	1088	4	*2667*
Freedom Circle Specific Plan Background Conditions	15	298	512	538	567	237	243	268	105	402	1088	4	4277
Background Conditions	15	298	512	538	567	237	243	268	105	402	1088	4	*4277*
Proposed Project Trips	*0*	*0*	*0*	*0*	*5*	*0*	*0*	*0*	*3*	*16*	*27*	*0*	*51*
Background + Project Conditions	15	298	512	538	572	237	243	268	108	418	1115	4	*4328*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	29	5	0	0	0	0	50	0	*84*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	0	0	0	99	0	0	0	0	0	23	0	*122*
Total Pending Trips	*0*	*0*	*0*	*0*	*128*	*5*	*0*	*0*	*0*	*0*	*73*	*0*	*206*
Cumulative No Project Conditions	15	298	512	538	695	242	243	268	105	402	1161	4	*4483*
Cumulative + Project Conditions	15	298	512	538	700	242	243	268	108	418	1188	4	*4534*
													0

Intersection Number: 26
Traffix Node Number: 74
Intersection Name: Agnew Rd and Mission College Blvd
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	185	19	48	146	278	43	242	71	10	12	666	493	*2213*
Freedom Circle Specific Plan Background Conditions	318	21	49	146	283	72	248	75	10	12	708	646	2588
Background Conditions	318	21	49	146	283	72	248	75	10	12	708	646	*2588*
Proposed Project Trips	*1*	*0*	*0*	*0*	*3*	*0*	*0*	*0*	*0*	*0*	*17*	*8*	*29*
Background + Project Conditions	319	21	49	146	286	72	248	75	10	12	725	654	*2617*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	7	0	1	95	69	153	16	127	57	200	0	*725*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	0	97	-2	116	0	0	0	0	0	14	0	*224*
Total Pending Trips	*0*	*7*	*97*	*0*	*211*	*69*	*153*	*16*	*127*	*57*	*214*	*0*	*951*
Cumulative No Project Conditions	318	28	146	146	494	141	401	91	137	69	922	646	*3539*
Cumulative + Project Conditions	319	28	146	146	497	141	401	91	137	69	939	654	*3568*
													0

Intersection Number: 27
Traffix Node Number: 5805
Intersection Name: Mission College Blvd and Montague Expwy*
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	845	284	730	134	2767	32	143	33	194	107	2934	247	*8450*
Freedom Circle Specific Plan Background Conditions	845	284	780	152	3554	32	143	35	194	107	3763	247	10136
Background Conditions	845	284	780	152	3554	32	143	35	194	107	3763	247	*####*
Proposed Project Trips	*0*	*0*	*17*	*3*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*0*	*20*
Background + Project Conditions	845	284	797	155	3554	32	143	35	194	107	3763	247	*####*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	258	0	118	53	44	0	0	0	0	0	63	118	*654*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	74	10	27	8	579	4	3	1	10	12	367	104	*1200*
Total Pending Trips	*332*	*10*	*145*	*61*	*623*	*4*	*3*	*1*	*10*	*12*	*430*	*222*	*1854*
Cumulative No Project Conditions	1177	294	925	213	4177	36	146	36	204	119	4193	469	*####*
Cumulative + Project Conditions	1177	294	942	216	4177	36	146	36	204	119	4193	469	*####*
													0

Intersection Number: 28
Traffix Node Number: 125
Intersection Name: Lick Mill Blvd and Montague Expwy
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	238	0	414	312	2554	1	0	0	0	0	2819	308	*6646*
Freedom Circle Specific Plan Background Conditions	243	0	738	609	3373	1	0	0	0	0	3511	308	8783
Background Conditions	243	0	738	609	3373	1	0	0	0	0	3511	308	*8783*
Proposed Project Trips	*0*	*0*	*10*	*2*	*3*	*0*	*0*	*0*	*0*	*0*	*17*	*0*	*32*
Background + Project Conditions	243	0	748	611	3376	1	0	0	0	0	3528	308	*8815*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	79	0	0	0	0	0	119	0	*198*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	0	0	0	592	0	0	0	0	0	396	0	*988*
Total Pending Trips	*0*	*0*	*0*	*0*	*671*	*0*	*0*	*0*	*0*	*0*	*515*	*0*	*1186*
Cumulative No Project Conditions	243	0	738	609	4044	1	0	0	0	0	4026	308	*9969*
Cumulative + Project Conditions	243	0	748	611	4047	1	0	0	0	0	4043	308	*####*
													0

Intersection Number: 29
Traffix Node Number: 5332
Intersection Name: Scott Blvd and Central Expwy*
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	126	674	259	58	638	377	271	178	183	696	2211	44	*5715*
Freedom Circle Specific Plan Background Conditions	126	674	292	68	1199	533	315	181	331	696	2878	63	7356
Background Conditions	126	674	292	68	1199	533	315	181	331	696	2878	63	*7356*
Proposed Project Trips	*0*	*0*	*0*	*0*	*4*	*0*	*0*	*0*	*1*	*5*	*21*	*0*	*31*
Background + Project Conditions	126	674	292	68	1203	533	315	181	332	701	2899	63	*7387*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	24	24	34	29	12	0	0	22	0	0	8	25	*178*
Sunnyvale Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	*0*
NSJ Phase II Project Trips	0	-8	-4	19	40	30	3	7	6	-4	-9	0	*79*
Total Pending Trips	*24*	*16*	*30*	*48*	*52*	*30*	*3*	*29*	*6*	*0*	*0*	*25*	*263*
Cumulative No Project Conditions	150	690	322	116	1251	563	318	210	337	696	2878	88	*7619*
Cumulative + Project Conditions	150	690	322	116	1255	563	318	210	338	701	2899	88	*7650*
													0

Intersection Number: 30
Traffix Node Number: 5325
Intersection Name: Oakmead Pkwy/Corvin Dr and Central Expwy*
Peak Hour: PM
Count Date: #####
Date of Analysis: #####

Scenario	Movements												Total
	Southbound Approach			Westbound Approach			Northbound Approach			Eastbound Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
Existing Conditions	222	293	274	81	1860	133	105	51	44	83	2233	32	*5411*
Freedom Circle Specific Plan Background Conditions	0	0	0	0	2737	0	0	0	0	0	4067	0	6804
Background Conditions	222	293	274	81	2523	133	105	51	44	83	3688	32	*7529*
Proposed Project Trips	*0*	*0*	*0*	*0*	*25*	*0*	*0*	*0*	*0*	*0*	*5*	*0*	*30*
Background + Project Conditions	222	293	274	81	2548	133	105	51	44	83	3693	32	*7559*
													0
Pending Project Trips													
Santa Clara Pending Project Trips	0	15	1	0	62	14	1	7	10	0	46	6	*162*
Sunnyvale Pending Project Trips	3	0	8	0	12	6	0	0	0	0	63	0	*92*
NSJ Phase II Project Trips	9	7	9	3	67	5	3	2	3	0	2	0	*110*
Total Pending Trips	*12*	*22*	*18*	*3*	*141*	*25*	*4*	*9*	*13*	*0*	*111*	*6*	*364*
Cumulative No Project Conditions	234	315	292	84	2664	158	109	60	57	83	3799	38	*7893*
Cumulative + Project Conditions	234	315	292	84	2689	158	109	60	57	83	3804	38	*7923*
											4068		*4068*

Appendix C
Cumulative Project List

Santa Clara Pending Projects for GAP and Tasman Office TIA

Applicant/Owner/Project Name	Address/Location	Proposed Project Description
MCA	3033 Scott Boulevard, 3100 Alfred Street	Expansion of activities at Muslim Community Association; increase of 500 students including up to 150 high school students.
Westlake Urban/Gaye Quinn	3069 Lawrence Expressway	333 unit multi-family development (Lawrence Station Area Plan)
Lou Mariani	2490, 2500 El Camino Real	332 dwelling units, 66 senior residential units, a 306-room hotel with a 6,000 s.f. restaurant comprising 205,197 s.f. of commercial space
	2201 Laurelwood Road	Demolition of an existing 201,529 s.f. buildings and construct a new 737,093 s.f. data center.
Eri Smith/Hilton	4949 Great America Parkway	A 22-story mixed-use high-rise hotel.
Sobrato Organization	3000 Bowers Avenue	Demolition of an existing 102,600 square foot industrial building and construction of 330,000 s.f. 5-story office buildings
Allied Housing, Inc.	3335 Kifer Rd	80 units affordable senior rental apartments
North San Jose Area Development Policy Phase II	North San Jose (City of San Jose)	Development of 8,000 residential units, 6.675 m.s.f. of office space, 425,000 sf of retail/commercial space within the NSJADP area boundaries.
Kurt Anderson and Nick Speno	1575 Pomeroy Avenue	122 unit senior living apartment community

Source: City of Santa Clara Planning Department, December 2020.

Sunnyvale Pending Projects for GAP & Tasman Office

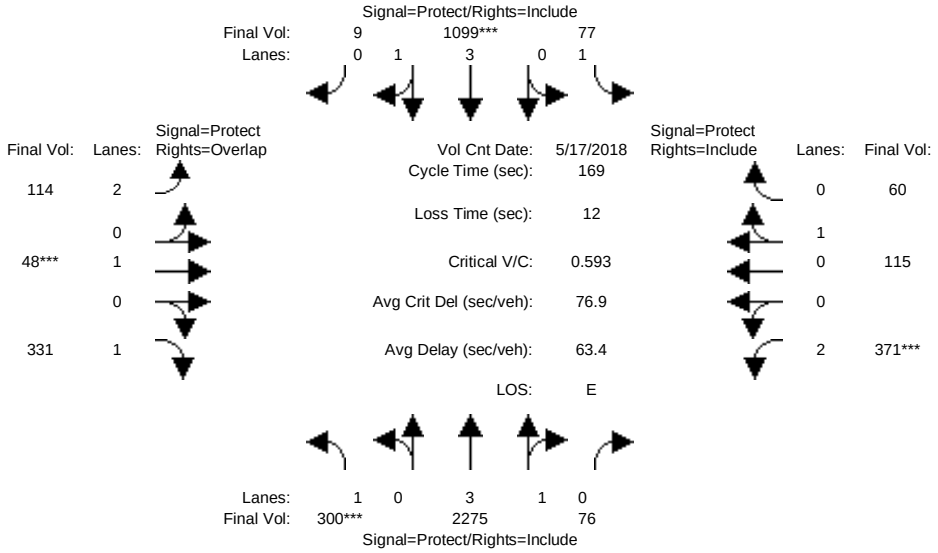
Address/Location	Proposed Project Description
1296 Lawrence Station Rd	A new 105,553-s.f. extended-stay hotel with 135 hotel rooms and 73 parking spaces
440 N Wolfe Rd	A mixed use development with 195 residential units and 12,500 s.f. of office use at first floor and associated structured parking and site improvement; exisitng office building continues to remain.
1389 Moffett Park Dr	A new four-story 123,595 s.f. office building and associated site improvements
212 Gibraltar Dr	Redevelop eight parcels with four, two-story buildings to be used for office and R&D totaling 400,199 square feet
360 Caribbean Dr	Two new 5-story R&D office buildings totaling 1,041,890 s.f. including a 4-level parking structure. The existing 710,381 s.f of office & manufacturing buildings will be demolished.
1206 Oakmead Pkwy	211-room hotel (Courtyard by Marriott)
932 Kifer Rd	Demolish existing industrial/office/R&D buildings and construct new office/R&D/manufacturing buildings totaling 1.213 million square feet.
Source: City of Sunnyvale Public Works Department, June 2021	

Appendix D
Level of Service Calculations

GAP Campus
Santa Clara
Large Network

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

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



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	33	71	71	12	50	50	12	37	37	26	51	51
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module: >> Count Date: 17 May 2018 <<												
Base Vol:	300	2275	76	77	1099	9	114	48	331	371	115	60
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	2275	76	77	1099	9	114	48	331	371	115	60
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	2275	76	77	1099	9	114	48	331	371	115	60
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	2275	76	77	1099	9	114	48	331	371	115	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	2275	76	77	1099	9	114	48	331	371	115	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	2275	76	77	1099	9	114	48	331	371	115	60
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.87	0.13	1.00	3.97	0.03	2.00	1.00	1.00	2.00	0.66	0.34
Final Sat.:	1750	7257	242	1750	7439	61	1575	760	1225	2205	473	247
Capacity Analysis Module:												
Vol/Sat:	0.17	0.31	0.31	0.04	0.15	0.15	0.07	0.06	0.27	0.17	0.24	0.24
Crit Moves:	****				****			****		****		
Green Time:	33.1	71.4	71.4	11.7	49.5	49.5	11.5	36.7	69.8	26.3	51.5	51.5
Volume/Cap:	0.88	0.74	0.74	0.64	0.50	0.50	1.06	0.29	0.65	1.08	0.80	0.80
Delay/Veh:	87.6	48.5	48.5	87.2	52.7	52.7	184.1	56.3	43.0	143.4	72.2	72.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	48.5	48.5	87.2	52.7	52.7	184.1	56.3	43.0	143.4	72.2	72.2
LOS by Move:	F	D	D	F	D	D	F	E	D	F	E	E
HCM2kAvgQ:	17	27	27	4	12	12	6	2	15	17	11	11

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

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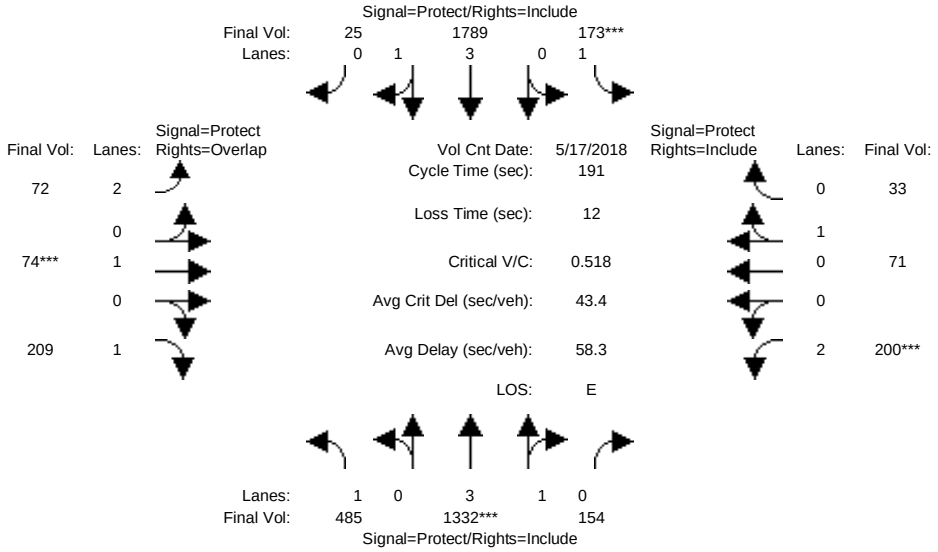
GAP Campus
Santa Clara
Large Network

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

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



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	59	89	89	28	58	58	13	30	30	20	37	37
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module: >> Count Date: 17 May 2018 <<												
Base Vol:	485	1332	154	173	1789	25	72	74	209	200	71	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	1332	154	173	1789	25	72	74	209	200	71	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	1332	154	173	1789	25	72	74	209	200	71	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	1332	154	173	1789	25	72	74	209	200	71	33
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1332	154	173	1789	25	72	74	209	200	71	33
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	485	1332	154	173	1789	25	72	74	209	200	71	33
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.57	0.43	1.00	3.94	0.06	2.00	1.00	1.00	2.00	0.68	0.32
Final Sat.:	1750	6721	777	1750	7396	103	1575	760	1225	2205	492	228
Capacity Analysis Module:												
Vol/Sat:	0.28	0.20	0.20	0.10	0.24	0.24	0.05	0.10	0.17	0.09	0.14	0.14
Crit Moves:		****		****				****		****		
Green Time:	58.6	89.1	89.1	27.7	57.6	57.6	12.9	30.3	88.9	20.2	37.6	37.6
Volume/Cap:	0.90	0.42	0.42	0.68	0.80	0.80	0.68	0.61	0.37	0.86	0.73	0.73
Delay/Veh:	80.8	27.7	27.7	84.9	67.5	67.5	103.1	84.0	33.3	109.6	89.9	89.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	27.7	27.7	84.9	67.5	67.5	103.1	84.0	33.3	109.6	89.9	89.9
LOS by Move:	F	C	C	F	E	E	F	F	C	F	F	F
HCM2kAvgQ:	30	11	11	10	25	25	4	5	8	9	7	7

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

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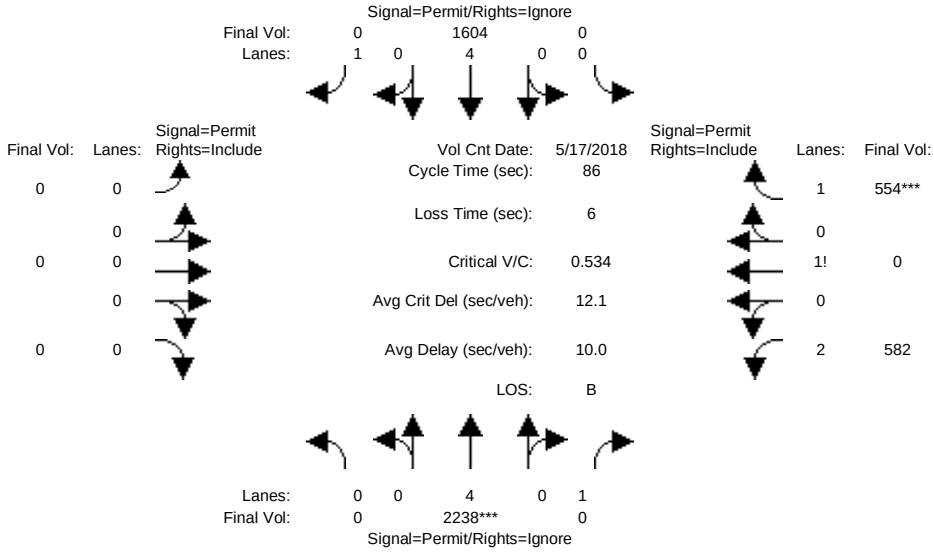
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

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	484	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	484	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	484	0	1604	505	0	0	0	582	0	554
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2238	0	0	1604	0	0	0	0	582	0	554
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2238	0	0	1604	0	0	0	0	582	0	554
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2238	0	0	1604	0	0	0	0	582	0	554
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.44	0.00	1.56
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3848	0	2735
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.15	0.00	0.20
Crit Moves:		****										****
Green Time:	0.0	52.1	0.0	0.0	52.1	0.0	0.0	0.0	0.0	23.0	23.0	27.9
Volume/Cap:	0.00	0.49	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.57	0.00	0.62
Delay/Veh:	0.0	5.4	0.0	0.0	4.8	0.0	0.0	0.0	0.0	27.6	0.0	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.4	0.0	0.0	4.8	0.0	0.0	0.0	0.0	27.6	0.0	25.3
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	0	0	3	0	0	0	0	7	0	9

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

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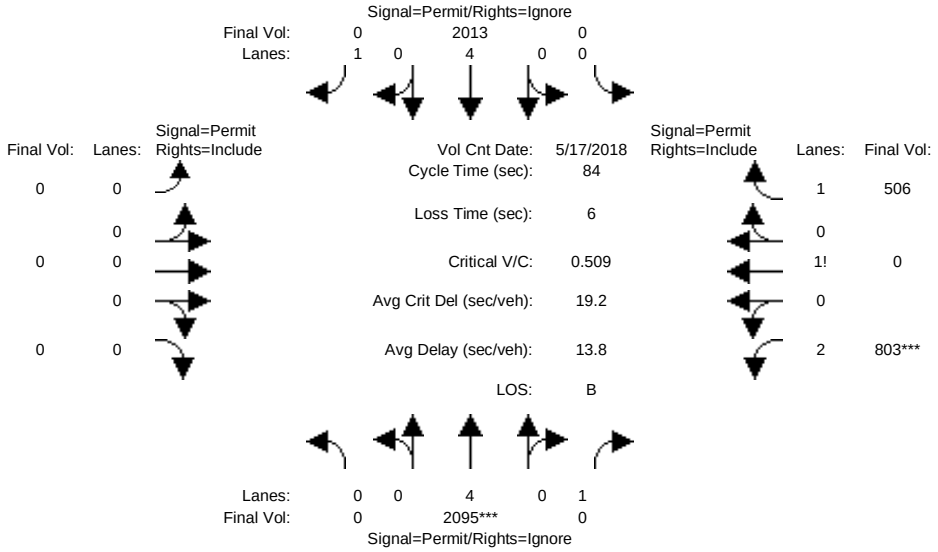
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

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

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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   378     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   378     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   378     0 2013   349     0    0     0   803    0   506
User Adj:    1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Volume:     0 2095     0     0 2013     0     0    0     0   803    0   506
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
Reduced Vol:    0 2095     0     0 2013     0     0    0     0   803    0   506
PCE Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
MLF Adj:     1.00 1.00  0.00  1.00 1.00  0.00  1.00 1.00  1.00  1.00 1.00  1.00
FinalVolume:    0 2095     0     0 2013     0     0    0     0   803    0   506
------------|---------------||---------------||---------------||---------------|
Saturation Flow Module:
Sat/Lane:    1900 1900  1900  1900 1900  1900  1900 1900  1900  1900 1900  1900
Adjustment:  0.92 1.00  0.92  0.92 1.00  0.92  0.92 1.00  0.92  0.85 1.00  0.92
Lanes:       0.00 4.00  1.00  0.00 4.00  1.00  0.00 0.00  0.00  2.54 0.00  1.46
Final Sat.:     0 7600  1750     0 7600  1750     0    0     0  4075    0  2563
------------|---------------||---------------||---------------||---------------|
Capacity Analysis Module:
Vol/Sat:     0.00 0.28  0.00  0.00 0.26  0.00  0.00 0.00  0.00  0.20 0.00  0.20
Crit Moves:       ****                                         ****
Green Time:   0.0 51.8   0.0   0.0 51.8   0.0   0.0  0.0   0.0  22.0 22.0  22.0
Volume/Cap:  0.00 0.45  0.00  0.00 0.43  0.00  0.00 0.00  0.00  0.75 0.00  0.75
Delay/Veh:    0.0 12.2   0.0   0.0  4.5   0.0   0.0  0.0   0.0  30.4  0.0  30.4
User DelAdj: 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
AdjDel/Veh:   0.0 12.2   0.0   0.0  4.5   0.0   0.0  0.0   0.0  30.4  0.0  30.4
LOS by Move:    A    B     A     A    A     A     A    A     A     C    A     C
HCM2kAvgQ:      0    9     0     0    4     0     0    0     0    11    0    11
Note: Queue reported is the number of cars per lane.
```


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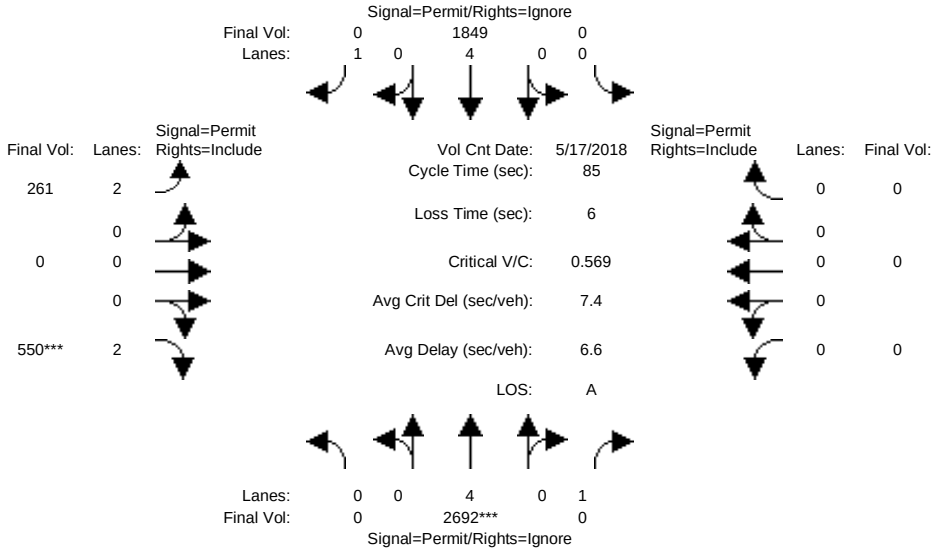
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

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



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module: >> Count Date: 17 May 2018 <<												
Base Vol:	0	2692	709	0	1849	334	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	334	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	334	261	0	550	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2692	0	0	1849	0	261	0	550	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2692	0	0	1849	0	261	0	550	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2692	0	0	1849	0	261	0	550	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.35	0.00	0.00	0.24	0.00	0.08	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	60.2	0.0	0.0	59.8	0.0	13.5	13.5	18.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.50	0.00	0.00	0.35	0.00	0.52	0.00	0.79	0.00	0.00	0.00
Delay/Veh:	0.0	1.3	0.0	0.0	1.2	0.0	33.8	0.0	37.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.3	0.0	0.0	1.2	0.0	33.8	0.0	37.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	C	A	D	A	A	A
HCM2kAvgQ:	0	2	0	0	1	0	4	0	10	0	0	0

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

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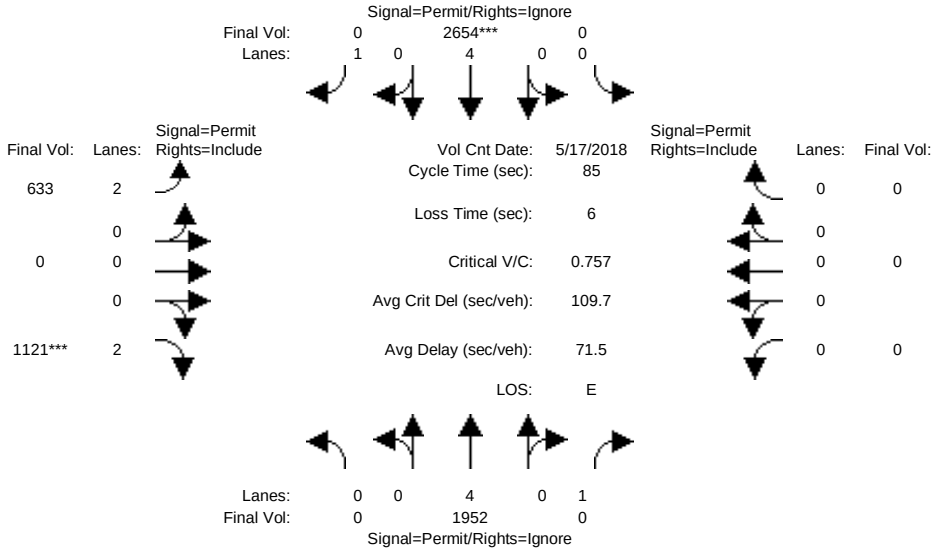
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

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



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module: >> Count Date: 17 May 2018 <<												
Base Vol:	0	1952	262	0	2654	161	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	161	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	161	633	0	1121	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1952	0	0	2654	0	633	0	1121	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1952	0	0	2654	0	633	0	1121	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1952	0	0	2654	0	633	0	1121	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.35	0.00	0.20	0.00	0.36	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	63.4	0.0	0.0	63.8	0.0	17.5	17.5	17.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.34	0.00	0.00	0.47	0.00	0.98	0.00	1.73	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	64.0	0.0	369.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	64.0	0.0	369.2	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	E	A	F	A	A	A
HCM2kAvgQ:	0	0	0	0	1	0	16	0	54	0	0	0

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

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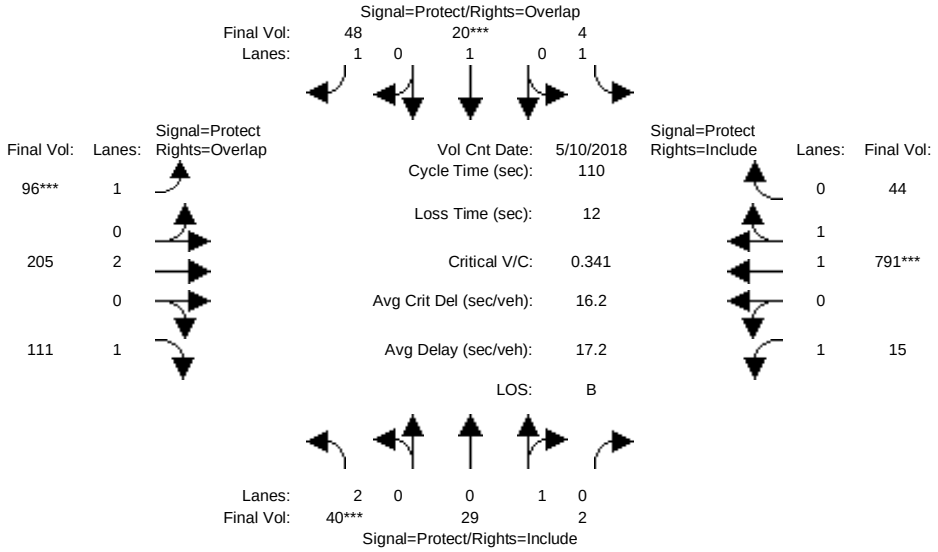
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #40: (5) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	38	28	2	4	19	46	91	195	105	14	751	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	38	28	2	4	19	46	91	195	105	14	751	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	38	28	2	4	19	46	91	195	105	14	751	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	40	29	2	4	20	48	96	205	111	15	791	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	29	2	4	20	48	96	205	111	15	791	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	29	2	4	20	48	96	205	111	15	791	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.98	0.95
Lanes:	2.00	0.93	0.07	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.89	0.11
Final Sat.:	3150	1680	120	1750	1900	1750	1750	3800	1750	1750	3504	196
Capacity Analysis Module:												
Vol/Sat:	0.01	0.02	0.02	0.00	0.01	0.03	0.05	0.05	0.06	0.01	0.23	0.23
Crit Moves:	****				****		****				****	
Green Time:	6.0	8.0	8.0	6.0	8.0	24.4	16.4	54.8	60.8	29.2	67.6	67.6
Volume/Cap:	0.23	0.24	0.24	0.04	0.14	0.12	0.37	0.11	0.11	0.03	0.37	0.37
Delay/Veh:	50.5	49.1	49.1	49.5	48.3	34.4	43.0	14.7	11.8	29.9	10.7	10.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.5	49.1	49.1	49.5	48.3	34.4	43.0	14.7	11.8	29.9	10.7	10.7
LOS by Move:	D	D	D	D	D	C	D	B	B	C	B	B
HCM2kAvgQ:	1	1	1	0	1	1	3	2	2	0	7	7

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

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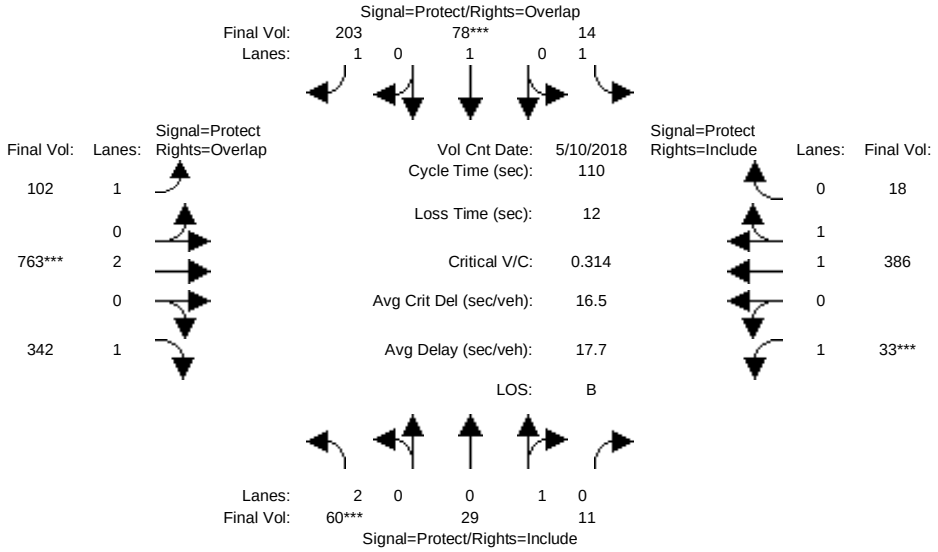
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #40: (5) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	58	28	11	14	76	197	99	740	332	32	374	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	28	11	14	76	197	99	740	332	32	374	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	28	11	14	76	197	99	740	332	32	374	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	60	29	11	14	78	203	102	763	342	33	386	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	29	11	14	78	203	102	763	342	33	386	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	29	11	14	78	203	102	763	342	33	386	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.72	0.28	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.91	0.09
Final Sat.:	3150	1292	508	1750	1900	1750	1750	3800	1750	1750	3539	161
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.01	0.04	0.12	0.06	0.20	0.20	0.02	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	6.5	11.9	11.9	8.9	14.2	45.1	30.9	69.2	75.8	8.0	46.3	46.3
Volume/Cap:	0.32	0.21	0.21	0.10	0.32	0.28	0.21	0.32	0.28	0.26	0.26	0.26
Delay/Veh:	50.6	45.3	45.3	47.2	44.2	21.9	30.4	9.5	6.7	49.3	20.8	20.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.6	45.3	45.3	47.2	44.2	21.9	30.4	9.5	6.7	49.3	20.8	20.8
LOS by Move:	D	D	D	D	D	C	C	A	A	D	C	C
HCM2kAvgQ:	2	1	1	1	3	5	3	6	5	1	4	4

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

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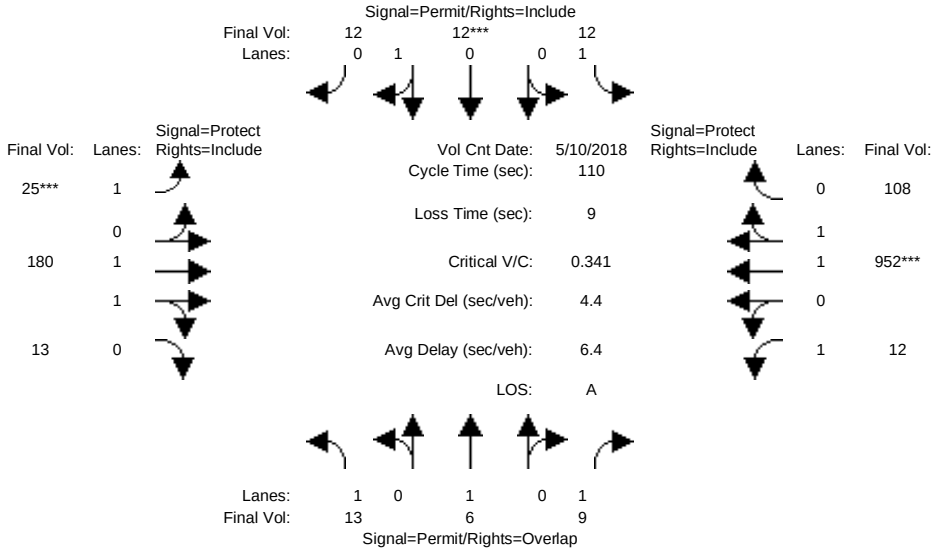
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #41: (6) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	12	6	8	11	11	11	23	167	12	11	885	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	6	8	11	11	11	23	167	12	11	885	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	6	8	11	11	11	23	167	12	11	885	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	13	6	9	12	12	12	25	180	13	12	952	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	6	9	12	12	12	25	180	13	12	952	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	6	9	12	12	12	25	180	13	12	952	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.50	0.50	1.00	1.86	0.14	1.00	1.79	0.21
Final Sat.:	1750	1900	1750	1750	900	900	1750	3452	248	1750	3324	376
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.01	0.01	0.01	0.01	0.05	0.05	0.01	0.29	0.29
Crit Moves:					****		****				****	
Green Time:	4.2	4.2	31.9	4.2	4.2	4.2	5.0	69.1	69.1	27.7	91.8	91.8
Volume/Cap:	0.19	0.09	0.02	0.18	0.34	0.34	0.31	0.08	0.08	0.03	0.34	0.34
Delay/Veh:	52.6	51.6	27.9	52.5	54.5	54.5	53.1	8.0	8.0	31.1	2.2	2.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.6	51.6	27.9	52.5	54.5	54.5	53.1	8.0	8.0	31.1	2.2	2.2
LOS by Move:	D	D	C	D	D	D	D	A	A	C	A	A
HCM2kAvgQ:	1	0	0	1	1	1	1	1	1	0	4	4

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

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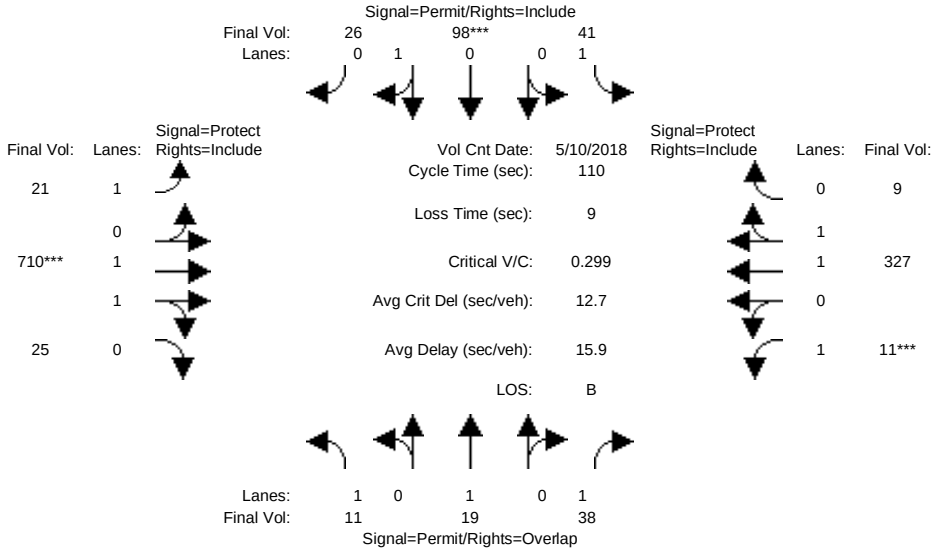
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #41: (6) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	11	18	36	39	94	25	20	682	24	11	314	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	18	36	39	94	25	20	682	24	11	314	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	18	36	39	94	25	20	682	24	11	314	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	11	19	38	41	98	26	21	710	25	11	327	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	19	38	41	98	26	21	710	25	11	327	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	19	38	41	98	26	21	710	25	11	327	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	0.79	0.21	1.00	1.93	0.07	1.00	1.94	0.06
Final Sat.:	1750	1900	1750	1750	1422	378	1750	3574	126	1750	3597	103
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.02	0.07	0.07	0.01	0.20	0.20	0.01	0.09	0.09
Crit Moves:					****			****		****		
Green Time:	25.0	25.0	29.0	25.0	25.0	25.0	25.3	72.0	72.0	4.0	50.7	50.7
Volume/Cap:	0.03	0.04	0.08	0.10	0.30	0.30	0.05	0.30	0.30	0.18	0.20	0.20
Delay/Veh:	33.1	33.2	30.6	33.8	35.7	35.7	33.0	8.2	8.2	52.8	17.6	17.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.1	33.2	30.6	33.8	35.7	35.7	33.0	8.2	8.2	52.8	17.6	17.6
LOS by Move:	C	C	C	C	D	D	C	A	A	D	B	B
HCM2kAvgQ:	0	0	1	1	4	4	1	5	5	0	3	3

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

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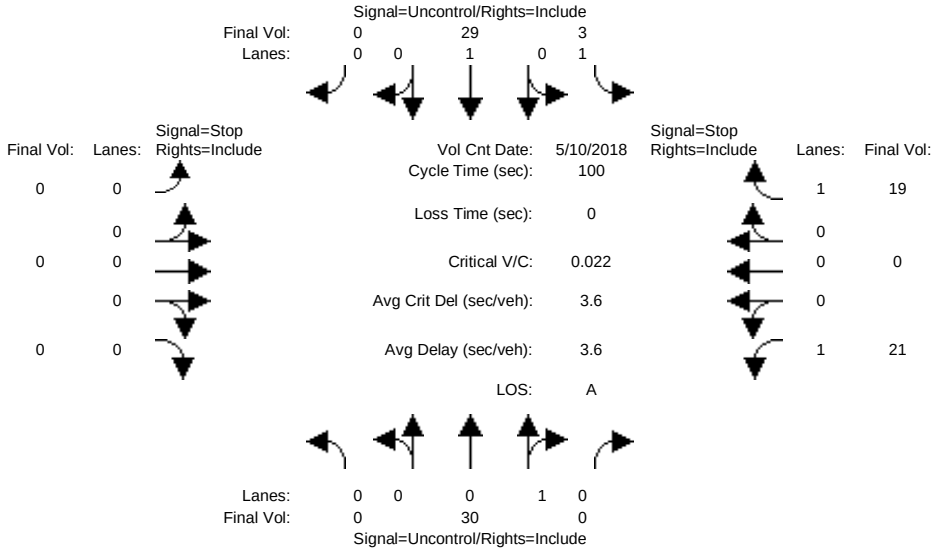
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (AM)

Intersection #42: (7) Old Ironsides Dr & Old Glory Ln




```
Street Name:         Old Ironsides Dr                    Old Glory Ln
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:       0   27     0     3   26     0     0    0     0    19    0    17
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0   27     0     3   26     0     0    0     0    19    0    17
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   27     0     3   26     0     0    0     0    19    0    17
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90
PHF Volume:     0   30     0     3   29     0     0    0     0    21    0    19
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   30     0     3   29     0     0    0     0    21    0    19
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx    30 xxxx xxxxx  xxxx xxxx xxxxx    66 xxxx    30
Potent Cap.: xxxx xxxx xxxxx  1596 xxxx xxxxx  xxxx xxxx xxxxx   945 xxxx  1050
Move Cap.:   xxxx xxxx xxxxx  1596 xxxx xxxxx  xxxx xxxx xxxxx   943 xxxx  1050
Volume/Cap:  xxxx xxxx  xxxx  0.00 xxxx  xxxx  xxxx xxxx  xxxx  0.02 xxxx  0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   0.1
Control Del:xxxxx xxxx xxxxx   7.3 xxxx xxxxx xxxxx xxxx xxxxx   8.9 xxxx   8.5
LOS by Move:    *    *     *     A    *     *     *    *     *     A    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              8.7
ApproachLOS:         *                *                *                A
Note: Queue reported is the number of cars per lane.
                    Peak Hour Delay Signal Warrant Report
*******************************************************************************
Intersection #42 (7) Old Ironsides Dr & Old Glory Ln
*******************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
```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```
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0   27     0     3   26     0     0    0     0    19    0    17
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              8.7
------------|---------------||---------------||---------------||---------------|
Approach[westbound][lanes=2][control=Stop Sign]
Signal Warrant Rule #1: [vehicle-hours=0.1]
   FAIL - Vehicle-hours less than 5 for two or more lane approach.
Signal Warrant Rule #2: [approach volume=36]
   FAIL - Approach volume less than 150 for two or more lane approach.
Signal Warrant Rule #3: [approach count=3][total volume=92]
   FAIL - Total volume less than 650 for intersection
          with less than four approaches.
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

The peak hour warrant analysis in this report is not intended to replace
a rigorous and complete traffic signal warrant analysis by the responsible
jurisdiction.  Consideration of the other signal warrants, which is beyond
the scope of this software, may yield different results.
                Peak Hour Volume Signal Warrant Report [Urban]
********************************************************************************
Intersection #42 (7) Old Ironsides Dr & Old Glory Ln
********************************************************************************
Future Volume Alternative: Peak Hour Warrant NOT Met
------------|---------------||---------------||---------------||---------------|
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Control:       Uncontrolled     Uncontrolled      Stop Sign        Stop Sign
Lanes:        0  0  1  0  0    1  0  1  0  0    0  0  0  0  0    1  0  0  0  1
Initial Vol:    0   27     0     3   26     0     0    0     0    19    0    17
------------|---------------||---------------||---------------||---------------|
Major Street Volume:             56
Minor Approach Volume:           36
Minor Approach Volume Threshold: 1614
--------------------------------------------------------------------------------
SIGNAL WARRANT DISCLAIMER
This peak hour signal warrant analysis should be considered solely as an
"indicator" of the likelihood of an unsignalized intersection warranting
a traffic signal in the future.  Intersections that exceed this warrant
are probably more likely to meet one or more of the other volume based
signal warrant (such as the 4-hour or 8-hour warrants).

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


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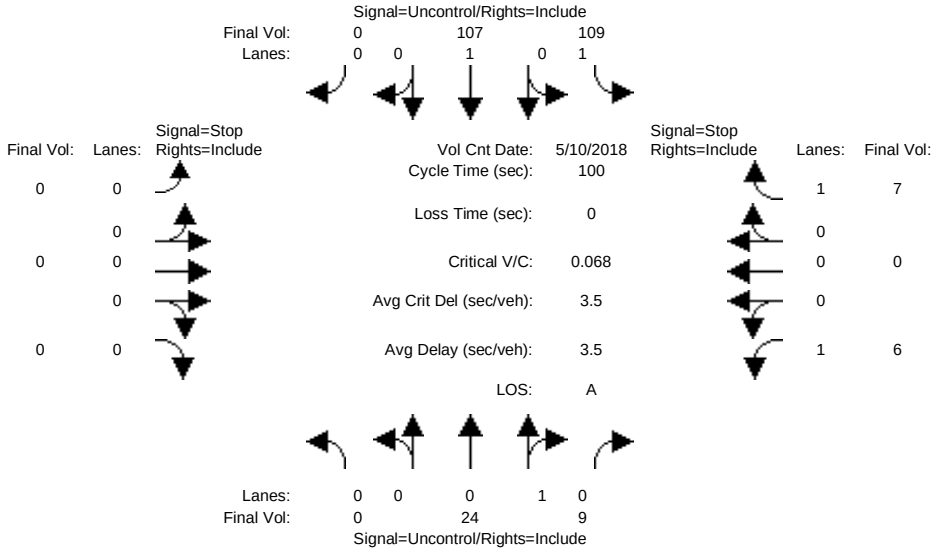
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing (PM)

Intersection #42: (7) Old Ironsides Dr & Old Glory Ln




```
Street Name:         Old Ironsides Dr                    Old Glory Ln
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module: >> Count Date: 10 May 2018 <<
Base Vol:       0   22     8   98   96     0     0    0     0     5    0     6
Growth Adj:  1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0   22     8   98   96     0     0    0     0     5    0     6
Added Vol:      0    0     0    0    0     0     0    0     0     0    0     0
ATI:            0    0     0    0    0     0     0    0     0     0    0     0
Initial Fut:    0   22     8   98   96     0     0    0     0     5    0     6
User Adj:    1.00 1.00  1.00 1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.90 0.90  0.90 0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90
PHF Volume:     0   24     9  109  107     0     0    0     0     6    0     7
Reduct Vol:     0    0     0    0    0     0     0    0     0     0    0     0
FinalVolume:    0   24     9  109  107     0     0    0     0     6    0     7
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx    33 xxxx xxxxx  xxxx xxxx xxxxx   353 xxxx    29
Potent Cap.: xxxx xxxx xxxxx  1592 xxxx xxxxx  xxxx xxxx xxxxx   648 xxxx  1052
Move Cap.:   xxxx xxxx xxxxx  1592 xxxx xxxxx  xxxx xxxx xxxxx   615 xxxx  1052
Volume/Cap:  xxxx xxxx  xxxx  0.07 xxxx  xxxx  xxxx xxxx  xxxx  0.01 xxxx  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx   0.0 xxxx   0.0
Control Del:xxxxx xxxx xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx  10.9 xxxx   8.4
LOS by Move:    *    *     *     A    *     *     *    *     *     B    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              9.6
ApproachLOS:         *                *                *                A
Note: Queue reported is the number of cars per lane.
```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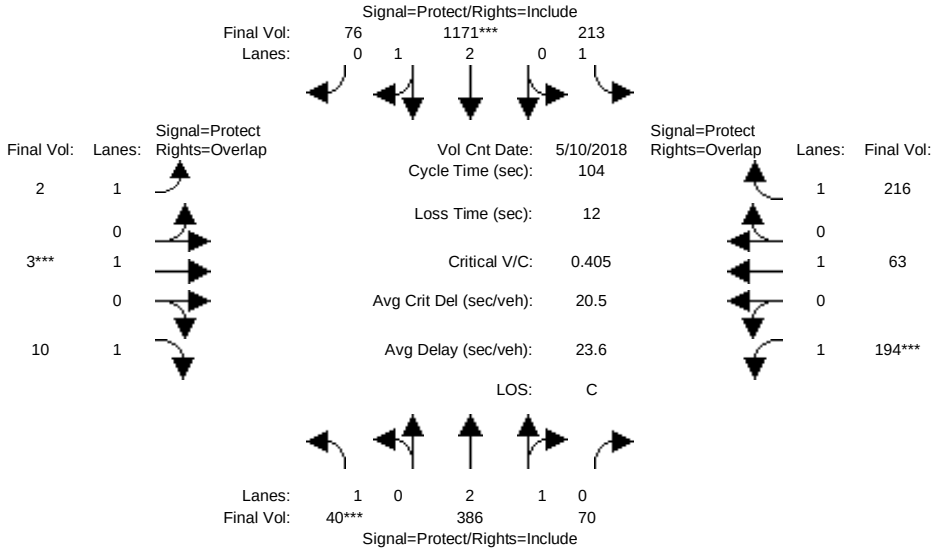
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #47: (10) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	36	347	63	192	1054	68	2	3	9	175	57	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	347	63	192	1054	68	2	3	9	175	57	194
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	347	63	192	1054	68	2	3	9	175	57	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	40	386	70	213	1171	76	2	3	10	194	63	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	386	70	213	1171	76	2	3	10	194	63	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	386	70	213	1171	76	2	3	10	194	63	216
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.52	0.48	1.00	2.81	0.19	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4738	860	1750	5260	339	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.08	0.08	0.12	0.22	0.22	0.00	0.00	0.01	0.11	0.03	0.12
Crit Moves:	****				****			****		****		
Green Time:	5.3	24.9	24.9	31.6	51.2	51.2	15.8	10.0	15.3	25.5	19.7	51.3
Volume/Cap:	0.45	0.34	0.34	0.40	0.45	0.45	0.01	0.02	0.04	0.45	0.18	0.25
Delay/Veh:	51.6	32.9	32.9	29.2	17.4	17.4	37.5	42.6	38.1	34.0	35.5	15.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	32.9	32.9	29.2	17.4	17.4	37.5	42.6	38.1	34.0	35.5	15.4
LOS by Move:	D	C	C	C	B	B	D	D	D	C	D	B
HCM2kAvgQ:	1	4	4	6	8	8	0	0	0	6	2	4

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

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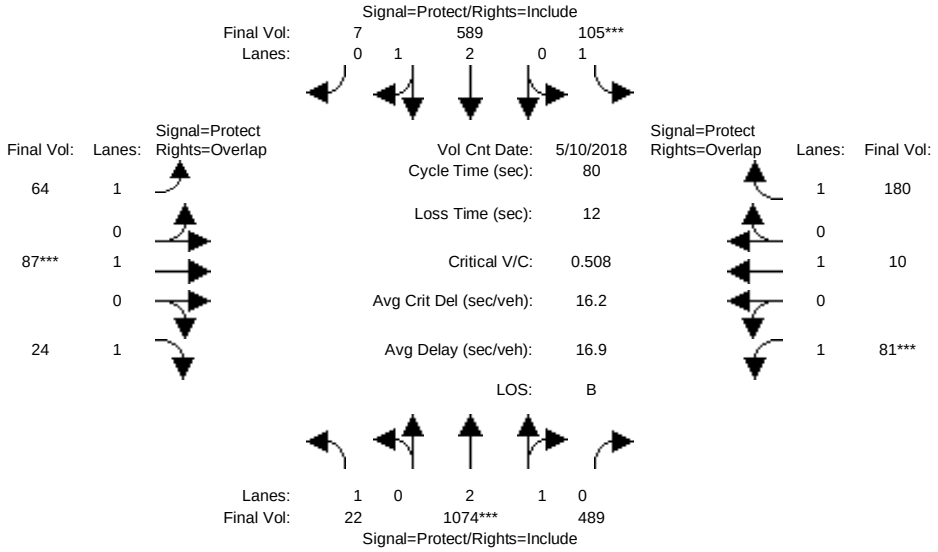
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #47: (10) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	21	1010	460	99	554	7	60	82	23	76	9	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1010	460	99	554	7	60	82	23	76	9	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1010	460	99	554	7	60	82	23	76	9	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	22	1074	489	105	589	7	64	87	24	81	10	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1074	489	105	589	7	64	87	24	81	10	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1074	489	105	589	7	64	87	24	81	10	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.03	0.97	1.00	2.96	0.04	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3845	1751	1750	5530	70	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.28	0.28	0.06	0.11	0.11	0.04	0.05	0.01	0.05	0.01	0.10
Crit Moves:		****		****				****		****		
Green Time:	14.6	42.0	42.0	9.0	36.5	36.5	7.5	10.0	24.6	6.9	9.4	18.5
Volume/Cap:	0.07	0.53	0.53	0.53	0.23	0.23	0.39	0.37	0.05	0.53	0.04	0.45
Delay/Veh:	27.2	12.7	12.7	36.3	13.3	13.3	35.6	33.1	19.5	38.6	31.4	27.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	12.7	12.7	36.3	13.3	13.3	35.6	33.1	19.5	38.6	31.4	27.2
LOS by Move:	C	B	B	D	B	B	D	C	B	D	C	C
HCM2kAvgQ:	0	8	8	3	3	3	2	2	0	3	0	5

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

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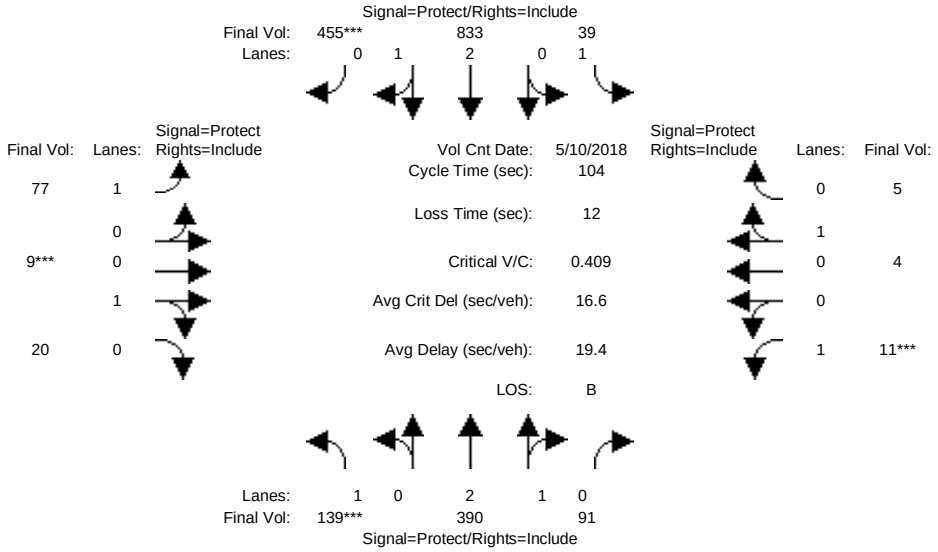
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #48: (11) GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	129	363	85	36	775	423	72	8	19	10	4	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	129	363	85	36	775	423	72	8	19	10	4	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	129	363	85	36	775	423	72	8	19	10	4	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	139	390	91	39	833	455	77	9	20	11	4	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	390	91	39	833	455	77	9	20	11	4	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	390	91	39	833	455	77	9	20	11	4	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.41	0.59	1.00	2.00	1.00	1.00	0.30	0.70	1.00	0.44	0.56
Final Sat.:	1750	4536	1062	1750	3800	1750	1750	533	1267	1750	800	1000
Capacity Analysis Module:												
Vol/Sat:	0.08	0.09	0.09	0.02	0.22	0.26	0.04	0.02	0.02	0.01	0.01	0.01
Crit Moves:	****					****		****		****		
Green Time:	18.0	51.3	51.3	25.7	59.0	59.0	5.4	10.0	10.0	5.0	9.6	9.6
Volume/Cap:	0.46	0.17	0.17	0.09	0.39	0.46	0.86	0.17	0.17	0.13	0.06	0.06
Delay/Veh:	39.7	14.6	14.6	30.3	12.5	13.3	100.7	43.6	43.6	48.1	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.7	14.6	14.6	30.3	12.5	13.3	100.7	43.6	43.6	48.1	43.2	43.2
LOS by Move:	D	B	B	C	B	B	F	D	D	D	D	D
HCM2kAvgQ:	4	3	3	1	7	9	5	1	1	0	0	0

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

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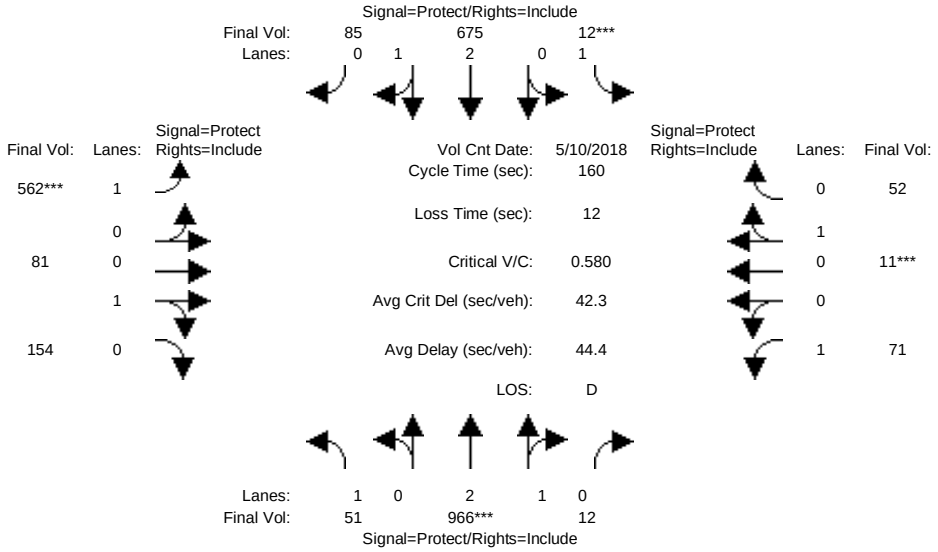
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #48: (11) GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	48	918	11	11	641	81	534	77	146	67	10	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	48	918	11	11	641	81	534	77	146	67	10	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	48	918	11	11	641	81	534	77	146	67	10	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	51	966	12	12	675	85	562	81	154	71	11	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	966	12	12	675	85	562	81	154	71	11	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	966	12	12	675	85	562	81	154	71	11	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.65	0.35	1.00	0.35	0.65	1.00	0.17	0.83
Final Sat.:	1750	5534	66	1750	4971	628	1750	622	1178	1750	305	1495
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.01	0.14	0.14	0.32	0.13	0.13	0.04	0.03	0.03
Crit Moves:		****		****			****				****	
Green Time:	9.7	47.1	47.1	5.0	42.3	42.3	86.6	73.3	73.3	22.6	9.3	9.3
Volume/Cap:	0.47	0.59	0.59	0.21	0.51	0.51	0.59	0.28	0.28	0.28	0.59	0.59
Delay/Veh:	75.9	48.9	48.9	77.5	50.4	50.4	25.8	27.2	27.2	62.1	82.3	82.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.9	48.9	48.9	77.5	50.4	50.4	25.8	27.2	27.2	62.1	82.3	82.3
LOS by Move:	E	D	D	E	D	D	C	C	C	E	F	F
HCM2kAvgQ:	3	14	14	1	10	10	20	7	7	3	4	4

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

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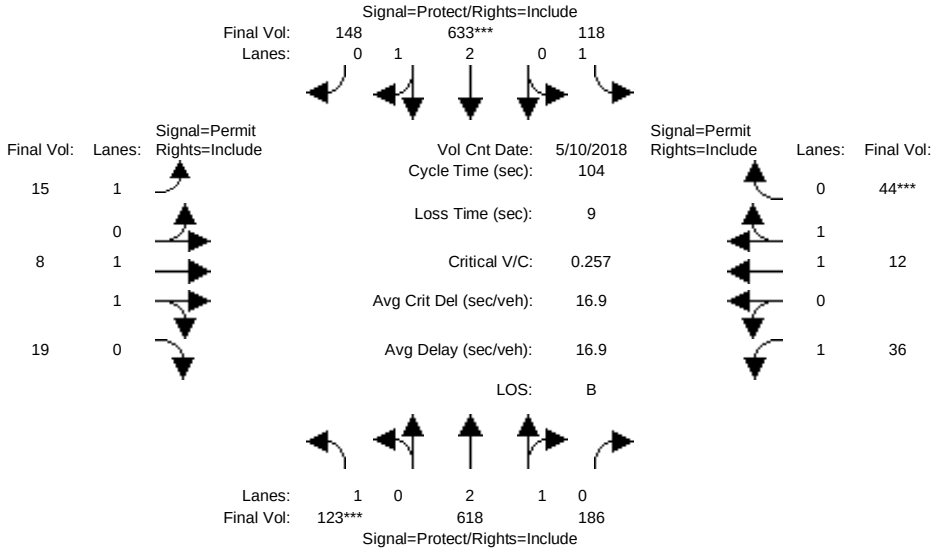
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #51: (12) GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	112	562	169	107	576	135	14	7	17	33	11	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	562	169	107	576	135	14	7	17	33	11	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	562	169	107	576	135	14	7	17	33	11	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	123	618	186	118	633	148	15	8	19	36	12	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	618	186	118	633	148	15	8	19	36	12	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	618	186	118	633	148	15	8	19	36	12	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.28	0.72	1.00	2.41	0.59	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4304	1294	1750	4535	1063	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.14	0.07	0.14	0.14	0.01	0.00	0.01	0.02	0.01	0.03
Crit Moves:	****				****							****
Green Time:	28.1	57.2	57.2	26.8	55.9	55.9	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.26	0.26	0.26	0.26	0.26	0.26	0.08	0.04	0.10	0.20	0.06	0.24
Delay/Veh:	30.0	12.3	12.3	31.0	13.0	13.0	42.1	41.8	42.2	43.0	41.9	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	12.3	12.3	31.0	13.0	13.0	42.1	41.8	42.2	43.0	41.9	43.2
LOS by Move:	C	B	B	C	B	B	D	D	D	D	D	D
HCM2kAvgQ:	3	4	4	3	4	4	1	0	1	1	0	2

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

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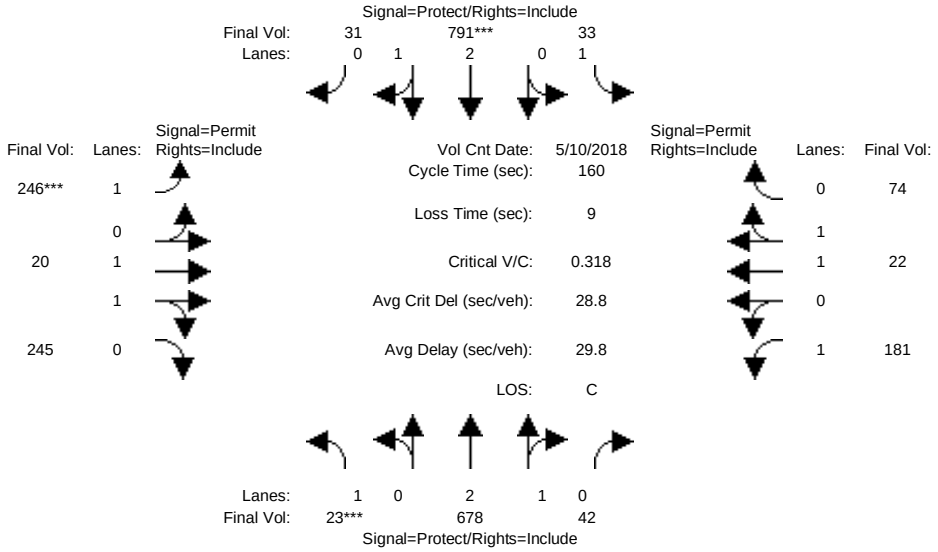
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #51: (12) GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	22	651	40	32	759	30	236	19	235	174	21	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	651	40	32	759	30	236	19	235	174	21	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	651	40	32	759	30	236	19	235	174	21	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	23	678	42	33	791	31	246	20	245	181	22	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	678	42	33	791	31	246	20	245	181	22	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	678	42	33	791	31	246	20	245	181	22	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.82	0.18	1.00	2.88	0.12	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5275	324	1750	5387	213	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.13	0.13	0.02	0.15	0.15	0.14	0.01	0.14	0.10	0.01	0.04
Crit Moves:	****				****		****					
Green Time:	6.6	67.3	67.3	13.1	73.8	73.8	70.6	70.6	70.6	70.6	70.6	70.6
Volume/Cap:	0.32	0.31	0.31	0.23	0.32	0.32	0.32	0.02	0.32	0.23	0.03	0.10
Delay/Veh:	77.1	30.9	30.9	69.6	27.3	27.3	29.3	25.2	29.2	28.0	25.3	26.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.1	30.9	30.9	69.6	27.3	27.3	29.3	25.2	29.2	28.0	25.3	26.1
LOS by Move:	E	C	C	E	C	C	C	C	C	C	C	C
HCM2kAvgQ:	1	8	8	2	8	8	8	1	8	6	1	2

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

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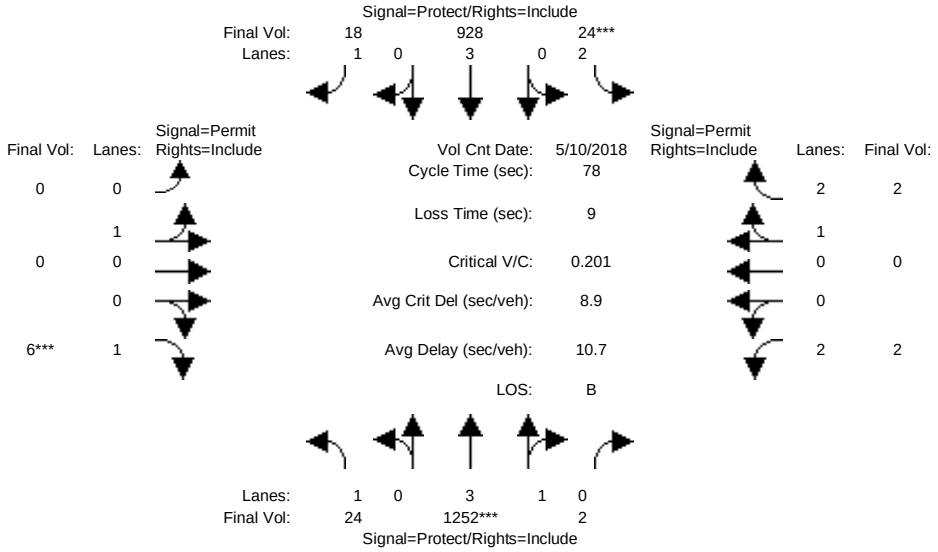
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #53: (14) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	22	1127	2	22	835	16	0	0	5	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1127	2	22	835	16	0	0	5	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1127	2	22	835	16	0	0	5	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	24	1252	2	24	928	18	0	0	6	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1252	2	24	928	18	0	0	6	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1252	2	24	928	18	0	0	6	2	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	3.99	0.01	2.00	3.00	1.00	0.00	1.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7487	13	3150	5700	1750	0	1800	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.01	0.17	0.17	0.01	0.16	0.01	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	17.7	45.0	45.0	10.0	37.3	37.3	0.0	0.0	14.0	14.0	0.0	14.0
Volume/Cap:	0.06	0.29	0.29	0.06	0.34	0.02	0.00	0.00	0.02	0.00	0.00	0.00
Delay/Veh:	23.7	8.4	8.4	29.9	12.7	10.7	0.0	0.0	26.4	26.3	0.0	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	8.4	8.4	29.9	12.7	10.7	0.0	0.0	26.4	26.3	0.0	26.3
LOS by Move:	C	A	A	C	B	B	A	A	C	C	A	C
HCM2kAvgQ:	0	4	4	0	4	0	0	0	0	0	0	0

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

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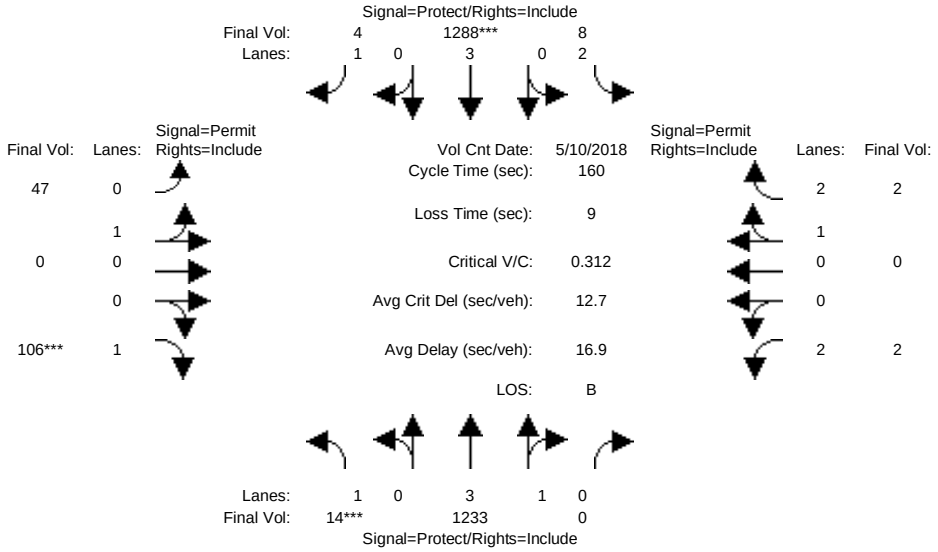
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #53: (14) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	13	1171	0	8	1224	4	45	0	101	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1171	0	8	1224	4	45	0	101	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1171	0	8	1224	4	45	0	101	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	1233	0	8	1288	4	47	0	106	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1233	0	8	1288	4	47	0	106	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	1233	0	8	1288	4	47	0	106	2	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.92	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	4.00	0.00	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7500	0	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.01	0.16	0.00	0.00	0.23	0.00	0.03	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	6.0	87.1	0.0	33.1	114	114.3	30.7	0.0	30.7	30.7	0.0	30.7
Volume/Cap:	0.21	0.30	0.00	0.01	0.32	0.00	0.14	0.00	0.32	0.00	0.00	0.00
Delay/Veh:	76.3	19.9	0.0	50.4	8.5	6.5	53.8	0.0	56.2	52.3	0.0	52.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.3	19.9	0.0	50.4	8.5	6.5	53.8	0.0	56.2	52.3	0.0	52.3
LOS by Move:	E	B	A	D	A	A	D	A	E	D	A	D
HCM2kAvgQ:	1	8	0	0	8	0	2	0	5	0	0	0

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

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2000 HCM Operations (Future Volume Alternative)
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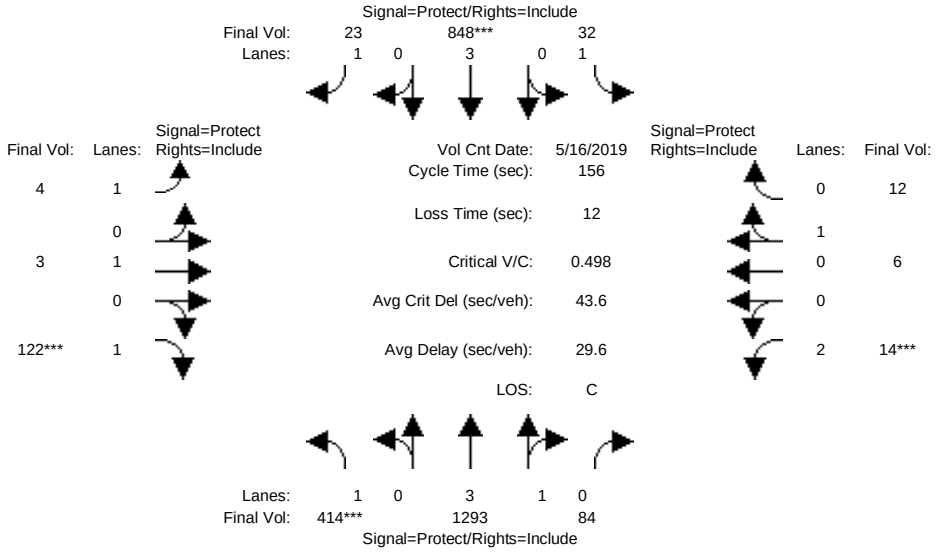
Intersection #54: (15) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	373	1164	76	29	763	21	4	3	110	13	5	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	373	1164	76	29	763	21	4	3	110	13	5	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	1164	76	29	763	21	4	3	110	13	5	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	414	1293	84	32	848	23	4	3	122	14	6	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	1293	84	32	848	23	4	3	122	14	6	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	414	1293	84	32	848	23	4	3	122	14	6	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	3.74	0.26	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.31	0.69
Final Sat.:	1750	7040	460	1750	5700	1750	1750	1900	1750	3150	563	1237
Capacity Analysis Module:												
Vol/Sat:	0.24	0.18	0.18	0.02	0.15	0.01	0.00	0.00	0.07	0.00	0.01	0.01
Crit Moves:	****				****				****	****		
Green Time:	71.8	96.6	96.6	20.2	45.1	45.1	9.1	21.2	21.2	6.0	18.1	18.1
Volume/Cap:	0.51	0.30	0.30	0.14	0.51	0.05	0.04	0.01	0.51	0.12	0.09	0.09
Delay/Veh:	30.4	13.9	13.9	60.5	46.6	40.0	69.6	58.4	64.6	72.9	61.7	61.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.4	13.9	13.9	60.5	46.6	40.0	69.6	58.4	64.6	72.9	61.7	61.7
LOS by Move:	C	B	B	E	D	D	E	E	E	E	E	E
HCM2kAvgQ:	15	7	7	1	11	1	0	0	6	0	1	1

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

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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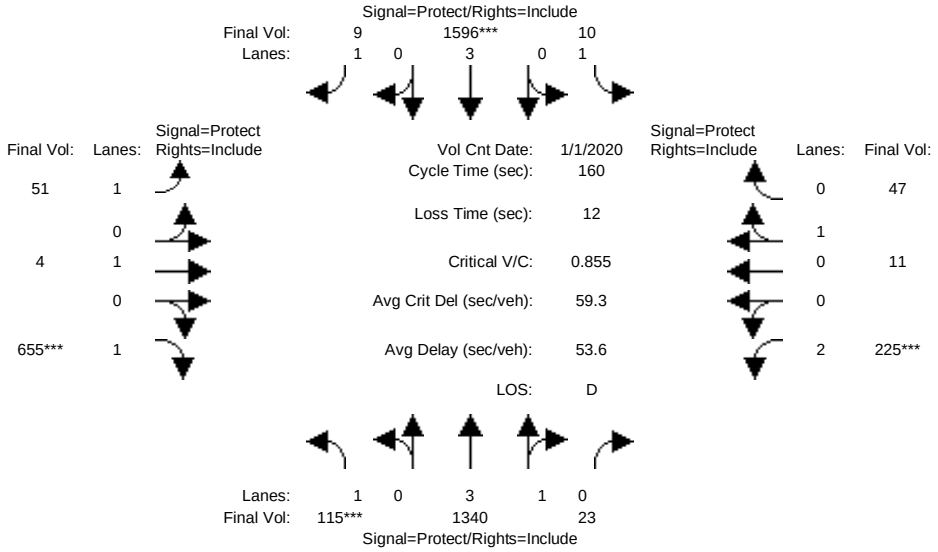
Intersection #54: (15) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1
Volume Module: >> Count Date: 1 Jan 2020 <<												
Base Vol:	107	1246	21	9	1484	8	47	4	609	209	10	44
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	107	1246	21	9	1484	8	47	4	609	209	10	44
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	107	1246	21	9	1484	8	47	4	609	209	10	44
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	115	1340	23	10	1596	9	51	4	655	225	11	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1340	23	10	1596	9	51	4	655	225	11	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1340	23	10	1596	9	51	4	655	225	11	47
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	3.93	0.07	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.19	0.81
Final Sat.:	1750	7375	124	1750	5700	1750	1750	1900	1750	3150	333	1467
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.01	0.28	0.00	0.03	0.00	0.37	0.07	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	12.3	53.6	53.6	11.1	52.4	52.4	27.8	70.0	70.0	13.3	55.6	55.6
Volume/Cap:	0.86	0.54	0.54	0.08	0.86	0.02	0.17	0.01	0.86	0.86	0.09	0.09
Delay/Veh:	111.3	43.5	43.5	70.0	54.4	36.4	56.5	25.4	49.8	95.4	35.3	35.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.3	43.5	43.5	70.0	54.4	36.4	56.5	25.4	49.8	95.4	35.3	35.3
LOS by Move:	F	D	D	E	D	D	E	C	D	F	D	D
HCM2kAvgQ:	7	13	13	0	25	0	2	0	33	9	2	2

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

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2000 HCM Operations (Future Volume Alternative)
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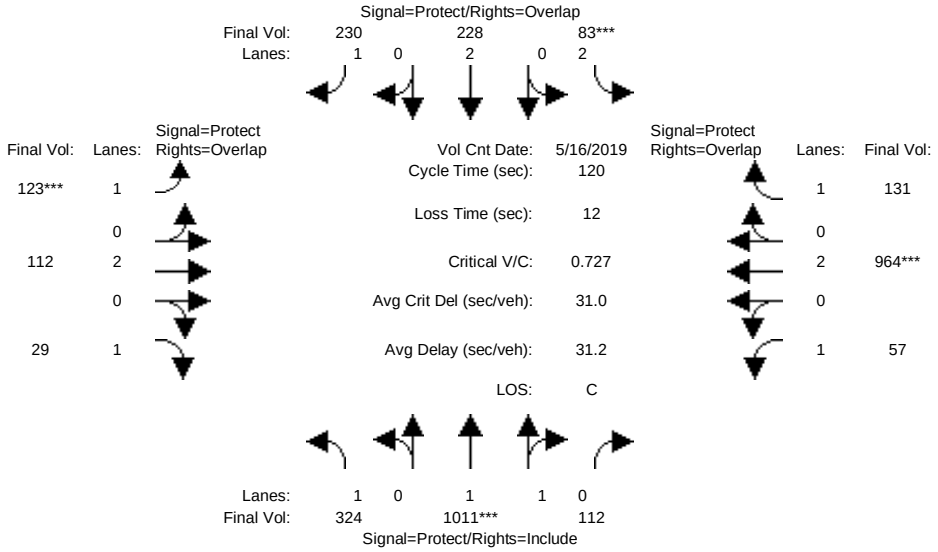
Intersection #61: (21) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	292	910	101	75	205	207	111	101	26	51	868	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	910	101	75	205	207	111	101	26	51	868	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	910	101	75	205	207	111	101	26	51	868	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	324	1011	112	83	228	230	123	112	29	57	964	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1011	112	83	228	230	123	112	29	57	964	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	324	1011	112	83	228	230	123	112	29	57	964	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.79	0.21	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3330	370	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.30	0.30	0.03	0.06	0.13	0.07	0.03	0.02	0.03	0.25	0.07
Crit Moves:		****		****			****				****	
Green Time:	38.9	48.4	48.4	8.0	17.5	28.7	11.2	25.8	64.7	25.8	40.4	48.4
Volume/Cap:	0.57	0.75	0.75	0.40	0.41	0.55	0.75	0.14	0.03	0.15	0.75	0.19
Delay/Veh:	24.3	19.1	19.1	52.4	41.8	33.2	70.8	38.2	13.0	38.4	37.9	23.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	19.1	19.1	52.4	41.8	33.2	70.8	38.2	13.0	38.4	37.9	23.2
LOS by Move:	C	B	B	D	D	C	E	D	B	D	D	C
HCM2kAvgQ:	8	14	14	2	3	7	5	2	1	2	17	3

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

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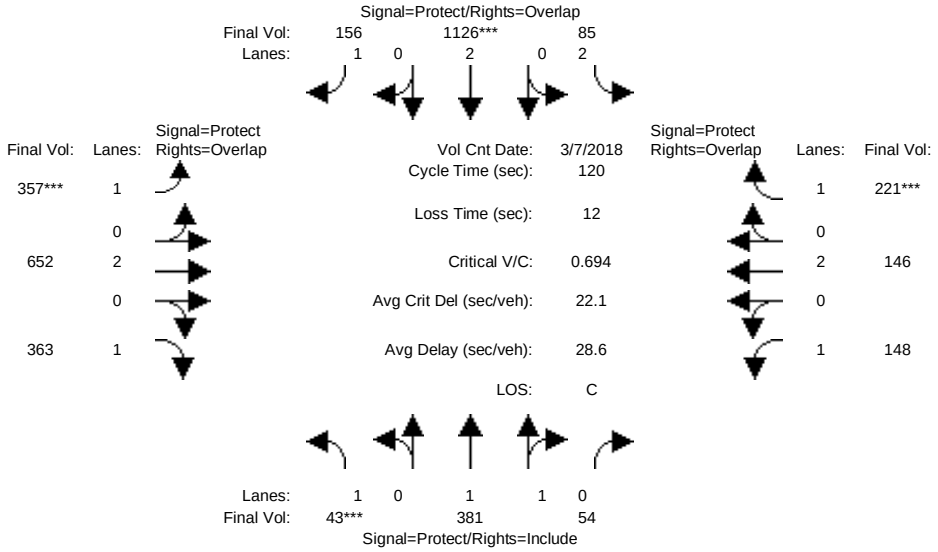
Intersection #61: (21) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module: >> Count Date: 7 Mar 2018 <<												
Base Vol:	43	377	53	84	1115	154	353	645	359	147	145	219
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	377	53	84	1115	154	353	645	359	147	145	219
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	377	53	84	1115	154	353	645	359	147	145	219
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	43	381	54	85	1126	156	357	652	363	148	146	221
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	381	54	85	1126	156	357	652	363	148	146	221
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	381	54	85	1126	156	357	652	363	148	146	221
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.75	0.25	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3244	456	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.03	0.30	0.09	0.20	0.17	0.21	0.08	0.04	0.13
Crit Moves:	****				****		****					****
Green Time:	5.0	38.0	38.0	21.6	54.5	92.0	37.5	33.1	38.1	15.4	11.0	32.5
Volume/Cap:	0.60	0.37	0.37	0.15	0.65	0.12	0.65	0.62	0.65	0.66	0.42	0.47
Delay/Veh:	67.6	22.2	22.2	35.6	12.2	0.0	38.4	39.2	38.1	57.0	52.3	37.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.6	22.2	22.2	35.6	12.2	0.0	38.4	39.2	38.1	57.0	52.3	37.2
LOS by Move:	E	C	C	D	B	A	D	D	D	E	D	D
HCM2kAvgQ:	2	5	5	1	10	0	12	10	12	7	3	8

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

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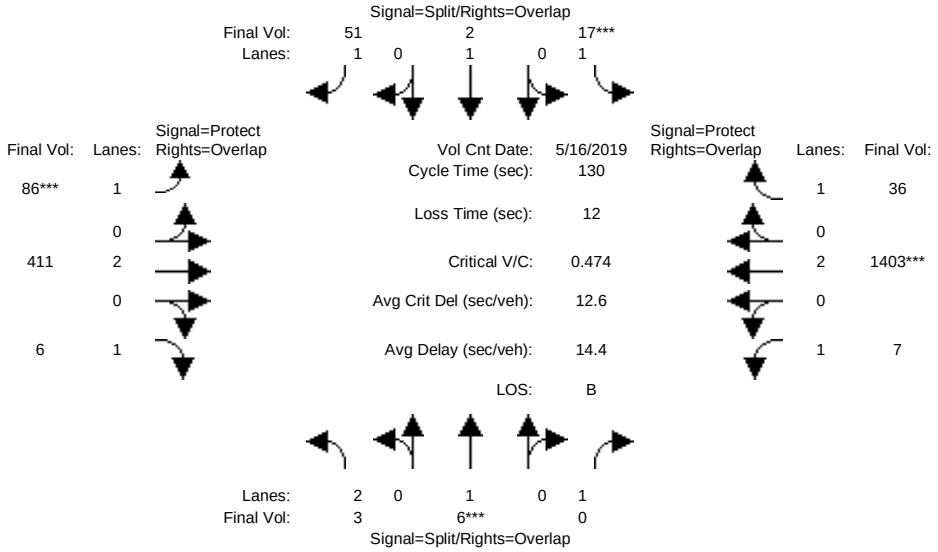
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

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



Street Name:	CONVENTION CENTER						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	3	5	0	15	2	46	77	370	5	6	1263	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	5	0	15	2	46	77	370	5	6	1263	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	5	0	15	2	46	77	370	5	6	1263	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	3	6	0	17	2	51	86	411	6	7	1403	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	6	0	17	2	51	86	411	6	7	1403	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	6	0	17	2	51	86	411	6	7	1403	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.05	0.11	0.00	0.00	0.37	0.02
Crit Moves:		****		****			****				****	
Green Time:	7.0	7.0	0.0	7.0	7.0	19.2	12.2	67.8	74.8	36.2	91.8	98.8
Volume/Cap:	0.02	0.05	0.00	0.18	0.02	0.20	0.52	0.21	0.01	0.01	0.52	0.03
Delay/Veh:	58.3	58.6	0.0	59.6	58.3	49.1	59.2	16.7	11.7	34.0	9.1	3.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	58.6	0.0	59.6	58.3	49.1	59.2	16.7	11.7	34.0	9.1	3.8
LOS by Move:	E	E	A	E	E	D	E	B	B	C	A	A
HCM2kAvgQ:	0	0	0	1	0	2	4	4	0	0	13	0

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

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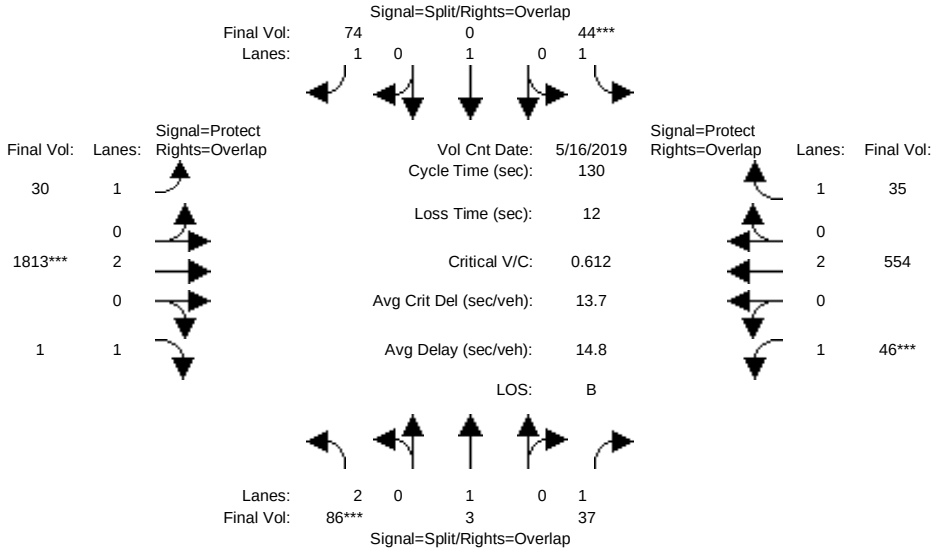
Intersection #69: (36) CONVENTION CENTER / Tasman Dr



Street Name:	CONVENTION CENTER						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	81	3	35	41	0	70	28	1704	1	43	521	33
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	3	35	41	0	70	28	1704	1	43	521	33
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	3	35	41	0	70	28	1704	1	43	521	33
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	86	3	37	44	0	74	30	1813	1	46	554	35
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	3	37	44	0	74	30	1813	1	46	554	35
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	3	37	44	0	74	30	1813	1	46	554	35
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.02	0.00	0.04	0.02	0.48	0.00	0.03	0.15	0.02
Crit Moves:	****			****				****		****		
Green Time:	7.0	7.0	15.0	7.0	0.0	32.0	25.0	96.0	103.0	8.0	79.0	86.0
Volume/Cap:	0.51	0.03	0.18	0.46	0.00	0.17	0.09	0.65	0.00	0.42	0.24	0.03
Delay/Veh:	62.3	58.4	52.4	63.2	0.0	38.8	43.3	9.0	2.8	61.5	11.8	7.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	58.4	52.4	63.2	0.0	38.8	43.3	9.0	2.8	61.5	11.8	7.6
LOS by Move:	E	E	D	E	A	D	D	A	A	E	B	A
HCM2kAvgQ:	3	0	2	2	0	3	1	18	0	2	5	1

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

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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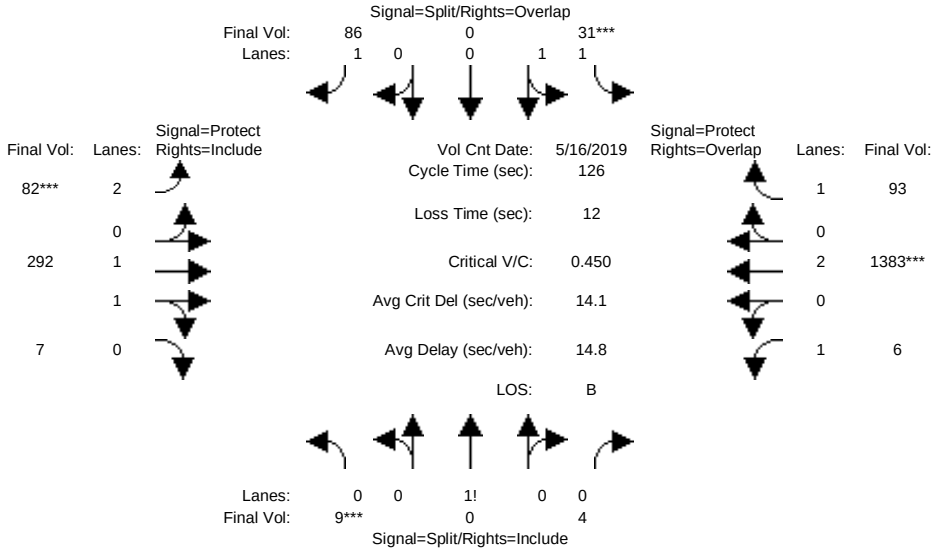
Intersection #71: (23) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	9	0	4	30	0	83	79	280	7	6	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
FinalVolume:	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
HCM2kAvgQ:	1	0	1	1	0	3	2	2	2	0	13	1

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

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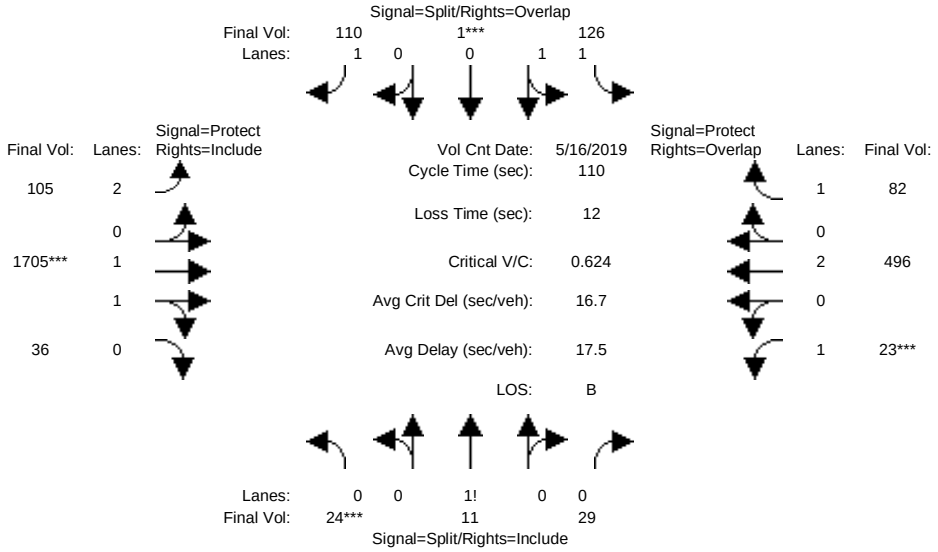
Intersection #71: (23) TASMAN / CENTENNIAL



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
HCM2kAvgQ:	3	3	3	3	3	3	2	19	19	1	5	1

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

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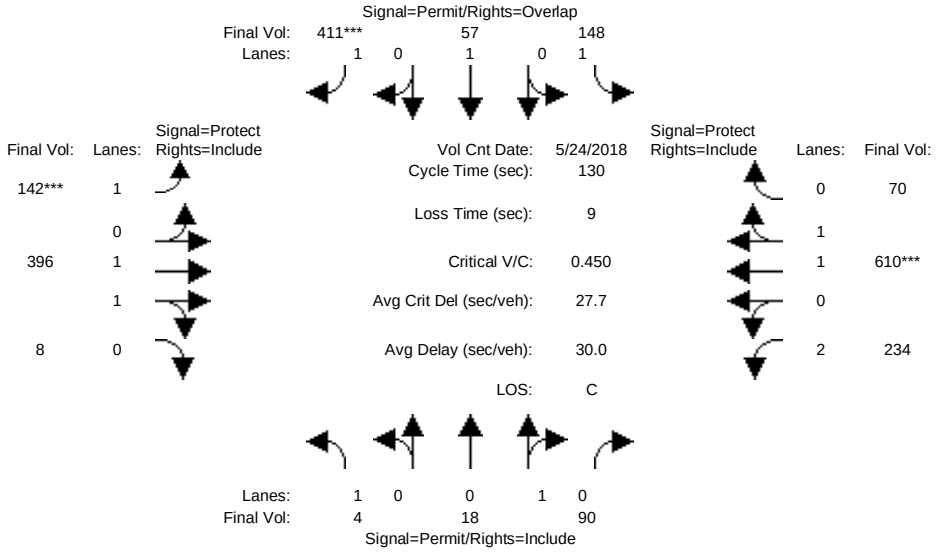
Intersection #74: (26) AGNEW RD / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	11	11	11	11	11	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module: >> Count Date: 24 May 2018 <<												
Base Vol:	4	16	82	135	52	374	129	360	7	213	555	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	16	82	135	52	374	129	360	7	213	555	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	16	82	135	52	374	129	360	7	213	555	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	4	18	90	148	57	411	142	396	8	234	610	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	18	90	148	57	411	142	396	8	234	610	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	18	90	148	57	411	142	396	8	234	610	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.83	0.98	0.95
Lanes:	1.00	0.16	0.84	1.00	1.00	1.00	1.00	1.96	0.04	2.00	1.79	0.21
Final Sat.:	1750	294	1506	1750	1900	1750	1750	3629	71	3150	3317	383
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.06	0.08	0.03	0.23	0.08	0.11	0.11	0.07	0.18	0.18
Crit Moves:						****	****				****	
Green Time:	44.5	44.5	44.5	44.5	44.5	67.9	23.4	45.9	45.9	30.6	53.1	53.1
Volume/Cap:	0.01	0.17	0.17	0.25	0.09	0.45	0.45	0.31	0.31	0.32	0.45	0.45
Delay/Veh:	28.2	30.1	30.1	31.0	29.1	19.8	48.6	30.6	30.6	41.3	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	30.1	30.1	31.0	29.1	19.8	48.6	30.6	30.6	41.3	28.1	28.1
LOS by Move:	C	C	C	C	C	B	D	C	C	D	C	C
HCM2kAvgQ:	0	3	3	4	1	11	5	6	6	4	10	10

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

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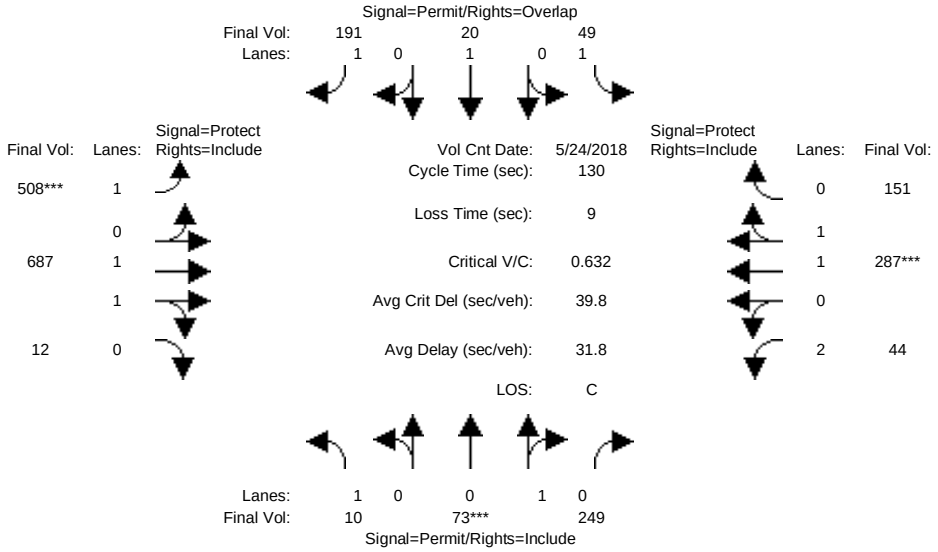
Intersection #74: (26) AGNEW RD / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	11	11	11	11	11	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module: >> Count Date: 24 May 2018 <<												
Base Vol:	10	71	242	48	19	185	493	666	12	43	278	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	71	242	48	19	185	493	666	12	43	278	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	71	242	48	19	185	493	666	12	43	278	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	10	73	249	49	20	191	508	687	12	44	287	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	73	249	49	20	191	508	687	12	44	287	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	73	249	49	20	191	508	687	12	44	287	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.83	0.99	0.95
Lanes:	1.00	0.23	0.77	1.00	1.00	1.00	1.00	1.96	0.04	2.00	1.29	0.71
Final Sat.:	1750	408	1392	1750	1900	1750	1750	3634	65	3150	2425	1274
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.03	0.01	0.11	0.29	0.19	0.19	0.01	0.12	0.12
Crit Moves:		****					****				****	
Green Time:	36.9	36.9	36.9	36.9	36.9	96.7	59.8	59.8	59.8	24.3	24.3	24.3
Volume/Cap:	0.02	0.63	0.63	0.10	0.04	0.15	0.63	0.41	0.41	0.08	0.63	0.63
Delay/Veh:	33.6	43.2	43.2	34.4	33.7	4.8	28.4	23.6	23.6	43.6	50.6	50.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.6	43.2	43.2	34.4	33.7	4.8	28.4	23.6	23.6	43.6	50.6	50.6
LOS by Move:	C	D	D	C	C	A	C	C	C	D	D	D
HCM2kAvgQ:	0	12	12	1	1	2	16	9	9	1	8	8

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

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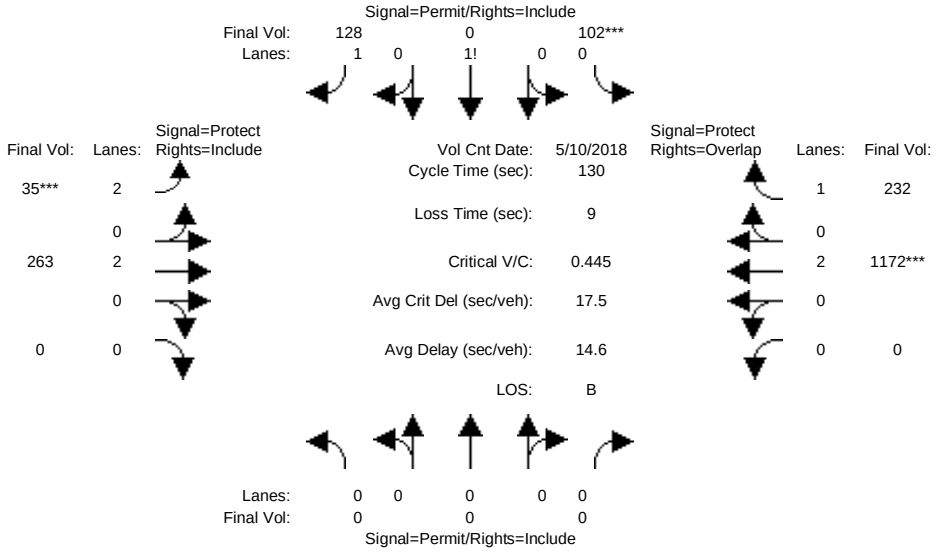
Intersection #115: (24) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	0	0	0	99	0	124	34	255	0	0	1137	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	99	0	124	34	255	0	0	1137	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	99	0	124	34	255	0	0	1137	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	102	0	128	35	263	0	0	1172	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	102	0	128	35	263	0	0	1172	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	102	0	128	35	263	0	0	1172	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.61	0.00	1.39	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1076	0	2424	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.09	0.00	0.05	0.01	0.07	0.00	0.00	0.31	0.13
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	26.6	0.0	26.6	8.0	94.4	0.0	0.0	86.4	86.4
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.26	0.18	0.10	0.00	0.00	0.46	0.20
Delay/Veh:	0.0	0.0	0.0	46.1	0.0	43.6	58.3	5.2	0.0	0.0	10.7	8.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	46.1	0.0	43.6	58.3	5.2	0.0	0.0	10.7	8.5
LOS by Move:	A	A	A	D	A	D	E	A	A	A	B	A
HCM2kAvgQ:	0	0	0	7	0	3	1	2	0	0	11	4

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

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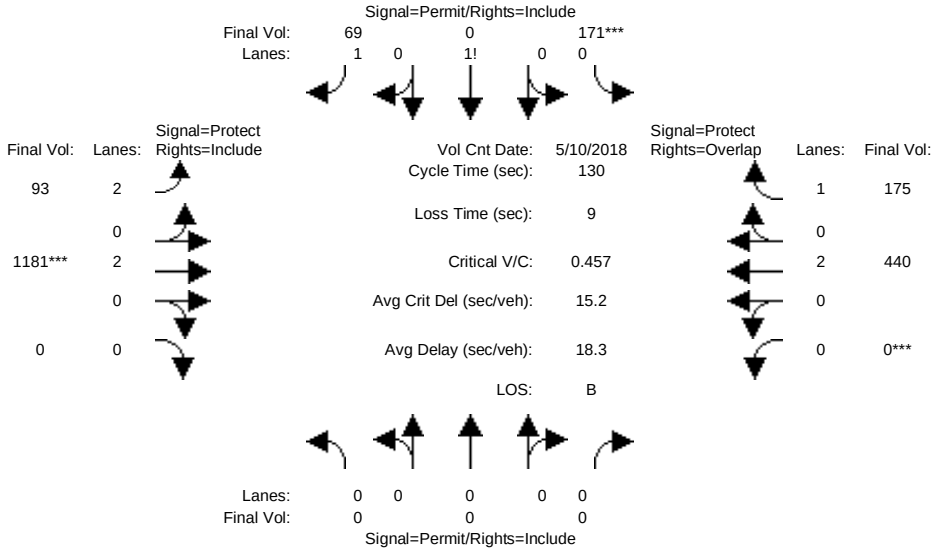
Intersection #115: (24) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	0	0	0	166	0	67	90	1146	0	0	427	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	166	0	67	90	1146	0	0	427	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	166	0	67	90	1146	0	0	427	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	171	0	69	93	1181	0	0	440	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	171	0	69	93	1181	0	0	440	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	171	0	69	93	1181	0	0	440	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.83	0.00	1.17	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1491	0	2051	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.03	0.03	0.31	0.00	0.00	0.12	0.10
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	32.6	0.0	32.6	30.7	88.4	0.0	0.0	57.7	57.7
Volume/Cap:	0.00	0.00	0.00	0.46	0.00	0.13	0.12	0.46	0.00	0.00	0.26	0.23
Delay/Veh:	0.0	0.0	0.0	41.8	0.0	37.8	39.2	9.8	0.0	0.0	22.8	22.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.8	0.0	37.8	39.2	9.8	0.0	0.0	22.8	22.5
LOS by Move:	A	A	A	D	A	D	D	A	A	A	C	C
HCM2kAvgQ:	0	0	0	7	0	2	2	11	0	0	5	4

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

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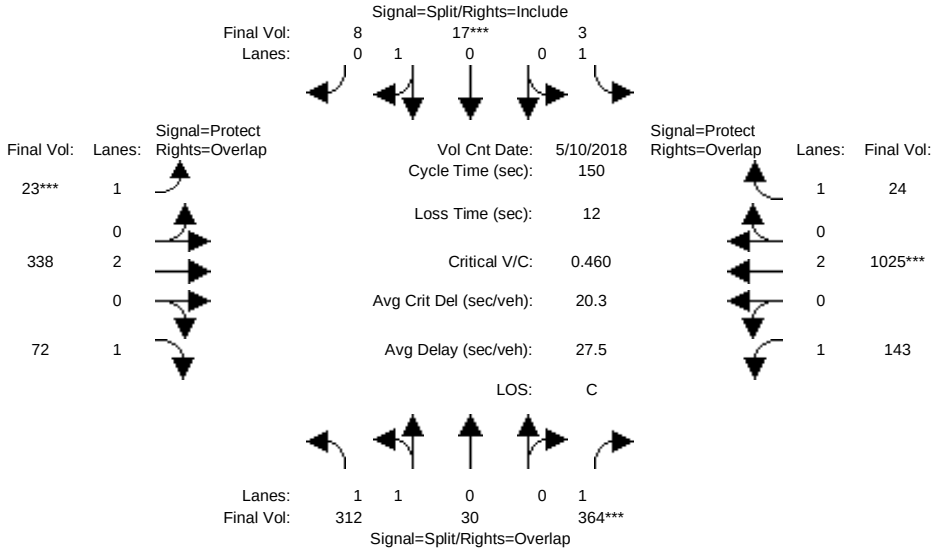
Intersection #123: (25) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	287	28	335	3	16	7	21	311	66	132	943	22
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	28	335	3	16	7	21	311	66	132	943	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	28	335	3	16	7	21	311	66	132	943	22
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	312	30	364	3	17	8	23	338	72	143	1025	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	30	364	3	17	8	23	338	72	143	1025	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	312	30	364	3	17	8	23	338	72	143	1025	24
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.82	0.18	1.00	1.00	0.70	0.30	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3234	316	1750	1750	1252	548	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.10	0.21	0.00	0.01	0.01	0.01	0.09	0.04	0.08	0.27	0.01
Crit Moves:			****		****		****				****	
Green Time:	40.5	40.5	84.4	6.0	6.0	6.0	5.0	47.6	88.1	43.9	86.5	92.5
Volume/Cap:	0.36	0.36	0.37	0.05	0.35	0.35	0.39	0.28	0.07	0.28	0.47	0.02
Delay/Veh:	44.5	44.5	18.4	69.5	73.0	73.0	75.3	38.5	13.3	41.2	18.5	11.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.5	44.5	18.4	69.5	73.0	73.0	75.3	38.5	13.3	41.2	18.5	11.2
LOS by Move:	D	D	B	E	E	E	E	D	B	D	B	B
HCM2kAvgQ:	7	7	10	0	2	2	1	6	1	5	13	0

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

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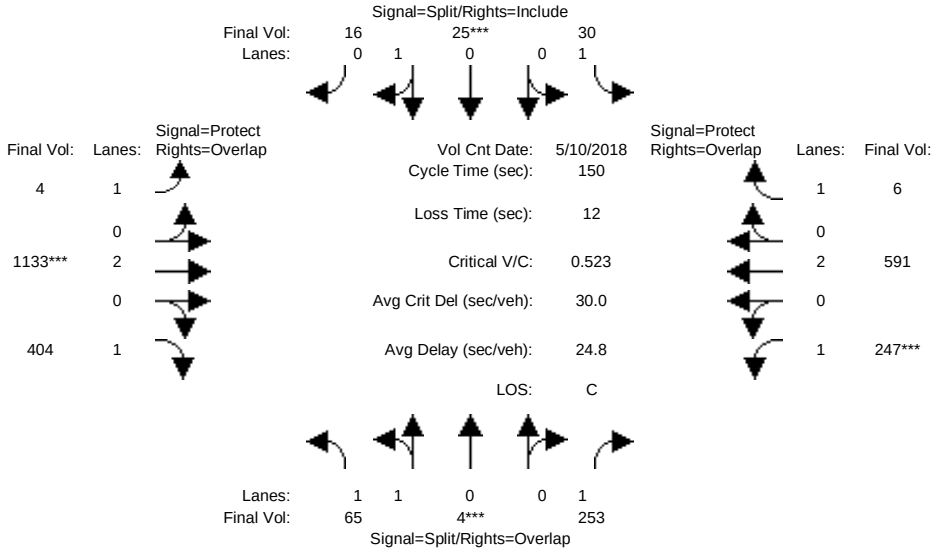
Intersection #123: (25) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	62	4	243	29	24	15	4	1088	388	237	567	6
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	4	243	29	24	15	4	1088	388	237	567	6
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	4	243	29	24	15	4	1088	388	237	567	6
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	65	4	253	30	25	16	4	1133	404	247	591	6
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	65	4	253	30	25	16	4	1133	404	247	591	6
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	65	4	253	30	25	16	4	1133	404	247	591	6
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.93	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.88	0.12	1.00	1.00	0.62	0.38	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3335	215	1750	1750	1108	692	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.14	0.02	0.02	0.02	0.00	0.30	0.23	0.14	0.16	0.00
Crit Moves:		****			****			****		****		
Green Time:	10.0	10.0	49.1	6.3	6.3	6.3	21.5	82.7	92.7	39.1	100	106.5
Volume/Cap:	0.29	0.29	0.44	0.41	0.54	0.54	0.02	0.54	0.37	0.54	0.23	0.01
Delay/Veh:	67.3	67.3	40.2	73.9	78.3	78.3	55.2	21.8	14.5	49.1	9.8	6.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.3	67.3	40.2	73.9	78.3	78.3	55.2	21.8	14.5	49.1	9.8	6.3
LOS by Move:	E	E	D	E	E	E	E	C	B	D	A	A
HCM2kAvgQ:	2	2	10	2	3	3	0	16	10	10	5	0

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

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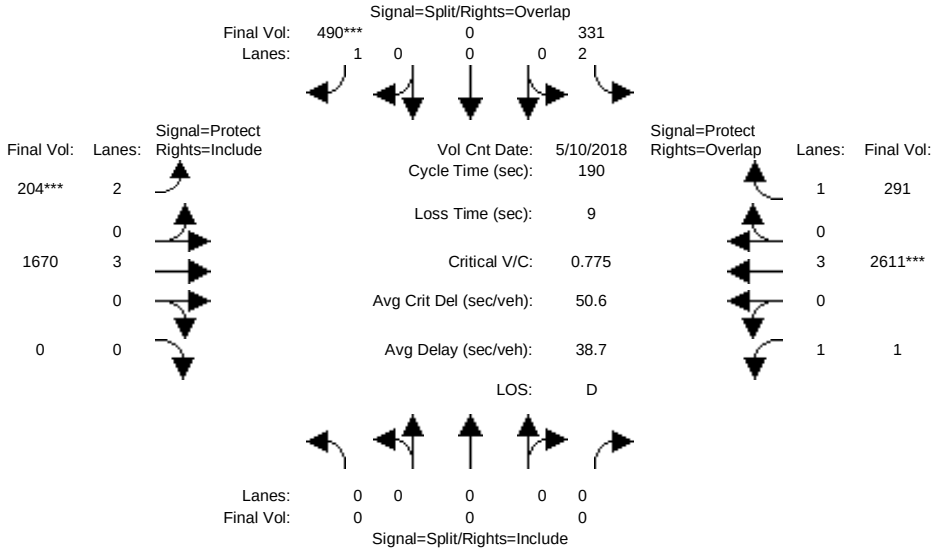
Intersection #125: (28) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	0	0	0	331	0	490	204	1919	0	1	3001	291
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	331	0	490	204	1919	0	1	3001	291
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	331	0	490	204	1919	0	1	3001	291
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	331	0	490	204	1670	0	1	2611	291
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	331	0	490	204	1670	0	1	2611	291
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	331	0	490	204	1670	0	1	2611	291
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.11	0.00	0.28	0.06	0.29	0.00	0.00	0.46	0.17
Crit Moves:						****	****				****	
Green Time:	0.0	0.0	0.0	25.4	0.0	42.3	16.9	135	0.0	10.6	131	156.1
Volume/Cap:	0.00	0.00	0.00	0.79	0.00	1.26	0.73	0.41	0.00	0.01	0.67	0.20
Delay/Veh:	0.0	0.0	0.0	89.1	0.0	209.2	93.6	11.2	0.0	84.8	17.5	3.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	89.1	0.0	209.2	93.6	11.2	0.0	84.8	17.5	3.7
LOS by Move:	A	A	A	F	A	F	F	B	A	F	B	A
HCM2kAvgQ:	0	0	0	13	0	46	8	13	0	0	27	4

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

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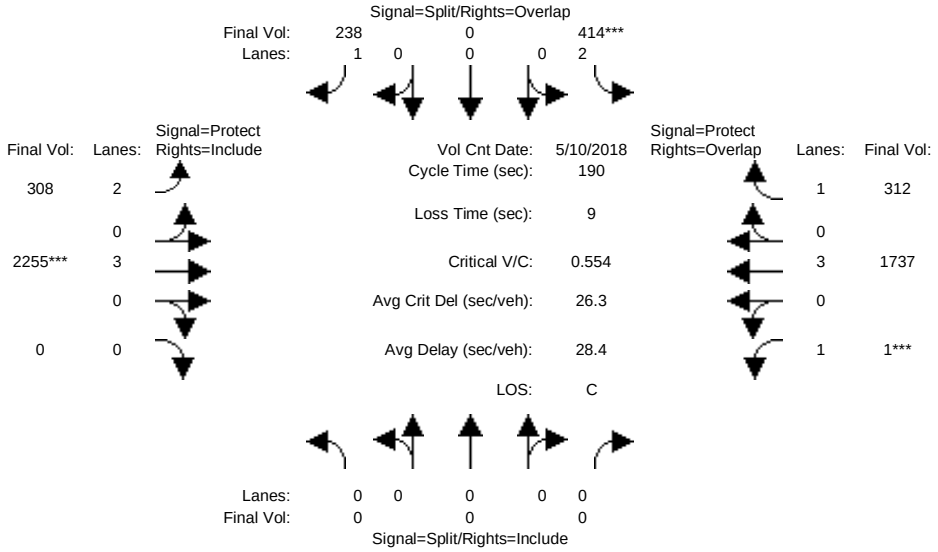
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #125: (28) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	0	0	0	414	0	238	308	2819	0	1	2554	312
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	414	0	238	308	2819	0	1	2554	312
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	414	0	238	308	2819	0	1	2554	312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	414	0	238	308	2255	0	1	1737	312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	414	0	238	308	2255	0	1	1737	312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	414	0	238	308	2255	0	1	1737	312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.13	0.00	0.14	0.10	0.40	0.00	0.00	0.30	0.18
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	30.9	0.0	52.0	21.1	131	0.0	10.6	121	151.8
Volume/Cap:	0.00	0.00	0.00	0.81	0.00	0.50	0.88	0.57	0.00	0.01	0.48	0.22
Delay/Veh:	0.0	0.0	0.0	86.0	0.0	58.8	104.9	15.3	0.0	84.8	18.2	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	86.0	0.0	58.8	104.9	15.3	0.0	84.8	18.2	4.8
LOS by Move:	A	A	A	F	A	E	F	B	A	F	B	A
HCM2kAvgQ:	0	0	0	16	0	12	13	22	0	0	17	5

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

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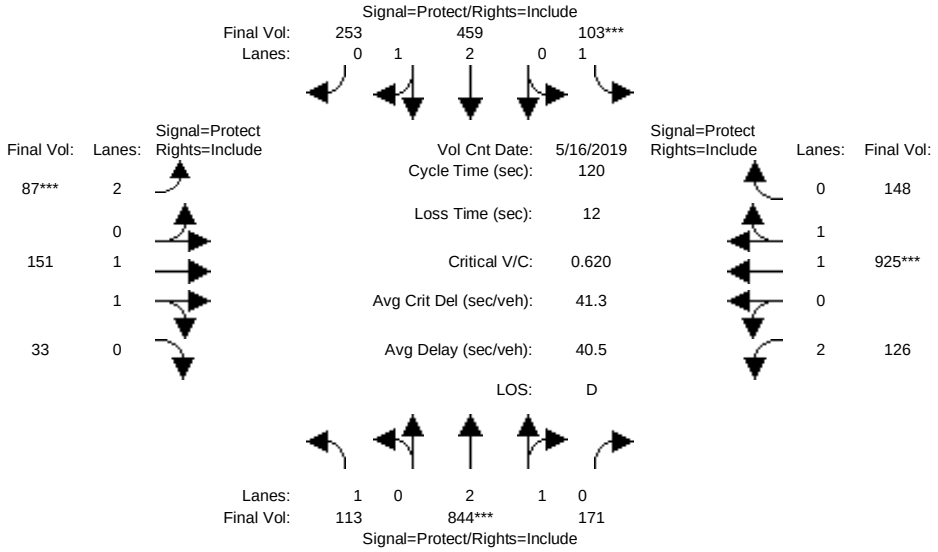
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #1200: (19) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	113	844	171	103	459	253	87	151	33	126	925	148
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	844	171	103	459	253	87	151	33	126	925	148
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	844	171	103	459	253	87	151	33	126	925	148
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	844	171	103	459	253	87	151	33	126	925	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	844	171	103	459	253	87	151	33	126	925	148
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	844	171	103	459	253	87	151	33	126	925	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.48	0.52	1.00	2.00	1.00	2.00	1.63	0.37	2.00	1.72	0.28
Final Sat.:	1750	4655	943	1750	3800	1750	3150	3036	663	3150	3189	510
Capacity Analysis Module:												
Vol/Sat:	0.06	0.18	0.18	0.06	0.12	0.14	0.03	0.05	0.05	0.04	0.29	0.29
Crit Moves:		****		****			****				****	
Green Time:	20.0	30.0	30.0	20.0	30.0	30.0	15.0	33.1	33.1	24.9	43.0	43.0
Volume/Cap:	0.39	0.73	0.73	0.35	0.48	0.58	0.22	0.18	0.18	0.19	0.81	0.81
Delay/Veh:	45.4	43.1	43.1	45.0	38.6	40.1	47.5	33.2	33.2	39.4	38.6	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	43.1	43.1	45.0	38.6	40.1	47.5	33.2	33.2	39.4	38.6	38.6
LOS by Move:	D	D	D	D	D	D	D	C	C	D	D	D
HCM2kAvgQ:	4	12	12	4	7	9	2	3	3	2	18	18

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

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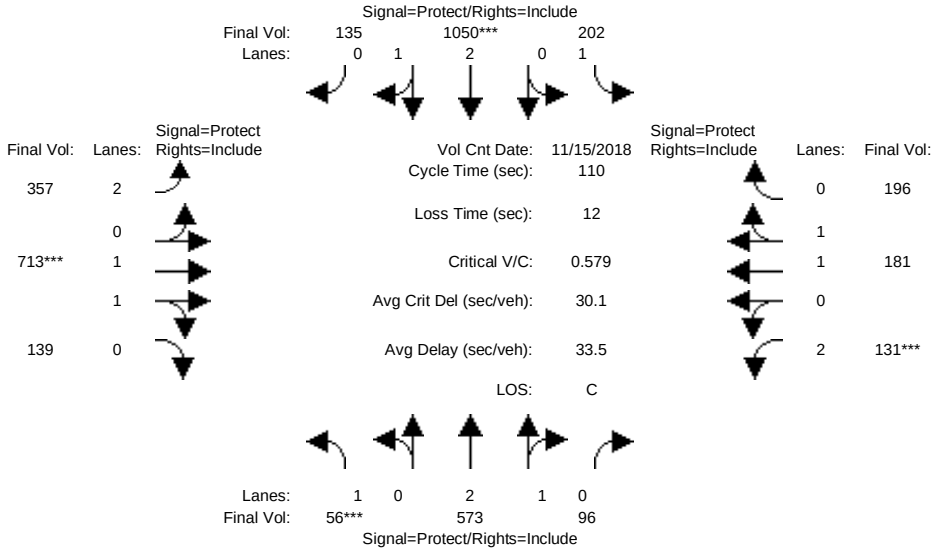
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #1200: (19) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	56	573	96	202	1050	135	357	713	139	131	181	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	56	573	96	202	1050	135	357	713	139	131	181	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	56	573	96	202	1050	135	357	713	139	131	181	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	56	573	96	202	1050	135	357	713	139	131	181	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	56	573	96	202	1050	135	357	713	139	131	181	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	56	573	96	202	1050	135	357	713	139	131	181	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.55	0.45	1.00	2.65	0.35	2.00	1.66	0.34	2.00	1.00	1.00
Final Sat.:	1750	4795	803	1750	4961	638	3150	3096	604	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.12	0.21	0.21	0.11	0.23	0.23	0.04	0.10	0.11
Crit Moves:	****				****			****		****		
Green Time:	7.0	23.8	23.8	23.0	39.8	39.8	25.7	43.3	43.3	7.8	25.4	25.4
Volume/Cap:	0.50	0.55	0.55	0.55	0.58	0.58	0.48	0.58	0.58	0.58	0.41	0.48
Delay/Veh:	53.4	38.9	38.9	40.7	28.8	28.8	36.9	26.9	26.9	53.4	36.2	37.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.4	38.9	38.9	40.7	28.8	28.8	36.9	26.9	26.9	53.4	36.2	37.1
LOS by Move:	D	D	D	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	2	7	7	6	11	11	6	11	11	3	5	6

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

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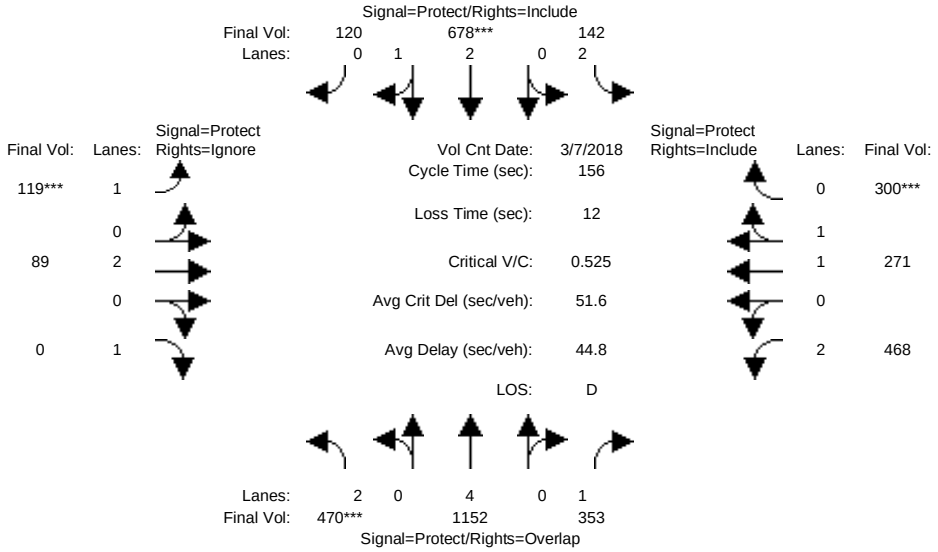
Intersection #1206: (16) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	15	15	10	15	15	4	10	10	5	10	10
Y+R:	5.0	7.2	7.2	5.0	7.2	7.2	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module: >> Count Date: 7 Mar 2018 <<												
Base Vol:	470	1152	353	142	678	120	119	89	103	468	271	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	470	1152	353	142	678	120	119	89	103	468	271	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	470	1152	353	142	678	120	119	89	103	468	271	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	470	1152	353	142	678	120	119	89	0	468	271	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	470	1152	353	142	678	120	119	89	0	468	271	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	470	1152	353	142	678	120	119	89	0	468	271	300
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	4.00	1.00	2.00	2.55	0.45	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3800	7600	1900	3800	4843	857	1900	3800	1900	3800	1900	1900
Capacity Analysis Module:												
Vol/Sat:	0.12	0.15	0.19	0.04	0.14	0.14	0.06	0.02	0.00	0.12	0.14	0.16
Crit Moves:	****				****		****					****
Green Time:	36.8	55.1	98.2	23.3	41.6	41.6	18.6	22.5	0.0	43.1	47.0	47.0
Volume/Cap:	0.52	0.43	0.30	0.25	0.52	0.52	0.52	0.16	0.00	0.45	0.47	0.52
Delay/Veh:	54.2	39.0	13.8	59.7	50.0	50.0	73.0	59.2	0.0	47.9	45.8	47.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.2	39.0	13.8	59.7	50.0	50.0	73.0	59.2	0.0	47.9	45.8	47.1
LOS by Move:	D	D	B	E	D	D	E	E	A	D	D	D
HCM2kAvgQ:	10	10	8	3	11	11	5	2	0	9	11	12

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

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2000 HCM Operations (Future Volume Alternative)
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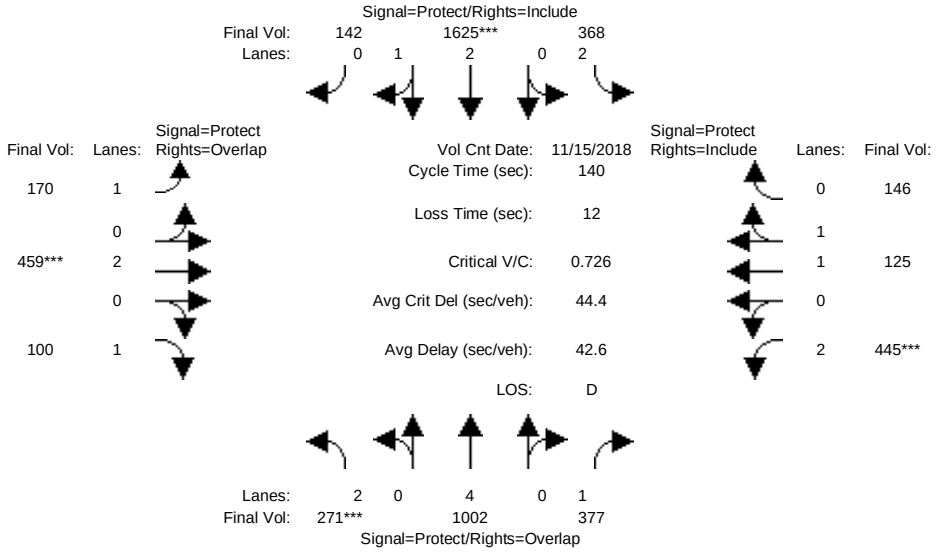
Intersection #1206: (16) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	271	1002	377	368	1625	142	170	459	100	445	125	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	271	1002	377	368	1625	142	170	459	100	445	125	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	271	1002	377	368	1625	142	170	459	100	445	125	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	271	1002	377	368	1625	142	170	459	100	445	125	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	271	1002	377	368	1625	142	170	459	100	445	125	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	271	1002	377	368	1625	142	170	459	100	445	125	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	2.75	0.25	1.00	2.00	1.00	2.00	1.00	1.00
Final Sat.:	3150	7600	1750	3150	5149	450	1750	3800	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.22	0.12	0.32	0.32	0.10	0.12	0.06	0.14	0.07	0.08
Crit Moves:	****				****			****		****		
Green Time:	16.6	41.1	68.3	36.4	60.9	60.9	27.2	23.3	39.9	27.2	23.4	23.4
Volume/Cap:	0.73	0.45	0.44	0.45	0.73	0.73	0.50	0.73	0.20	0.73	0.39	0.50
Delay/Veh:	66.5	40.4	23.8	43.8	33.8	33.8	51.5	59.5	38.2	57.2	52.4	53.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.5	40.4	23.8	43.8	33.8	33.8	51.5	59.5	38.2	57.2	52.4	53.7
LOS by Move:	E	D	C	D	C	C	D	E	D	E	D	D
HCM2kAvgQ:	7	8	11	7	20	20	7	10	3	11	5	6

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

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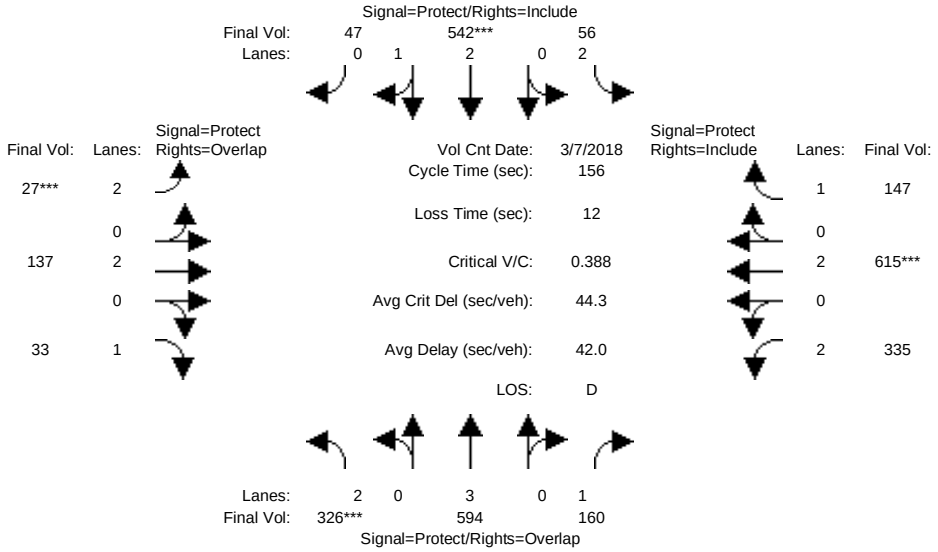
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #1207: (13) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	12	12	7	12	12	7	10	10	8	10	10
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module: >> Count Date: 7 Mar 2018 <<												
Base Vol:	326	594	160	56	542	47	27	137	33	335	615	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	594	160	56	542	47	27	137	33	335	615	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	594	160	56	542	47	27	137	33	335	615	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	594	160	56	542	47	27	137	33	335	615	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	594	160	56	542	47	27	137	33	335	615	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	594	160	56	542	47	27	137	33	335	615	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	2.76	0.24	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3800	5700	1900	3800	5245	455	3800	3800	1900	3800	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.08	0.01	0.10	0.10	0.01	0.04	0.02	0.09	0.16	0.08
Crit Moves:	****				****		****				****	
Green Time:	33.5	51.6	92.2	22.2	40.3	40.3	7.0	29.5	63.0	40.6	63.2	63.2
Volume/Cap:	0.40	0.32	0.14	0.10	0.40	0.40	0.16	0.19	0.04	0.34	0.40	0.19
Delay/Veh:	54.1	39.4	14.5	58.6	48.6	48.6	73.6	53.8	28.3	47.7	33.7	30.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.1	39.4	14.5	58.6	48.6	48.6	73.6	53.8	28.3	47.7	33.7	30.5
LOS by Move:	D	D	B	E	D	D	E	D	C	D	C	C
HCM2kAvgQ:	7	7	3	1	8	8	1	3	1	6	10	4

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

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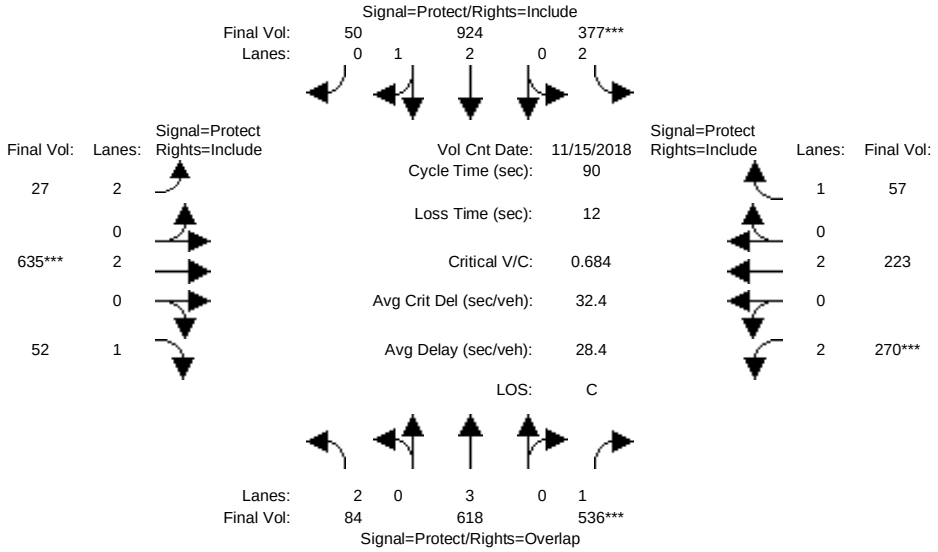
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #1207: (13) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	84	618	536	377	924	50	27	635	52	270	223	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	618	536	377	924	50	27	635	52	270	223	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	618	536	377	924	50	27	635	52	270	223	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	618	536	377	924	50	27	635	52	270	223	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	618	536	377	924	50	27	635	52	270	223	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	618	536	377	924	50	27	635	52	270	223	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	2.84	0.16	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5312	287	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.31	0.12	0.17	0.17	0.01	0.17	0.03	0.09	0.06	0.03
Crit Moves:			****	****				****		****		
Green Time:	13.8	29.0	40.3	15.7	30.9	30.9	13.7	22.0	22.0	11.3	19.6	19.6
Volume/Cap:	0.17	0.34	0.68	0.68	0.51	0.51	0.06	0.68	0.12	0.68	0.27	0.15
Delay/Veh:	33.3	23.3	22.3	38.4	23.7	23.7	32.7	33.0	26.6	42.6	29.5	28.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.3	23.3	22.3	38.4	23.7	23.7	32.7	33.0	26.6	42.6	29.5	28.7
LOS by Move:	C	C	C	D	C	C	C	C	C	D	C	C
HCM2kAvgQ:	1	4	13	6	7	7	0	8	1	4	2	1

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

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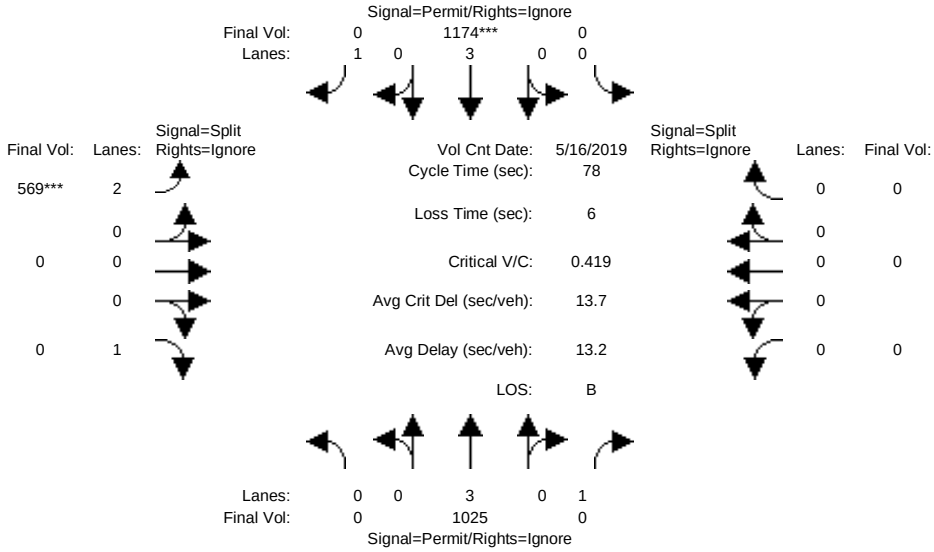
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #1208: (18) 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
HCM2kAvgQ:	0	5	0	0	6	0	6	0	0	0	0	0

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

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2000 HCM Operations (Future Volume Alternative)
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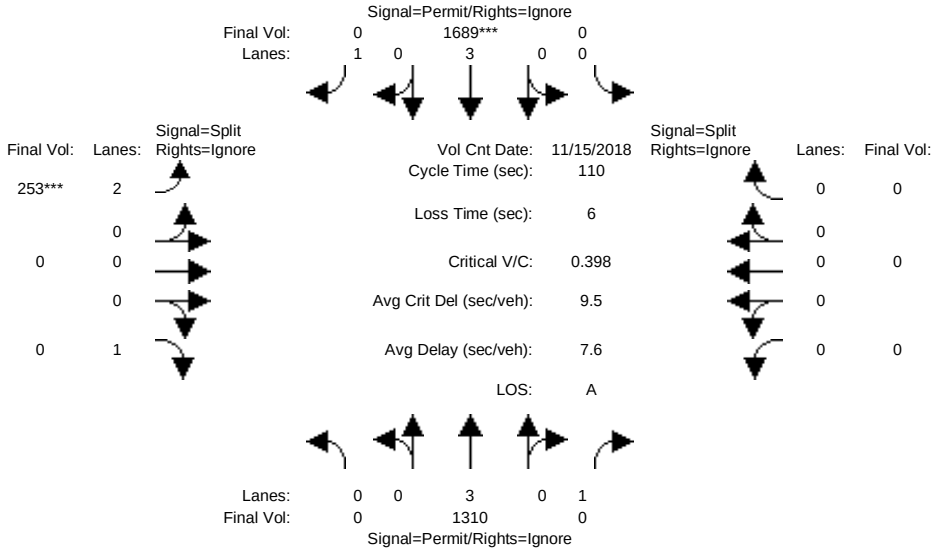
Intersection #1208: (18) BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	0	1310	789	0	1689	621	253	0	196	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1310	789	0	1689	621	253	0	196	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1310	789	0	1689	621	253	0	196	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1310	0	0	1689	0	253	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1310	0	0	1689	0	253	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1310	0	0	1689	0	253	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.30	0.00	0.08	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	81.8	0.0	0.0	81.8	0.0	22.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.31	0.00	0.00	0.40	0.00	0.40	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	4.7	0.0	0.0	5.2	0.0	38.5	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	4.7	0.0	0.0	5.2	0.0	38.5	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2kAvgQ:	0	5	0	0	7	0	5	0	0	0	0	0

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

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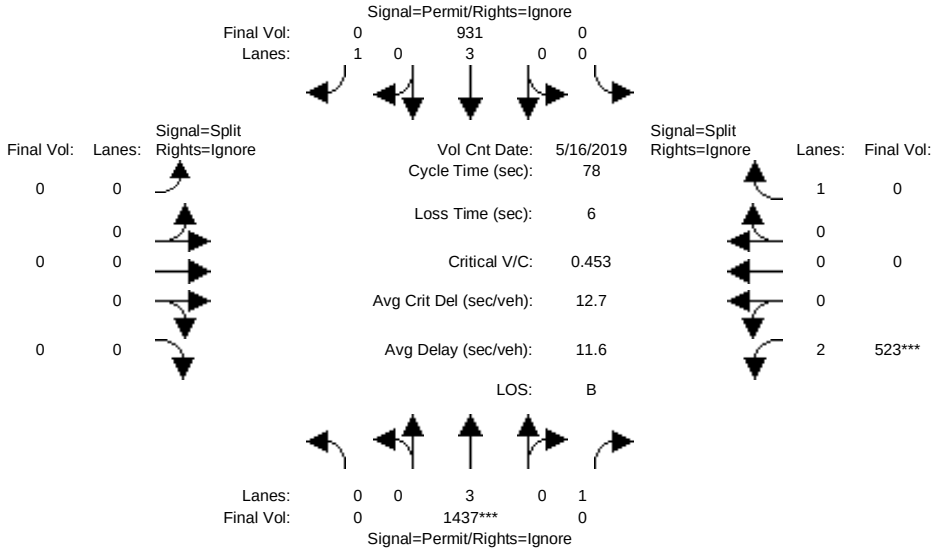
Intersection #1209: (17) GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	20	20	0	20	20	0	0	0	6	0	6
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	4.0	4.0	4.0	5.5	4.0	5.5
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	0	1437	152	0	931	284	0	0	0	523	0	1020
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1437	152	0	931	284	0	0	0	523	0	1020
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1437	152	0	931	284	0	0	0	523	0	1020
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1437	0	0	931	0	0	0	0	523	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1437	0	0	931	0	0	0	0	523	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1437	0	0	931	0	0	0	0	523	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.25	0.00	0.00	0.16	0.00	0.00	0.00	0.00	0.17	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	43.4	0.0	0.0	43.4	0.0	0.0	0.0	0.0	28.6	0.0	0.0
Volume/Cap:	0.00	0.45	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.45	0.00	0.00
Delay/Veh:	0.0	10.4	0.0	0.0	9.2	0.0	0.0	0.0	0.0	19.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.4	0.0	0.0	9.2	0.0	0.0	0.0	0.0	19.0	0.0	0.0
LOS by Move:	A	B	A	A	A	A	A	A	A	B	A	A
HCM2kAvgQ:	0	7	0	0	4	0	0	0	0	6	0	0

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

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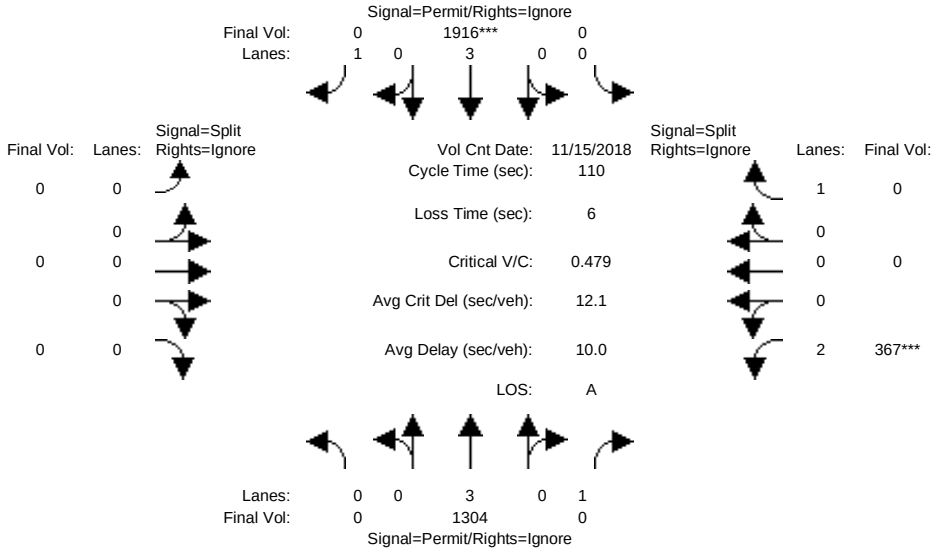
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #1209: (17) GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2018 << 5:00 - 6:00 PM												
Base Vol:	0	1304	298	0	1916	517	0	0	0	367	0	573
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1304	298	0	1916	517	0	0	0	367	0	573
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1304	298	0	1916	517	0	0	0	367	0	573
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1304	0	0	1916	0	0	0	0	367	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1304	0	0	1916	0	0	0	0	367	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1304	0	0	1916	0	0	0	0	367	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	77.2	0.0	0.0	77.2	0.0	0.0	0.0	0.0	26.8	0.0	0.0
Volume/Cap:	0.00	0.33	0.00	0.00	0.48	0.00	0.00	0.00	0.00	0.48	0.00	0.00
Delay/Veh:	0.0	6.4	0.0	0.0	7.4	0.0	0.0	0.0	0.0	36.1	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.4	0.0	0.0	7.4	0.0	0.0	0.0	0.0	36.1	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	6	0	0	10	0	0	0	0	7	0	0

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

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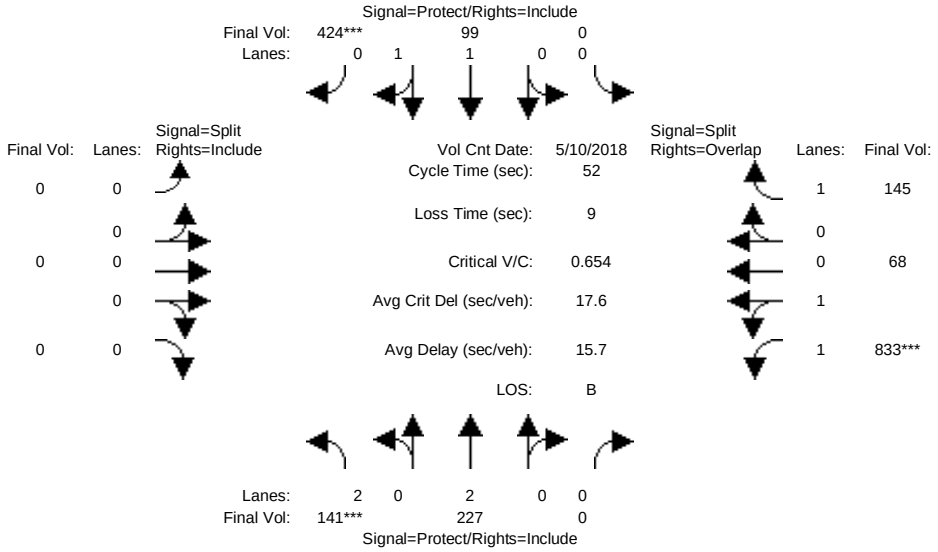
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #3028: (8) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	141	227	0	0	99	424	0	0	0	833	68	145
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	227	0	0	99	424	0	0	0	833	68	145
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	227	0	0	99	424	0	0	0	833	68	145
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	227	0	0	99	424	0	0	0	833	68	145
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	227	0	0	99	424	0	0	0	833	68	145
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	227	0	0	99	424	0	0	0	833	68	145
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.85	0.15	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3282	268	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.00	0.00	0.05	0.24	0.00	0.00	0.00	0.25	0.25	0.08
Crit Moves:	****					****				****		
Green Time:	7.0	24.6	0.0	0.0	17.6	17.6	0.0	0.0	0.0	18.4	18.4	18.4
Volume/Cap:	0.33	0.13	0.00	0.00	0.15	0.72	0.00	0.00	0.00	0.72	0.72	0.23
Delay/Veh:	20.8	7.7	0.0	0.0	12.0	18.5	0.0	0.0	0.0	16.5	16.5	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	7.7	0.0	0.0	12.0	18.5	0.0	0.0	0.0	16.5	16.5	12.0
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2kAvgQ:	1	1	0	0	1	7	0	0	0	8	8	2

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

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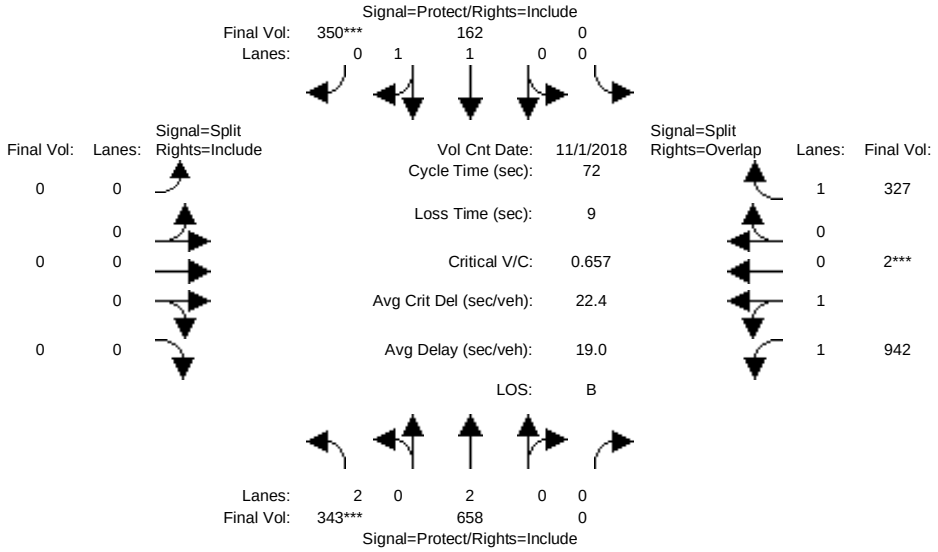
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #3028: (8) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2018 <<												
Base Vol:	343	658	0	0	162	350	0	0	0	942	2	327
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	343	658	0	0	162	350	0	0	0	942	2	327
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	343	658	0	0	162	350	0	0	0	942	2	327
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	343	658	0	0	162	350	0	0	0	942	2	327
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	343	658	0	0	162	350	0	0	0	942	2	327
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	343	658	0	0	162	350	0	0	0	942	2	327
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92
Lanes:	2.00	2.00	0.00	0.00	1.00	1.00	0.00	0.00	0.00	1.99	0.01	1.00
Final Sat.:	3150	3800	0	0	1900	1750	0	0	0	3542	8	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.17	0.00	0.00	0.09	0.20	0.00	0.00	0.00	0.27	0.27	0.19
Crit Moves:	****					****					****	
Green Time:	11.9	33.9	0.0	0.0	21.9	21.9	0.0	0.0	0.0	29.1	29.1	29.1
Volume/Cap:	0.66	0.37	0.00	0.00	0.28	0.66	0.00	0.00	0.00	0.66	0.66	0.46
Delay/Veh:	31.2	12.3	0.0	0.0	19.1	23.8	0.0	0.0	0.0	18.5	18.5	16.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	12.3	0.0	0.0	19.1	23.8	0.0	0.0	0.0	18.5	18.5	16.2
LOS by Move:	C	B	A	A	B	C	A	A	A	B	B	B
HCM2kAvgQ:	4	5	0	0	3	7	0	0	0	10	10	6

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

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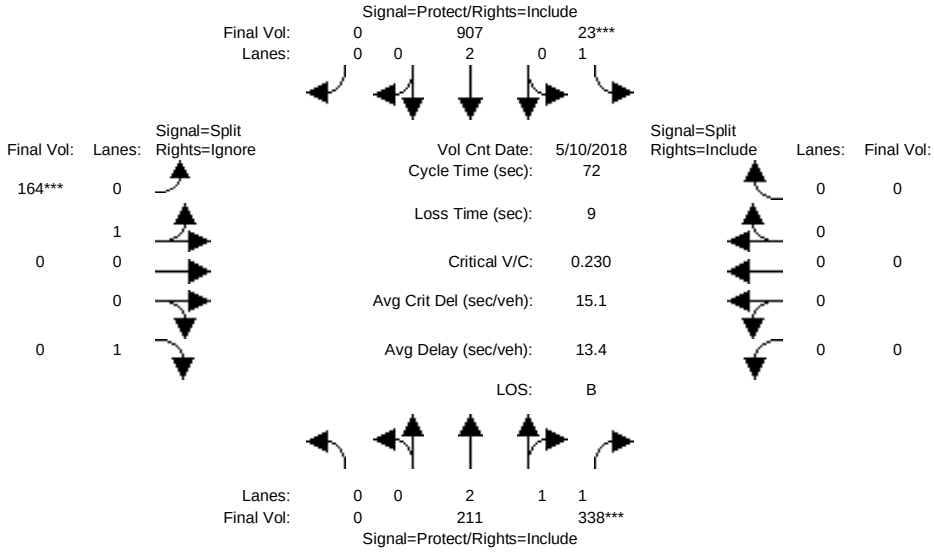
Intersection #3029: (9) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 10 May 2018 <<												
Base Vol:	0	211	338	23	907	0	164	0	441	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	211	338	23	907	0	164	0	441	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	211	338	23	907	0	164	0	441	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	211	338	23	907	0	164	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	211	338	23	907	0	164	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	211	338	23	907	0	164	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1800	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.10	0.01	0.24	0.00	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	28.8	28.8	7.0	35.8	0.0	27.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.14	0.24	0.14	0.48	0.00	0.24	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.7	14.4	30.1	12.1	0.0	15.5	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.7	14.4	30.1	12.1	0.0	15.5	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	B	A	A	A	A	A
HCM2kAvgQ:	0	1	3	0	7	0	3	0	0	0	0	0

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

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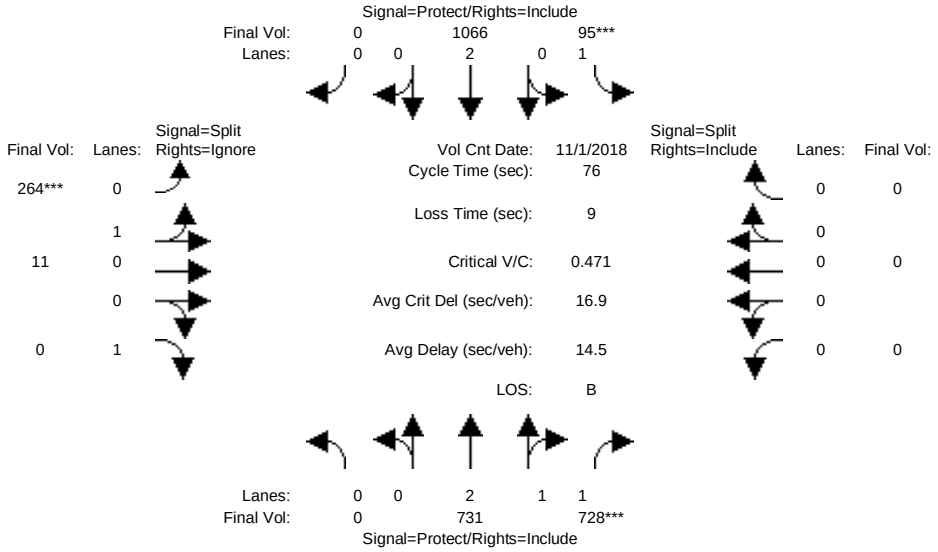
Intersection #3029: (9) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 1 Nov 2018 <<												
Base Vol:	0	731	728	95	1066	0	264	11	271	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	731	728	95	1066	0	264	11	271	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	731	728	95	1066	0	264	11	271	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	731	728	95	1066	0	264	11	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	731	728	95	1066	0	264	11	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	731	728	95	1066	0	264	11	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.92	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	2.00	0.00	0.96	0.04	1.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	3800	0	1728	72	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.19	0.21	0.05	0.28	0.00	0.15	0.15	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	33.6	33.6	8.8	42.3	0.0	24.7	24.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	0.47	0.47	0.50	0.00	0.47	0.47	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	14.8	15.1	33.2	10.6	0.0	21.1	21.1	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	14.8	15.1	33.2	10.6	0.0	21.1	21.1	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	B	A	C	C	A	A	A	A
HCM2kAvgQ:	0	6	6	2	8	0	6	6	0	0	0	0

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

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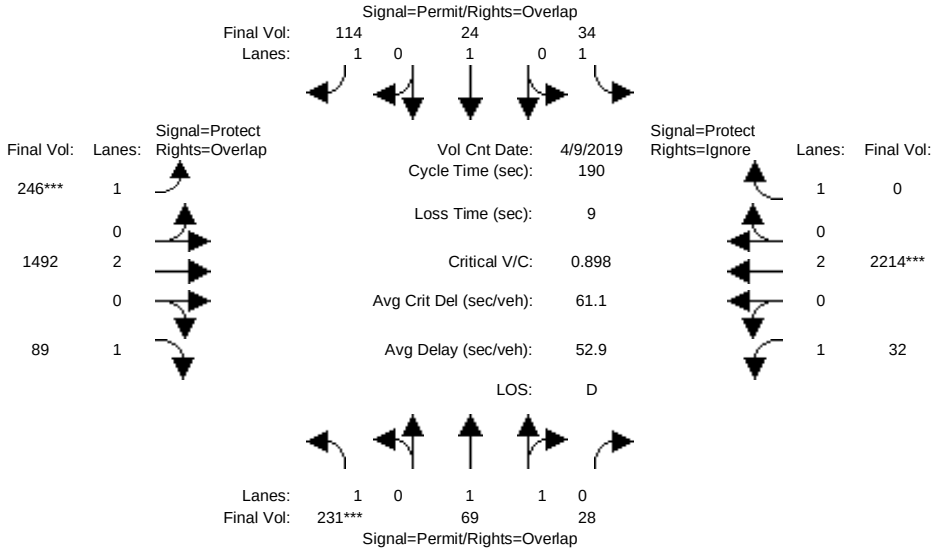
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #5325: (30) CENTRAL EXPWY/CORVIN DR-OAKMEAD PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	37	37	37	37	37	37	32	129	129	15	112	112
Y+R:	4.0	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 << 8:00 AM - 9:00 AM												
Base Vol:	231	69	28	34	24	114	246	1492	89	32	2214	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:	231	69	28	34	24	114	246	1492	89	32	2214	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:	231	69	28	34	24	114	246	1492	89	32	2214	272
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:	231	69	28	34	24	114	246	1492	89	32	2214	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	69	28	34	24	114	246	1492	89	32	2214	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:	231	69	28	34	24	114	246	1492	89	32	2214	0
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	1.41	0.59	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2631	1068	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.03	0.03	0.02	0.01	0.07	0.14	0.39	0.05	0.02	0.58	0.00
Crit Moves:	****						****				****	
Green Time:	37.0	37.0	52.0	37.0	37.0	69.0	32.0	129	129.0	15.0	112	0.0
Volume/Cap:	0.68	0.13	0.10	0.10	0.06	0.18	0.83	0.58	0.07	0.23	0.99	0.00
Delay/Veh:	76.4	63.3	51.5	63.0	62.5	41.3	105.0	39.2	24.9	83.0	54.7	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:	76.4	63.3	51.5	63.0	62.5	41.3	105.0	39.2	24.9	83.0	54.7	0.0
LOS by Move:	E	E	D	E	E	D	F	D	C	F	D	A
HCM2kAvgQ:	14	2	2	2	1	5	17	36	4	2	68	0

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

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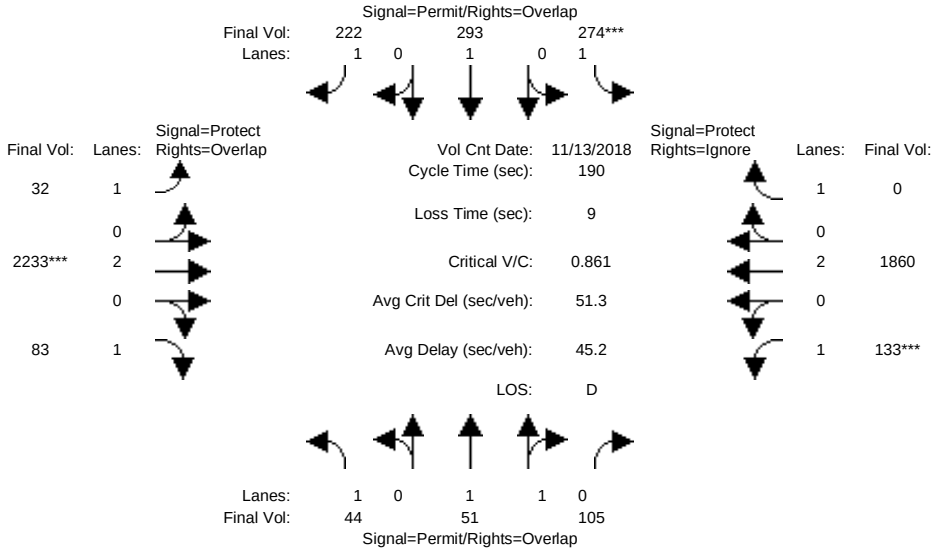
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #5325: (30) CENTRAL EXPWY/CORVIN DR-OAKMEAD PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	36	36	36	37	37	37	9	124	124	13	128	128
Y+R:	5.7	5.7	5.7	5.5	5.5	5.5	5.0	6.2	6.2	5.1	6.2	6.2
Volume Module: >> Count Date: 13 Nov 2018 << 5:15 - 6:15 PM												
Base Vol:	44	51	105	274	293	222	32	2233	83	133	1860	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	51	105	274	293	222	32	2233	83	133	1860	81
Added Vol:	0	0	0	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	51	105	274	293	222	32	2233	83	133	1860	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	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:	44	51	105	274	293	222	32	2233	83	133	1860	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	51	105	274	293	222	32	2233	83	133	1860	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:	44	51	105	274	293	222	32	2233	83	133	1860	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.06	0.16	0.15	0.13	0.02	0.59	0.05	0.08	0.49	0.00
Crit Moves:				****				****		****		
Green Time:	37.0	37.0	53.5	37.0	37.0	46.5	9.5	128	127.5	16.5	135	0.0
Volume/Cap:	0.13	0.14	0.21	0.80	0.79	0.52	0.37	0.88	0.07	0.88	0.69	0.00
Delay/Veh:	63.4	63.4	52.3	86.0	83.9	63.2	90.0	42.7	16.9	125.0	27.5	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:	63.4	63.4	52.3	86.0	83.9	63.2	90.0	42.7	16.9	125.0	27.5	0.0
LOS by Move:	E	E	D	F	F	E	F	D	B	F	C	A
HCM2kAvgQ:	2	2	5	18	18	12	2	59	3	11	41	0

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

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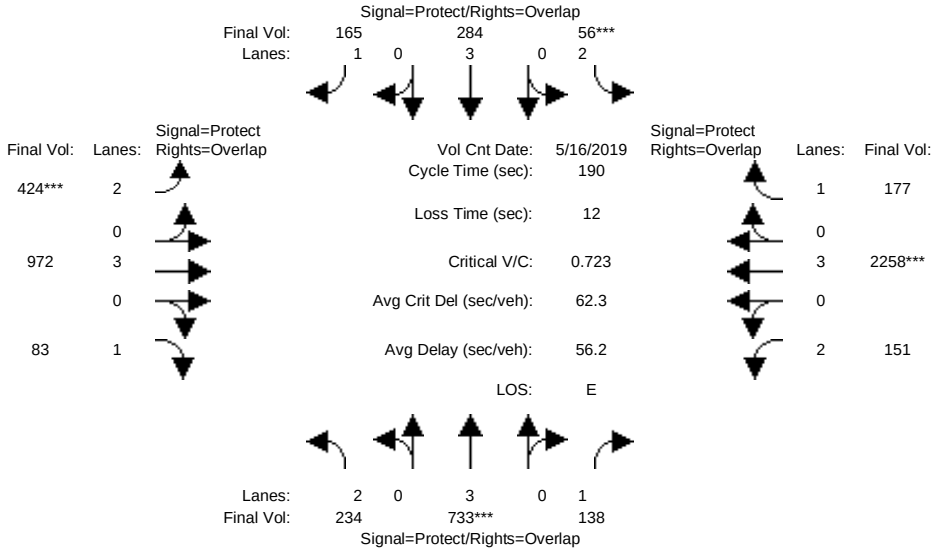
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #5329: (20) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	42	42	15	35	35	32	101	101	20	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	234	733	138	56	284	165	424	972	83	151	2258	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	234	733	138	56	284	165	424	972	83	151	2258	177
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	234	733	138	56	284	165	424	972	83	151	2258	177
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	234	733	138	56	284	165	424	972	83	151	2258	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	234	733	138	56	284	165	424	972	83	151	2258	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	234	733	138	56	284	165	424	972	83	151	2258	177
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.13	0.08	0.02	0.05	0.09	0.13	0.17	0.05	0.05	0.40	0.10
Crit Moves:		****		****			****				****	
Green Time:	22.0	42.0	62.0	15.0	35.0	67.0	32.0	101	123.0	20.0	89.0	104.0
Volume/Cap:	0.64	0.58	0.24	0.23	0.27	0.27	0.80	0.32	0.07	0.46	0.85	0.18
Delay/Veh:	84.1	66.8	47.0	82.5	66.7	44.2	84.3	32.3	18.6	80.9	56.2	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.1	66.8	47.0	82.5	66.7	44.2	84.3	32.3	18.6	80.9	56.2	28.3
LOS by Move:	F	E	D	F	E	D	F	C	B	F	E	C
HCM2kAvgQ:	8	12	6	2	4	7	16	13	3	5	41	7

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

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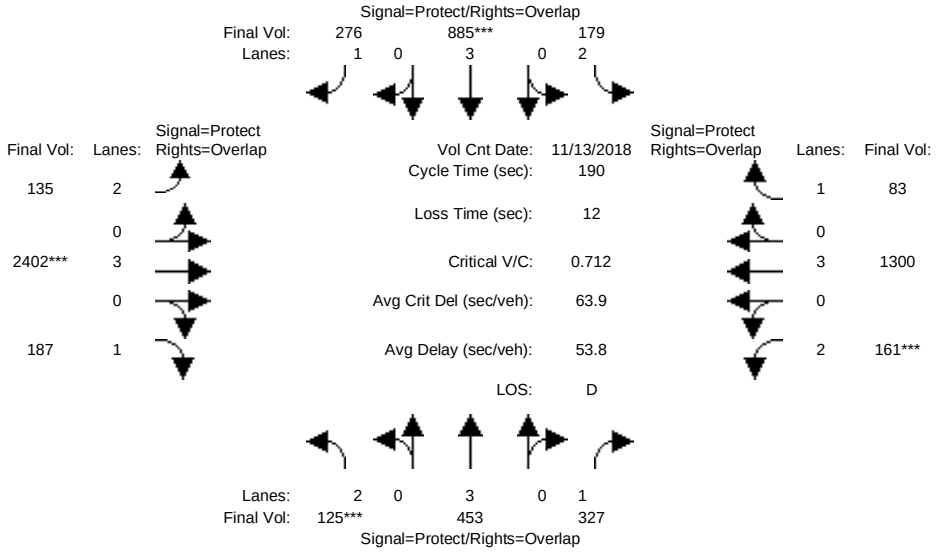
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #5329: (20) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	7.3	6.3	6.3	7.3	6.1	6.1	5.5	6.2	6.2	5.8	6.2	6.2
Volume Module: >> Count Date: 13 Nov 2018 << 5:15 - 6:15 PM												
Base Vol:	125	453	327	179	885	276	135	2402	187	161	1300	83
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	125	453	327	179	885	276	135	2402	187	161	1300	83
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	453	327	179	885	276	135	2402	187	161	1300	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	453	327	179	885	276	135	2402	187	161	1300	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	453	327	179	885	276	135	2402	187	161	1300	83
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	125	453	327	179	885	276	135	2402	187	161	1300	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.08	0.19	0.06	0.16	0.16	0.04	0.42	0.11	0.05	0.23	0.05
Crit Moves:	****				****			****		****		
Green Time:	15.0	39.1	53.1	16.0	40.1	57.8	17.7	109	123.9	14.0	105	121.2
Volume/Cap:	0.50	0.39	0.67	0.67	0.74	0.52	0.46	0.74	0.16	0.69	0.41	0.07
Delay/Veh:	85.6	65.3	64.2	91.1	72.4	55.5	88.3	57.6	29.0	94.7	16.6	6.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.6	65.3	64.2	91.1	72.4	55.5	88.3	57.6	29.0	94.7	16.6	6.2
LOS by Move:	F	E	E	F	E	E	F	E	C	F	B	A
HCM2kAvgQ:	4	7	18	6	16	14	5	42	9	7	9	1

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

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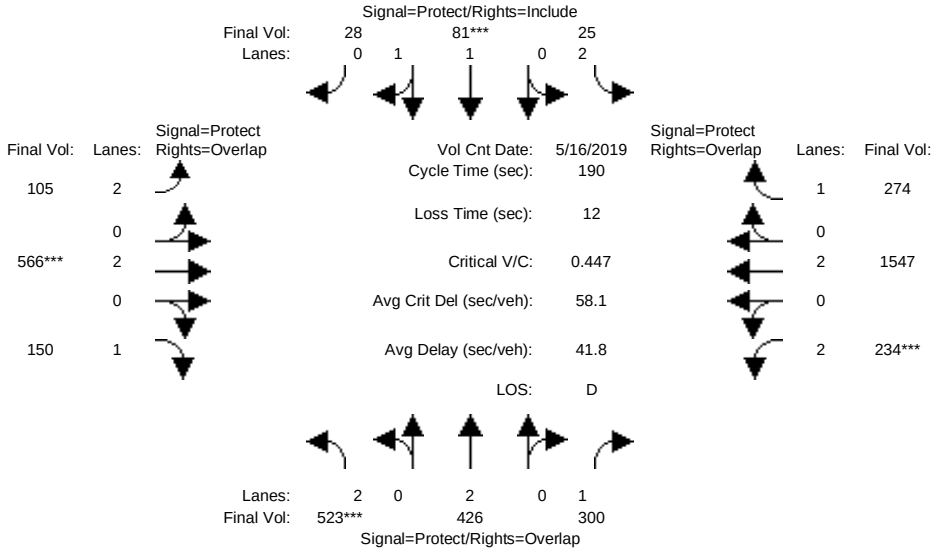
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #5332: (29) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	38	52	52	10	24	24	16	92	92	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 16 May 2019 <<												
Base Vol:	523	426	300	25	81	28	105	658	150	234	1799	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	523	426	300	25	81	28	105	658	150	234	1799	274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	523	426	300	25	81	28	105	658	150	234	1799	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	523	426	300	25	81	28	105	566	150	234	1547	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	523	426	300	25	81	28	105	566	150	234	1547	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	523	426	300	25	81	28	105	566	150	234	1547	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.47	0.53	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2749	950	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.11	0.17	0.01	0.03	0.03	0.03	0.15	0.09	0.07	0.41	0.16
Crit Moves:	****				****			****		****		
Green Time:	38.0	52.0	76.0	10.0	24.0	24.0	16.0	92.0	130.0	24.0	100	110.0
Volume/Cap:	0.83	0.41	0.43	0.15	0.23	0.23	0.40	0.31	0.13	0.59	0.77	0.27
Delay/Veh:	82.0	56.7	41.7	86.4	75.0	75.0	83.4	23.6	3.4	80.6	28.0	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.0	56.7	41.7	86.4	75.0	75.0	83.4	23.6	3.4	80.6	28.0	12.6
LOS by Move:	F	E	D	F	E	E	F	C	A	F	C	B
HCM2kAvgQ:	18	10	13	1	3	3	4	7	1	7	28	5

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

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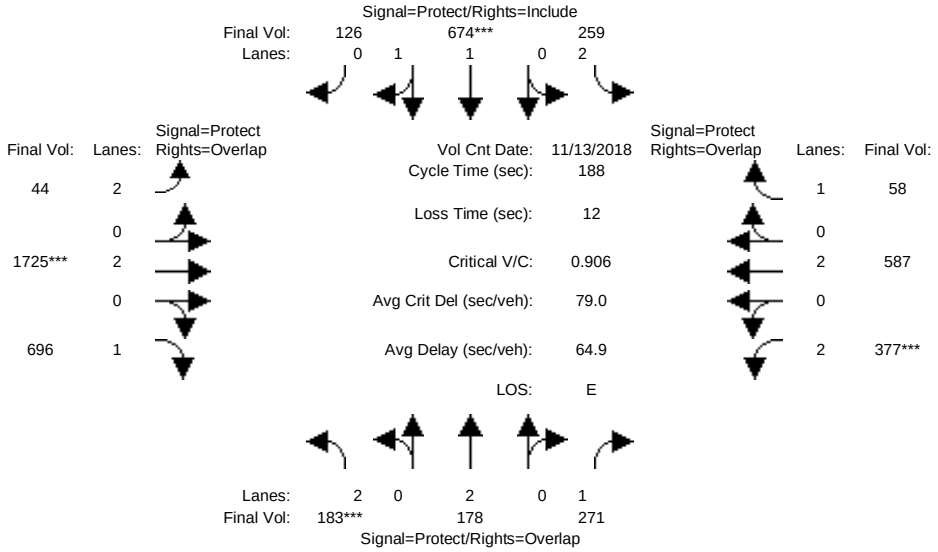
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #5332: (29) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2

Volume Module: >> Count Date: 13 Nov 2018 << 5:00 - 6:00 PM

Base Vol:	183	178	271	259	674	126	44	2211	696	377	638	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	183	178	271	259	674	126	44	2211	696	377	638	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	183	178	271	259	674	126	44	2211	696	377	638	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	183	178	271	259	674	126	44	1725	696	377	587	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	183	178	271	259	674	126	44	1725	696	377	587	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	183	178	271	259	674	126	44	1725	696	377	587	58

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.68	0.32	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3117	583	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.06	0.05	0.15	0.08	0.22	0.22	0.01	0.45	0.40	0.12	0.15	0.03
Crit Moves:	****				****			****		****		
Green Time:	18.0	43.3	66.8	17.2	42.5	42.5	12.4	92.0	110.0	23.5	103	120.3
Volume/Cap:	0.61	0.20	0.44	0.90	0.96	0.96	0.21	0.93	0.68	0.96	0.28	0.05
Delay/Veh:	85.1	58.5	46.7	113.5	93.1	93.1	83.7	63.7	38.6	115.9	15.6	5.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.1	58.5	46.7	113.5	93.1	93.1	83.7	63.7	38.6	115.9	15.6	5.9
LOS by Move:	F	E	D	F	F	F	F	E	D	F	B	A
HCM2kAvgQ:	6	4	12	9	24	24	2	50	35	15	6	1

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

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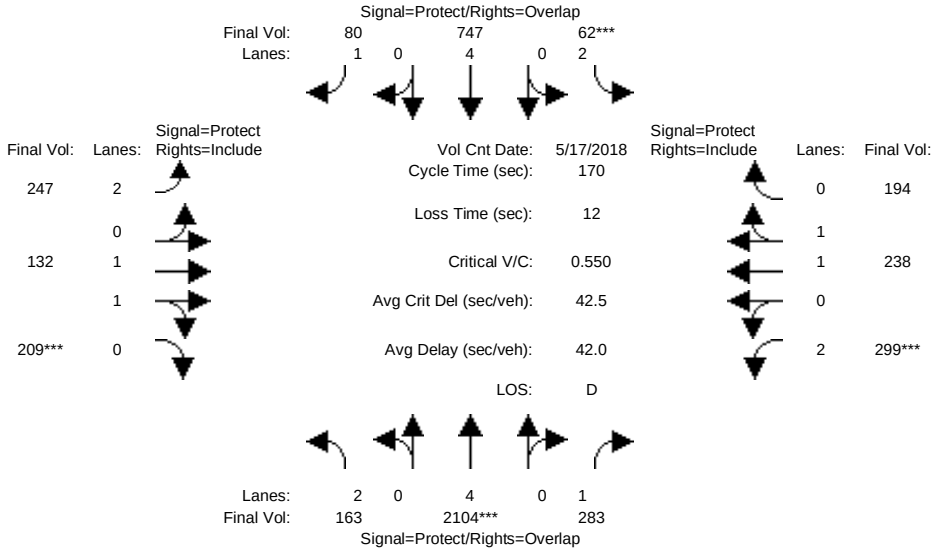
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	73	73	16	69	69	23	38	38	23	38	38
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3
Volume Module: >> Count Date: 17 May 2018 <<												
Base Vol:	163	2104	283	62	747	80	247	132	209	299	238	194
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	163	2104	283	62	747	80	247	132	209	299	238	194
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	163	2104	283	62	747	80	247	132	209	299	238	194
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	163	2104	283	62	747	80	247	132	209	299	238	194
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	163	2104	283	62	747	80	247	132	209	299	238	194
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	163	2104	283	62	747	80	247	132	209	299	238	194
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.00	1.00	2.00	1.08	0.92
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	1900	1750	3150	2037	1661
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.16	0.02	0.10	0.05	0.08	0.07	0.12	0.09	0.12	0.12
Crit Moves:		****		****					****	****		
Green Time:	19.3	77.4	104.0	16.0	74.1	98.5	24.3	38.0	38.0	26.6	40.2	40.2
Volume/Cap:	0.46	0.61	0.26	0.21	0.23	0.08	0.55	0.31	0.53	0.61	0.49	0.49
Delay/Veh:	71.3	35.2	15.4	71.5	30.0	15.8	69.1	55.2	59.1	69.1	56.5	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	71.3	35.2	15.4	71.5	30.0	15.8	69.1	55.2	59.1	69.1	56.5	56.5
LOS by Move:	E	D	B	E	C	B	E	E	E	E	E	E
HCM2kAvgQ:	5	22	10	2	7	3	7	5	10	9	10	10

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

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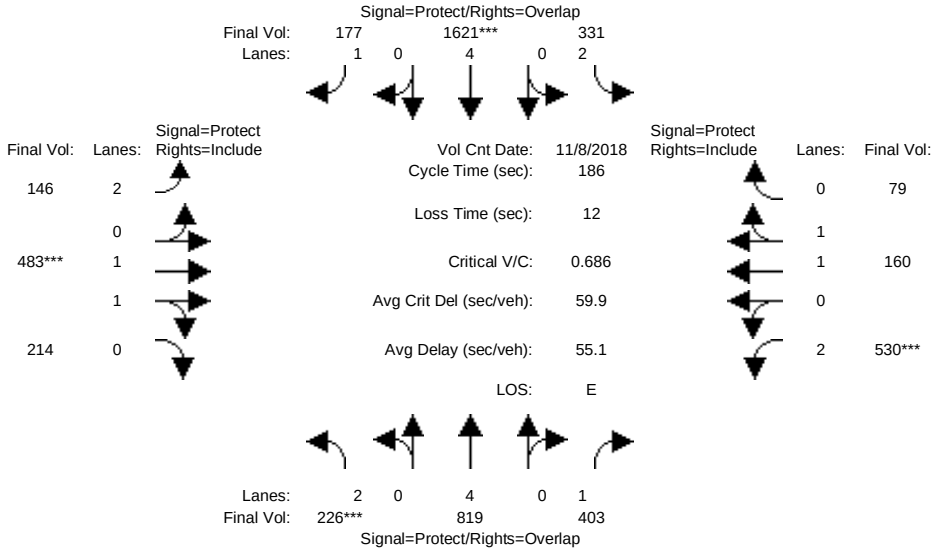
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	52	52	25	68	68	39	46	46	37	44	44
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2
Volume Module: >> Count Date: 8 Nov 2018 <<												
Base Vol:	226	819	403	331	1621	177	146	483	214	530	160	79
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	226	819	403	331	1621	177	146	483	214	530	160	79
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	226	819	403	331	1621	177	146	483	214	530	160	79
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	226	819	403	331	1621	177	146	483	214	530	160	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	226	819	403	331	1621	177	146	483	214	530	160	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	226	819	403	331	1621	177	146	483	214	530	160	79
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.37	0.63	2.00	1.32	0.68
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2563	1136	3150	2476	1223
Capacity Analysis Module:												
Vol/Sat:	0.07	0.11	0.23	0.11	0.21	0.10	0.05	0.19	0.19	0.17	0.06	0.06
Crit Moves:	****				****			****		****		
Green Time:	19.0	58.8	99.8	28.2	68.0	108.9	40.9	46.0	46.0	41.0	46.1	46.1
Volume/Cap:	0.70	0.34	0.43	0.69	0.58	0.17	0.21	0.76	0.76	0.76	0.26	0.26
Delay/Veh:	87.6	48.9	26.3	79.1	47.9	17.9	59.5	68.7	68.7	73.0	56.4	56.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	48.9	26.3	79.1	47.9	17.9	59.5	68.7	68.7	73.0	56.4	56.4
LOS by Move:	F	D	C	E	D	B	E	E	E	E	E	E
HCM2kAvgQ:	8	9	18	11	19	7	4	18	18	17	5	5

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

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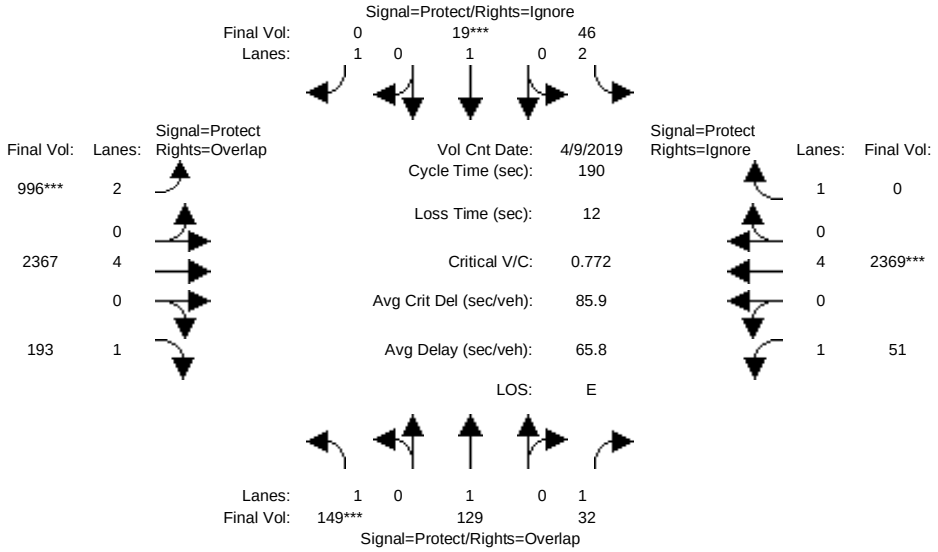
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (AM)

Intersection #5805: (27) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	32	32	32	12	12	12	60	122	122	12	74	74
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module: >> Count Date: 9 Apr 2019 <<												
Base Vol:	149	129	32	46	19	294	996	2367	193	51	2369	633
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	129	32	46	19	294	996	2367	193	51	2369	633
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	129	32	46	19	294	996	2367	193	51	2369	633
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	149	129	32	46	19	0	996	2367	193	51	2369	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	129	32	46	19	0	996	2367	193	51	2369	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	149	129	32	46	19	0	996	2367	193	51	2369	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.07	0.02	0.01	0.01	0.00	0.32	0.31	0.11	0.03	0.31	0.00
Crit Moves:	****				****		****				****	
Green Time:	32.0	32.0	44.0	12.0	12.0	0.0	60.0	122	154.0	12.0	74.0	0.0
Volume/Cap:	0.51	0.40	0.08	0.23	0.16	0.00	1.00	0.49	0.14	0.46	0.80	0.00
Delay/Veh:	73.2	71.3	57.2	85.2	84.8	0.0	113.8	38.9	14.8	92.8	75.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.2	71.3	57.2	85.2	84.8	0.0	113.8	38.9	14.8	92.8	75.0	0.0
LOS by Move:	E	E	E	F	F	A	F	D	B	F	E	A
HCM2kAvgQ:	9	7	2	2	1	0	40	28	9	4	34	0

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

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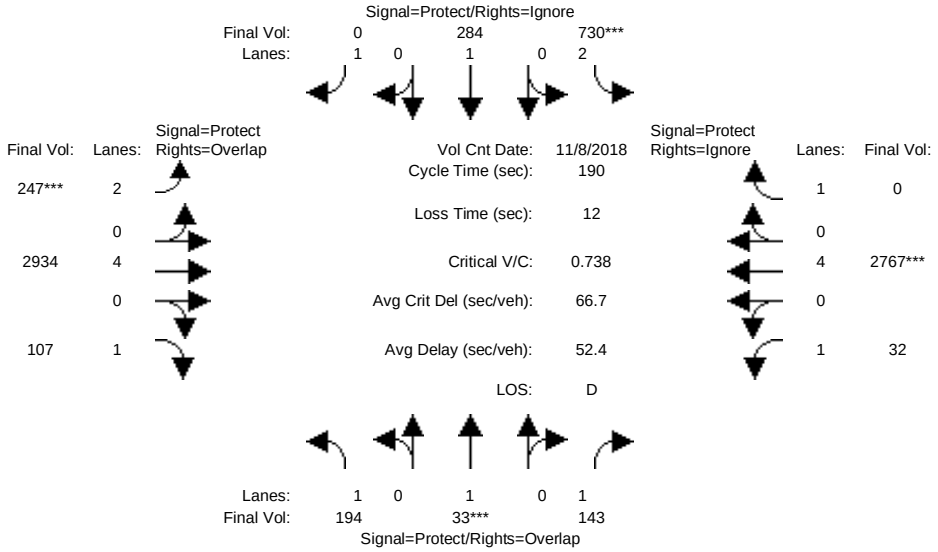
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing (PM)

Intersection #5805: (27) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	26	26	39	39	39	24	95	95	9	80	80
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module: >> Count Date: 8 Nov 2018 << 4:45 - 5:45 PM												
Base Vol:	194	33	143	730	284	845	247	2934	107	32	2767	134
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	33	143	730	284	845	247	2934	107	32	2767	134
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	33	143	730	284	845	247	2934	107	32	2767	134
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	194	33	143	730	284	0	247	2934	107	32	2767	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	33	143	730	284	0	247	2934	107	32	2767	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	194	33	143	730	284	0	247	2934	107	32	2767	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.02	0.08	0.23	0.15	0.00	0.08	0.39	0.06	0.02	0.36	0.00
Crit Moves:		****		****			****				****	
Green Time:	29.6	26.0	35.0	48.0	44.4	0.0	24.0	95.0	124.6	9.0	80.0	0.0
Volume/Cap:	0.71	0.13	0.44	0.92	0.64	0.00	0.62	0.77	0.09	0.39	0.86	0.00
Delay/Veh:	84.7	72.3	69.8	84.5	68.7	0.0	81.7	30.7	5.1	90.8	60.6	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.7	72.3	69.8	84.5	68.7	0.0	81.7	30.7	5.1	90.8	60.6	0.0
LOS by Move:	F	E	E	F	E	A	F	C	A	F	E	A
HCM2kAvgQ:	13	2	8	28	15	0	9	30	1	2	39	0

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

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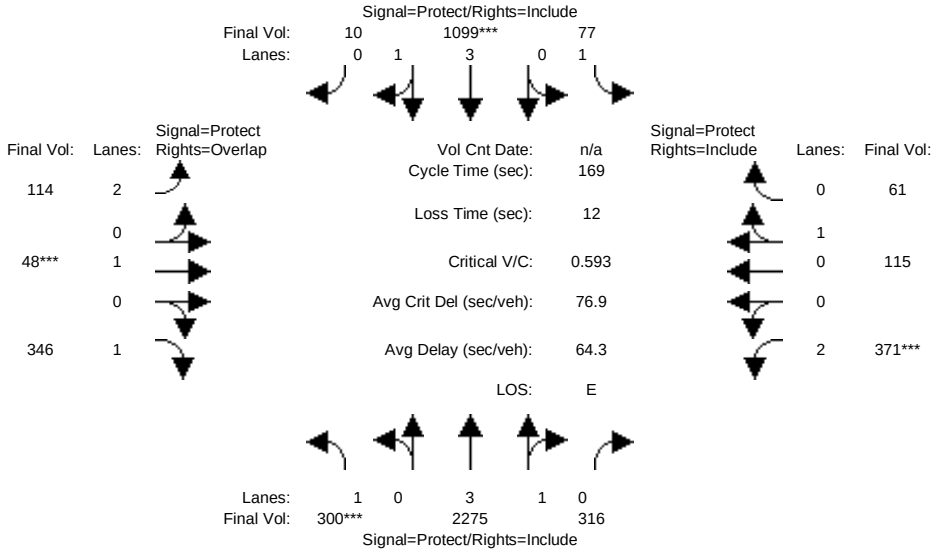
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

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



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	33	71	71	12	50	50	12	37	37	26	51	51
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module:												
Base Vol:	300	2275	316	77	1099	10	114	48	346	371	115	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	2275	316	77	1099	10	114	48	346	371	115	61
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	2275	316	77	1099	10	114	48	346	371	115	61
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	2275	316	77	1099	10	114	48	346	371	115	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	2275	316	77	1099	10	114	48	346	371	115	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	2275	316	77	1099	10	114	48	346	371	115	61
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.49	0.51	1.00	3.96	0.04	2.00	1.00	1.00	2.00	0.65	0.35
Final Sat.:	1750	6584	914	1750	7432	68	1575	760	1225	2205	470	250
Capacity Analysis Module:												
Vol/Sat:	0.17	0.35	0.35	0.04	0.15	0.15	0.07	0.06	0.28	0.17	0.24	0.24
Crit Moves:	****				****			****		****		
Green Time:	33.1	71.4	71.4	11.7	49.5	49.5	11.5	36.7	69.8	26.3	51.5	51.5
Volume/Cap:	0.88	0.82	0.82	0.64	0.50	0.50	1.06	0.29	0.68	1.08	0.80	0.80
Delay/Veh:	87.6	51.6	51.6	87.2	52.7	52.7	184.1	56.3	44.4	143.4	72.9	72.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.6	51.6	51.6	87.2	52.7	52.7	184.1	56.3	44.4	143.4	72.9	72.9
LOS by Move:	F	D	D	F	D	D	F	E	D	F	E	E
HCM2kAvgQ:	17	32	32	4	12	12	6	2	16	17	11	11

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

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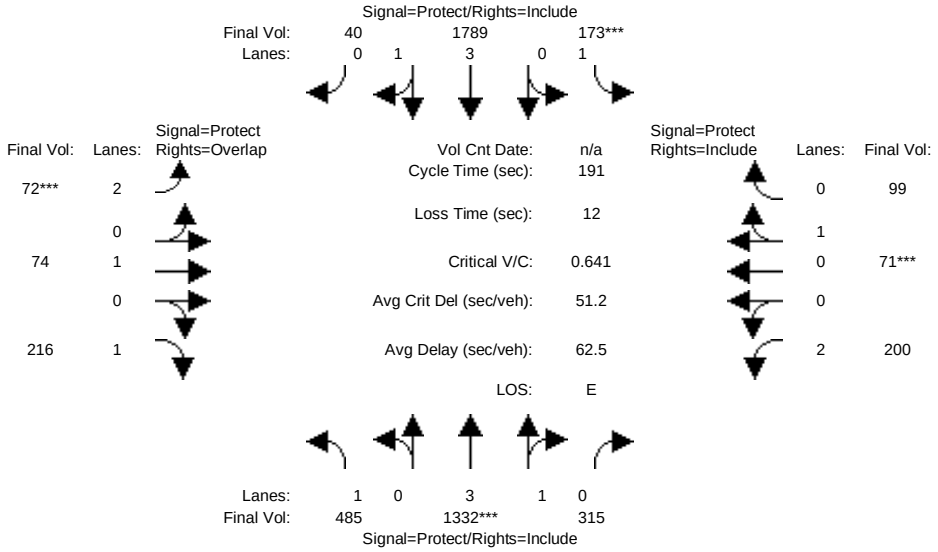
2000 HCM Operations (Future Volume Alternative)
Background PM

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



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	59	89	89	28	58	58	13	30	30	20	37	37
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module:												
Base Vol:	485	1332	315	173	1789	40	72	74	216	200	71	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	1332	315	173	1789	40	72	74	216	200	71	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	1332	315	173	1789	40	72	74	216	200	71	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	485	1332	315	173	1789	40	72	74	216	200	71	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1332	315	173	1789	40	72	74	216	200	71	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	485	1332	315	173	1789	40	72	74	216	200	71	99
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.99	0.95	0.41	0.40	0.64	0.58	0.38	0.38
Lanes:	1.00	3.20	0.80	1.00	3.91	0.09	2.00	1.00	1.00	2.00	0.42	0.58
Final Sat.:	1750	6063	1434	1750	7336	164	1575	760	1225	2205	301	419
Capacity Analysis Module:												
Vol/Sat:	0.28	0.22	0.22	0.10	0.24	0.24	0.05	0.10	0.18	0.09	0.24	0.24
Crit Moves:		****		****			****				****	
Green Time:	58.6	89.1	89.1	27.7	57.6	57.6	12.9	30.3	88.9	20.2	37.6	37.6
Volume/Cap:	0.90	0.47	0.47	0.68	0.81	0.81	0.68	0.61	0.38	0.86	1.20	1.20
Delay/Veh:	80.8	28.5	28.5	84.9	67.8	67.8	103.1	84.0	33.6	109.6	216	215.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	28.5	28.5	84.9	67.8	67.8	103.1	84.0	33.6	109.6	216	215.6
LOS by Move:	F	C	C	F	E	E	F	F	C	F	F	F
HCM2kAvgQ:	30	13	13	10	26	26	4	5	9	9	16	16

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

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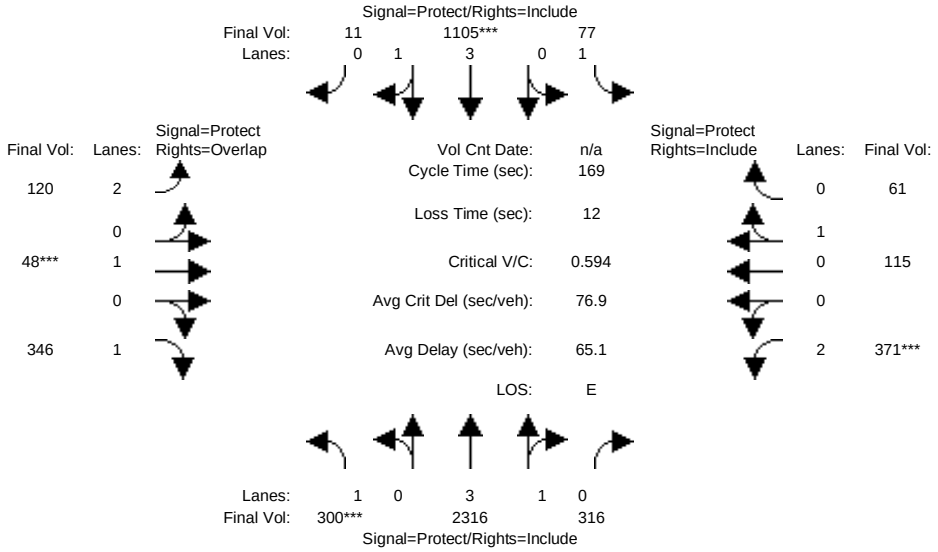
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

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



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	33	71	71	12	50	50	12	37	37	26	51	51
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module:												
Base Vol:	300	2275	316	77	1099	10	114	48	346	371	115	61
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	300	2275	316	77	1099	10	114	48	346	371	115	61
Added Vol:	0	41	0	0	6	1	6	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	2316	316	77	1105	11	120	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	2316	316	77	1105	11	120	48	346	371	115	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	2316	316	77	1105	11	120	48	346	371	115	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	2316	316	77	1105	11	120	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	3.50	0.50	1.00	3.96	0.04	2.00	1.00	1.00	2.00	0.65	0.35
Final Sat.:	1750	6598	900	1750	7426	74	1575	760	1225	2205	470	250
Capacity Analysis Module:												
Vol/Sat:	0.17	0.35	0.35	0.04	0.15	0.15	0.08	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	0.83	0.83	0.64	0.51	0.51	1.12	0.29	0.68	1.08	0.80	0.80
Delay/Veh:	87.6	52.2	52.2	87.2	52.7	52.7	201.8	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	52.2	52.2	87.2	52.7	52.7	201.8	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
HCM2kAvgQ:	17	32	32	4	13	13	7	2	16	17	11	11

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

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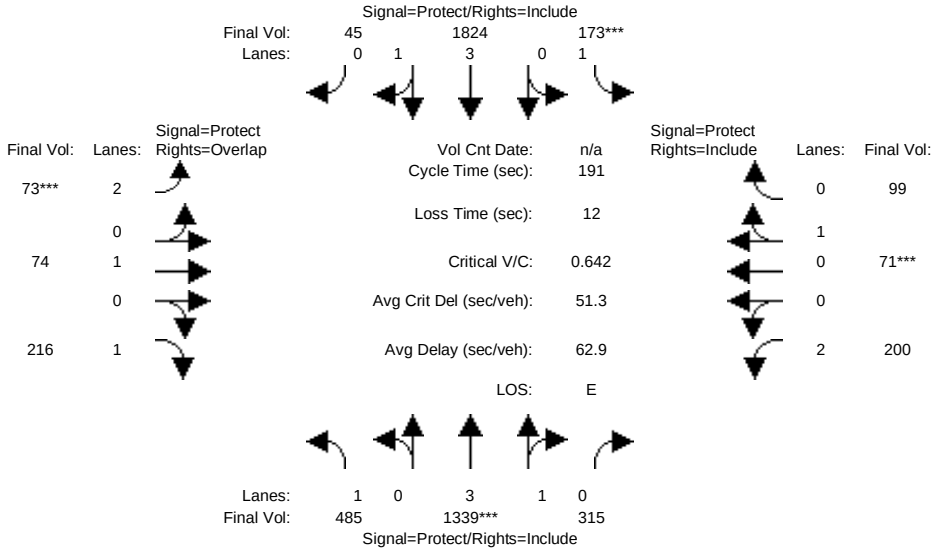
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

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



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	59	89	89	28	58	58	13	30	30	20	37	37
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module:												
Base Vol:	485	1332	315	173	1789	40	72	74	216	200	71	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	485	1332	315	173	1789	40	72	74	216	200	71	99
Added Vol:	0	7	0	0	35	5	1	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	1339	315	173	1824	45	73	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	1339	315	173	1824	45	73	74	216	200	71	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1339	315	173	1824	45	73	74	216	200	71	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	485	1339	315	173	1824	45	73	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	3.21	0.79	1.00	3.90	0.10	2.00	1.00	1.00	2.00	0.42	0.58
Final Sat.:	1750	6069	1428	1750	7319	181	1575	760	1225	2205	301	419
Capacity Analysis Module:												
Vol/Sat:	0.28	0.22	0.22	0.10	0.25	0.25	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	0.83	0.83	0.69	0.61	0.38	0.86	1.20	1.20
Delay/Veh:	80.8	28.5	28.5	84.9	68.6	68.6	104.2	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	68.6	68.6	104.2	84.0	33.6	109.6	216	215.6
LOS by Move:	F	C	C	F	E	E	F	F	C	F	F	F
HCM2kAvgQ:	30	13	13	10	26	26	4	5	9	9	16	16

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

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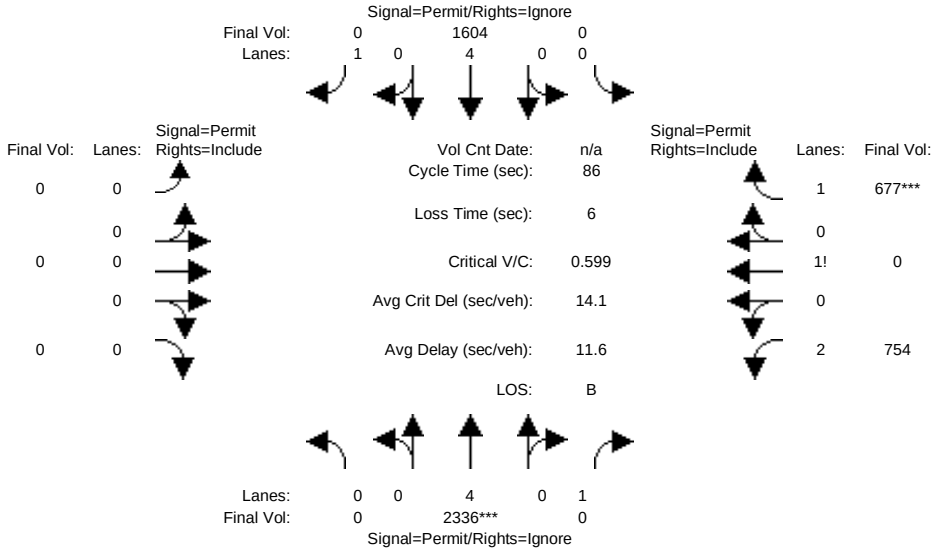
Background AM

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



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	23	23	23
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0
Volume Module:												
Base Vol:	0	2336	622	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	622	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	622	0	1604	505	0	0	0	754	0	677
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2336	0	0	1604	0	0	0	0	754	0	677
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2336	0	0	1604	0	0	0	0	754	0	677
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2336	0	0	1604	0	0	0	0	754	0	677
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.45	0.00	1.55
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3882	0	2711
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.19	0.00	0.25
Crit Moves:		****										****
Green Time:	0.0	52.1	0.0	0.0	52.1	0.0	0.0	0.0	0.0	23.0	23.0	27.9
Volume/Cap:	0.00	0.51	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.73	0.00	0.77
Delay/Veh:	0.0	5.5	0.0	0.0	4.8	0.0	0.0	0.0	0.0	30.0	0.0	28.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	5.5	0.0	0.0	4.8	0.0	0.0	0.0	0.0	30.0	0.0	28.2
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	5	0	0	3	0	0	0	0	10	0	13

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

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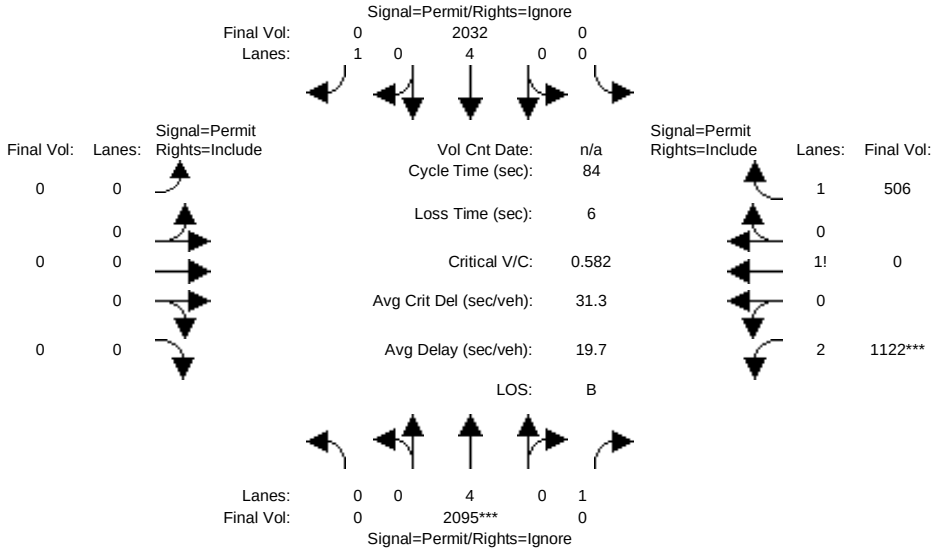
2000 HCM Operations (Future Volume Alternative)
Background PM

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	381	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	381	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	381	0	2032	349	0	0	0	1122	0	506
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2095	0	0	2032	0	0	0	0	1122	0	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2095	0	0	2032	0	0	0	0	1122	0	506
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2095	0	0	2032	0	0	0	0	1122	0	506
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.85	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.61	0.00	1.39
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	4243	0	2425
Capacity Analysis Module:												
Vol/Sat:	0.00	0.28	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.26	0.00	0.21
Crit Moves:		****								****		
Green Time:	0.0	51.8	0.0	0.0	51.8	0.0	0.0	0.0	0.0	22.0	22.0	22.0
Volume/Cap:	0.00	0.45	0.00	0.00	0.43	0.00	0.00	0.00	0.00	1.01	0.00	0.80
Delay/Veh:	0.0	12.2	0.0	0.0	4.6	0.0	0.0	0.0	0.0	55.8	0.0	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.2	0.0	0.0	4.6	0.0	0.0	0.0	0.0	55.8	0.0	31.2
LOS by Move:	A	B	A	A	A	A	A	A	A	E	A	C
HCM2kAvgQ:	0	9	0	0	4	0	0	0	0	20	0	12

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

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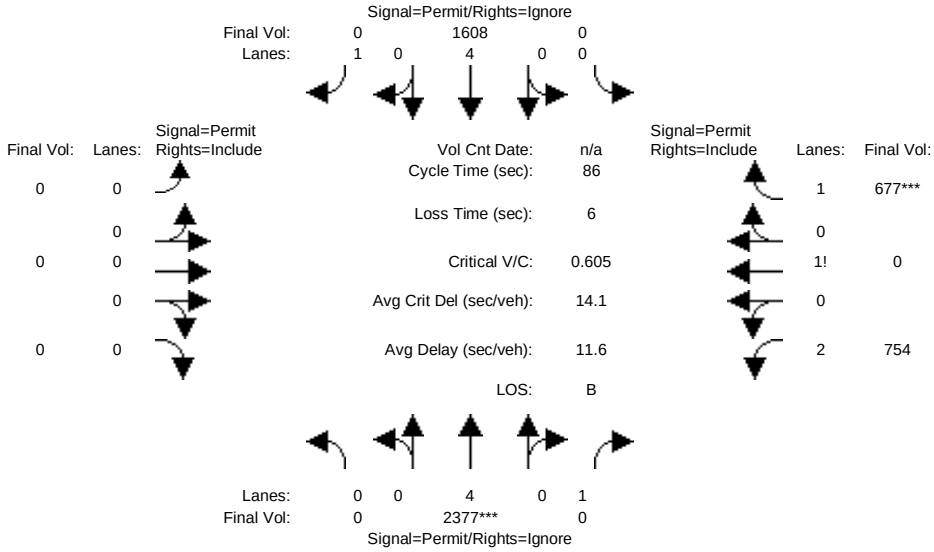
Background + Prj AM

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



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	23	23	23
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0
Volume Module:												
Base Vol:	0	2336	622	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	622	0	1604	505	0	0	0	754	0	677
Added Vol:	0	41	0	0	4	2	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2377	622	0	1608	507	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	2377	0	0	1608	0	0	0	0	754	0	677
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2377	0	0	1608	0	0	0	0	754	0	677
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2377	0	0	1608	0	0	0	0	754	0	677
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	0.00	0.00	0.00	2.45	0.00	1.55
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3882	0	2711
Capacity Analysis Module:												
Vol/Sat:	0.00	0.31	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.19	0.00	0.25
Crit Moves:		****										****
Green Time:	0.0	52.1	0.0	0.0	52.1	0.0	0.0	0.0	0.0	23.0	23.0	27.9
Volume/Cap:	0.00	0.52	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.73	0.00	0.77
Delay/Veh:	0.0	5.6	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	5.6	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
HCM2kAvgQ:	0	5	0	0	3	0	0	0	0	10	0	13

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

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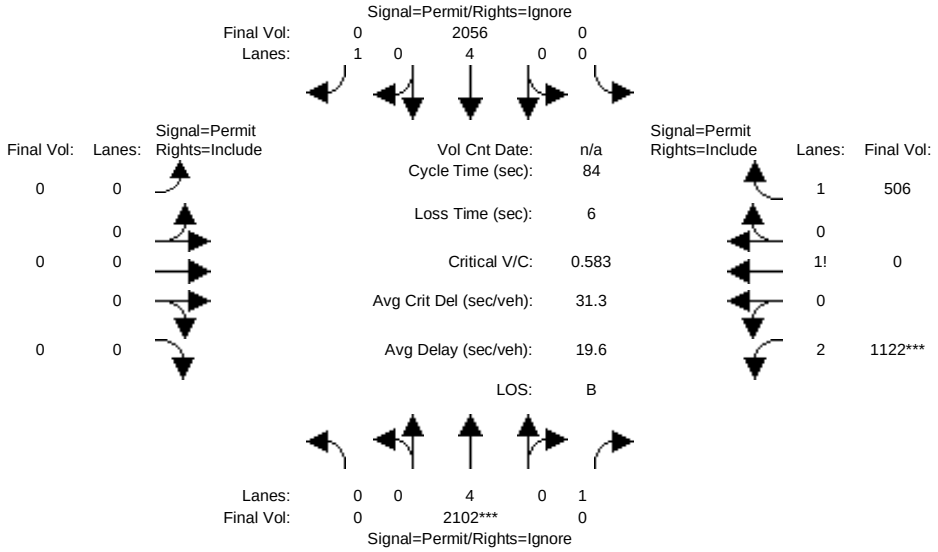
Intersection #26: (3) Lawrence Expwy & US 101 NB Ramps



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	381	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	381	0	2032	349	0	0	0	1122	0	506
Added Vol:	0	7	0	0	24	11	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2102	381	0	2056	360	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	2102	0	0	2056	0	0	0	0	1122	0	506
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2102	0	0	2056	0	0	0	0	1122	0	506
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2102	0	0	2056	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	0.44	0.00	0.00	0.00	0.00	1.01	0.00	0.80
Delay/Veh:	0.0	12.3	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	12.3	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
HCM2kAvgQ:	0	9	0	0	4	0	0	0	0	20	0	12

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

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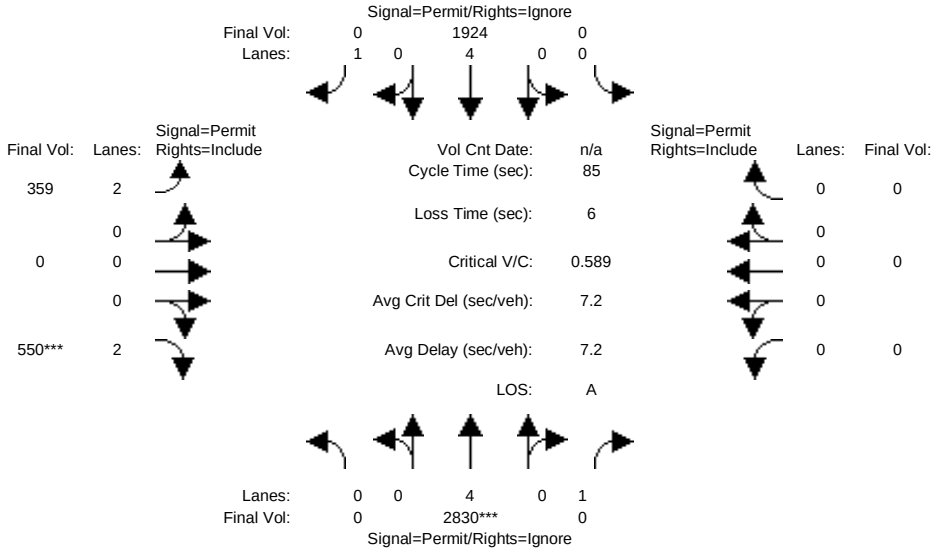
Intersection #27: (4) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	2830	851	0	1924	334	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	334	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	334	359	0	550	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2830	0	0	1924	0	359	0	550	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2830	0	0	1924	0	359	0	550	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2830	0	0	1924	0	359	0	550	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.25	0.00	0.11	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****							****			
Green Time:	0.0	60.2	0.0	0.0	59.8	0.0	13.5	13.5	18.8	0.0	0.0	0.0
Volume/Cap:	0.00	0.53	0.00	0.00	0.36	0.00	0.72	0.00	0.79	0.00	0.00	0.00
Delay/Veh:	0.0	1.4	0.0	0.0	1.2	0.0	38.9	0.0	37.3	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	1.4	0.0	0.0	1.2	0.0	38.9	0.0	37.3	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	3	0	0	1	0	7	0	10	0	0	0

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

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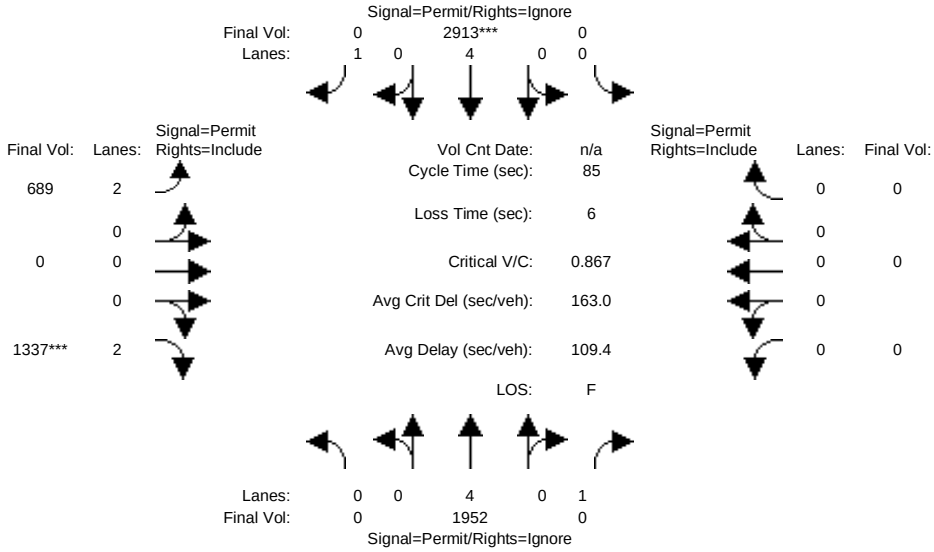
Background PM

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



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	1952	494	0	2913	240	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	240	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	240	689	0	1337	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1952	0	0	2913	0	689	0	1337	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1952	0	0	2913	0	689	0	1337	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1952	0	0	2913	0	689	0	1337	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	0.00	4.00	1.00	0.00	4.00	1.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.00	0.00	0.38	0.00	0.22	0.00	0.42	0.00	0.00	0.00
Crit Moves:					****				****			
Green Time:	0.0	63.4	0.0	0.0	63.8	0.0	17.5	17.5	17.5	0.0	0.0	0.0
Volume/Cap:	0.00	0.34	0.00	0.00	0.51	0.00	1.06	0.00	2.06	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	88.0	0.0	517.9	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	88.0	0.0	517.9	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	A	A	A
HCM2kAvgQ:	0	1	0	0	1	0	19	0	73	0	0	0

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

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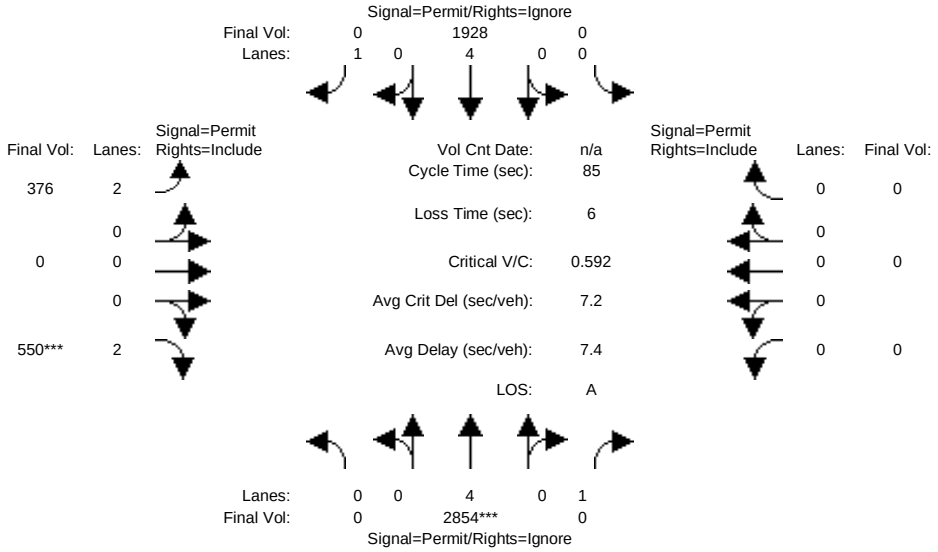
Intersection #27: (4) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	2830	851	0	1924	334	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	334	359	0	550	0	0	0
Added Vol:	0	24	0	0	4	0	17	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2854	851	0	1928	334	376	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	2854	0	0	1928	0	376	0	550	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2854	0	0	1928	0	376	0	550	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2854	0	0	1928	0	376	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	0.38	0.00	0.00	0.25	0.00	0.12	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	0.75	0.00	0.79	0.00	0.00	0.00
Delay/Veh:	0.0	1.4	0.0	0.0	1.2	0.0	40.5	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	40.5	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
HCM2kAvgQ:	0	3	0	0	1	0	8	0	10	0	0	0

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

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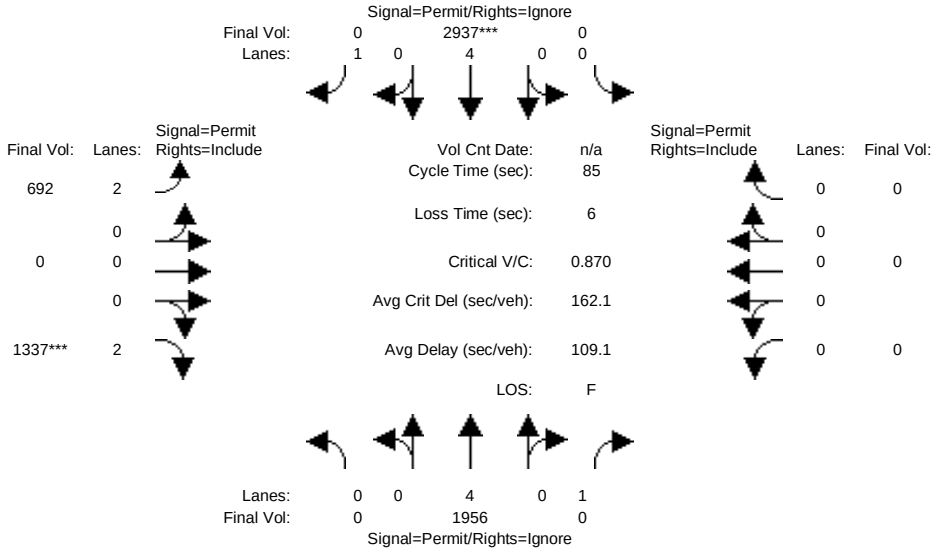
Intersection #27: (4) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	1952	494	0	2913	240	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	240	689	0	1337	0	0	0
Added Vol:	0	4	0	0	24	0	3	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1956	494	0	2937	240	692	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	1956	0	0	2937	0	692	0	1337	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1956	0	0	2937	0	692	0	1337	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1956	0	0	2937	0	692	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	0.39	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	0.35	0.00	0.00	0.51	0.00	1.07	0.00	2.06	0.00	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	89.5	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	89.5	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
HCM2kAvgQ:	0	1	0	0	1	0	19	0	73	0	0	0

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

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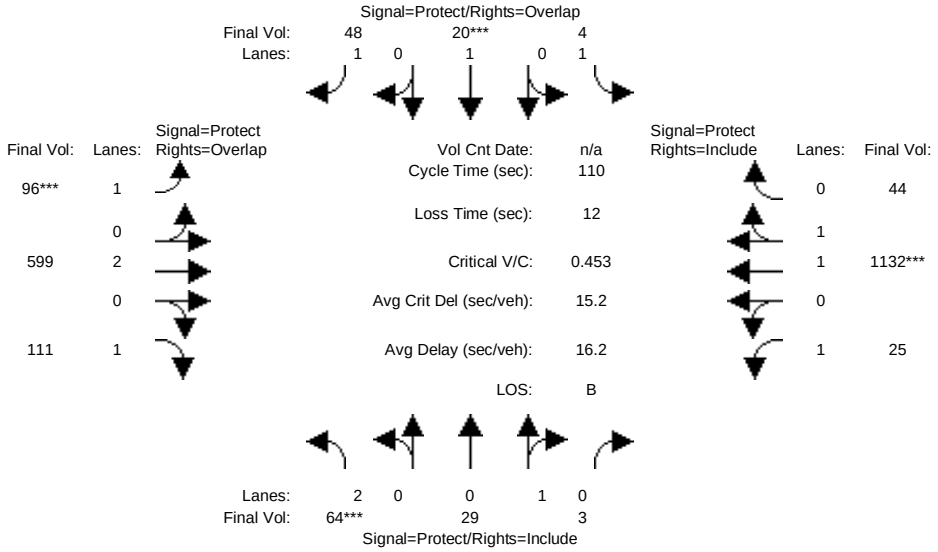
Intersection #40: (5) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module:												
Base Vol:	61	28	3	4	19	46	91	569	105	24	1075	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	28	3	4	19	46	91	569	105	24	1075	42
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	28	3	4	19	46	91	569	105	24	1075	42
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	64	29	3	4	20	48	96	599	111	25	1132	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	29	3	4	20	48	96	599	111	25	1132	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	29	3	4	20	48	96	599	111	25	1132	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.90	0.10	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.92	0.08
Final Sat.:	3150	1626	174	1750	1900	1750	1750	3800	1750	1750	3561	139
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.00	0.01	0.03	0.05	0.16	0.06	0.01	0.32	0.32
Crit Moves:	****				****		****				****	
Green Time:	6.0	8.0	8.0	6.0	8.0	20.3	12.3	57.5	63.5	26.5	71.7	71.7
Volume/Cap:	0.37	0.25	0.25	0.04	0.14	0.15	0.49	0.30	0.11	0.06	0.49	0.49
Delay/Veh:	51.6	49.2	49.2	49.5	48.3	37.8	47.8	15.0	10.5	32.2	10.0	10.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	49.2	49.2	49.5	48.3	37.8	47.8	15.0	10.5	32.2	10.0	10.0
LOS by Move:	D	D	D	D	D	D	D	B	B	C	A	A
HCM2kAvgQ:	2	1	1	0	1	2	3	6	2	1	10	10

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

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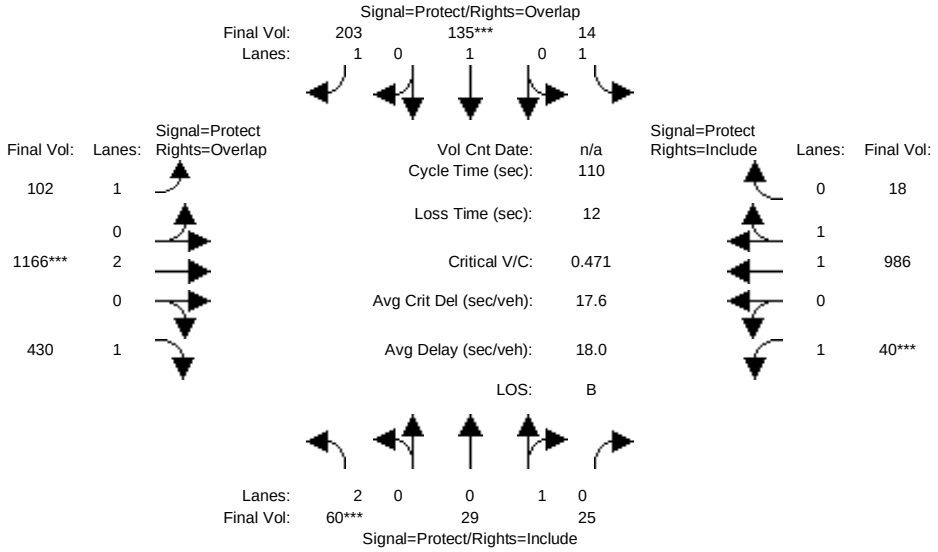
Intersection #40: (5) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module:												
Base Vol:	58	28	24	14	131	197	99	1131	417	39	956	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	28	24	14	131	197	99	1131	417	39	956	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	28	24	14	131	197	99	1131	417	39	956	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	60	29	25	14	135	203	102	1166	430	40	986	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	29	25	14	135	203	102	1166	430	40	986	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	29	25	14	135	203	102	1166	430	40	986	18
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.97	0.95
Lanes:	2.00	0.54	0.46	1.00	1.00	1.00	1.00	2.00	1.00	1.00	1.96	0.04
Final Sat.:	3150	969	831	1750	1900	1750	1750	3800	1750	1750	3635	65
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.01	0.07	0.12	0.06	0.31	0.25	0.02	0.27	0.27
Crit Moves:	****				****			****		****		
Green Time:	6.0	12.5	12.5	9.3	15.8	31.9	16.1	68.2	74.2	8.0	60.1	60.1
Volume/Cap:	0.35	0.26	0.26	0.10	0.49	0.40	0.40	0.49	0.36	0.32	0.50	0.50
Delay/Veh:	51.3	45.3	45.3	46.7	44.8	31.9	43.6	11.6	7.9	49.8	15.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.3	45.3	45.3	46.7	44.8	31.9	43.6	11.6	7.9	49.8	15.7	15.7
LOS by Move:	D	D	D	D	D	C	D	B	A	D	B	B
HCM2kAvgQ:	2	2	2	1	5	6	3	10	7	1	11	11

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

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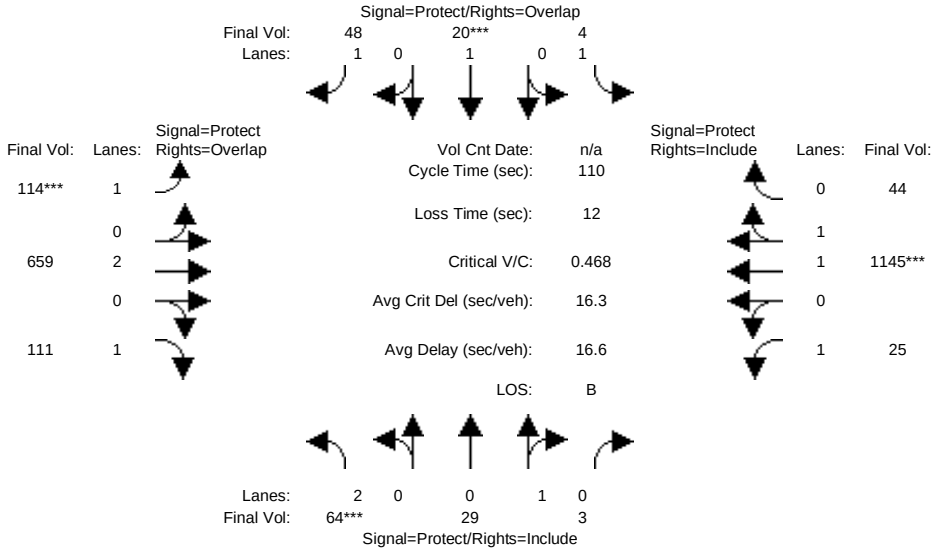
Intersection #40: (5) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module:												
Base Vol:	61	28	3	4	19	46	91	569	105	24	1075	42
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	61	28	3	4	19	46	91	569	105	24	1075	42
Added Vol:	0	0	0	0	0	0	17	57	0	0	13	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	28	3	4	19	46	108	626	105	24	1088	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	114	659	111	25	1145	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	29	3	4	20	48	114	659	111	25	1145	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	29	3	4	20	48	114	659	111	25	1145	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	3562	138
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.00	0.01	0.03	0.06	0.17	0.06	0.01	0.32	0.32
Crit Moves:	****				****		****				****	
Green Time:	6.0	8.0	8.0	6.0	8.0	22.1	14.1	59.2	65.2	24.8	69.9	69.9
Volume/Cap:	0.37	0.25	0.25	0.04	0.14	0.14	0.51	0.32	0.11	0.06	0.51	0.51
Delay/Veh:	51.6	49.2	49.2	49.5	48.3	36.3	46.6	14.3	9.8	33.5	11.0	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	49.2	49.2	49.5	48.3	36.3	46.6	14.3	9.8	33.5	11.0	11.0
LOS by Move:	D	D	D	D	D	D	D	B	A	C	B	B
HCM2kAvgQ:	2	1	1	0	1	1	4	6	2	1	11	11

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

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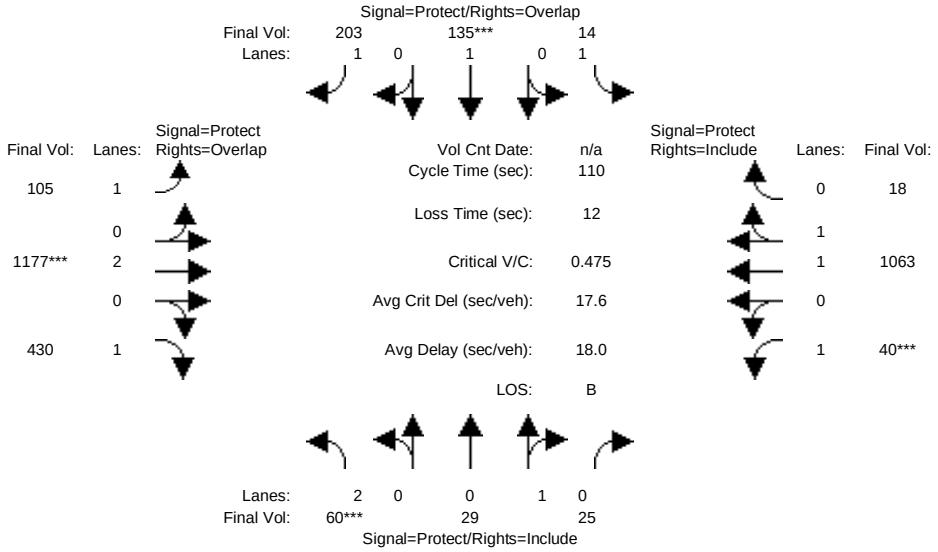
Intersection #40: (5) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module:												
Base Vol:	58	28	24	14	131	197	99	1131	417	39	956	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	58	28	24	14	131	197	99	1131	417	39	956	17
Added Vol:	0	0	0	0	0	0	3	11	0	0	75	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	28	24	14	131	197	102	1142	417	39	1031	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	105	1177	430	40	1063	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	29	25	14	135	203	105	1177	430	40	1063	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	29	25	14	135	203	105	1177	430	40	1063	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	1.97	0.03
Final Sat.:	3150	969	831	1750	1900	1750	1750	3800	1750	1750	3640	60
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	0.29	0.29
Crit Moves:	****				****			****		****		
Green Time:	6.0	12.4	12.4	9.3	15.7	30.9	15.2	68.3	74.3	8.0	61.1	61.1
Volume/Cap:	0.35	0.26	0.26	0.10	0.50	0.41	0.43	0.50	0.36	0.32	0.53	0.53
Delay/Veh:	51.3	45.3	45.3	46.8	45.0	32.7	44.7	11.6	7.9	49.8	15.6	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:	51.3	45.3	45.3	46.8	45.0	32.7	44.7	11.6	7.9	49.8	15.6	15.6
LOS by Move:	D	D	D	D	D	C	D	B	A	D	B	B
HCM2kAvgQ:	2	2	2	1	5	6	3	11	7	1	11	11

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

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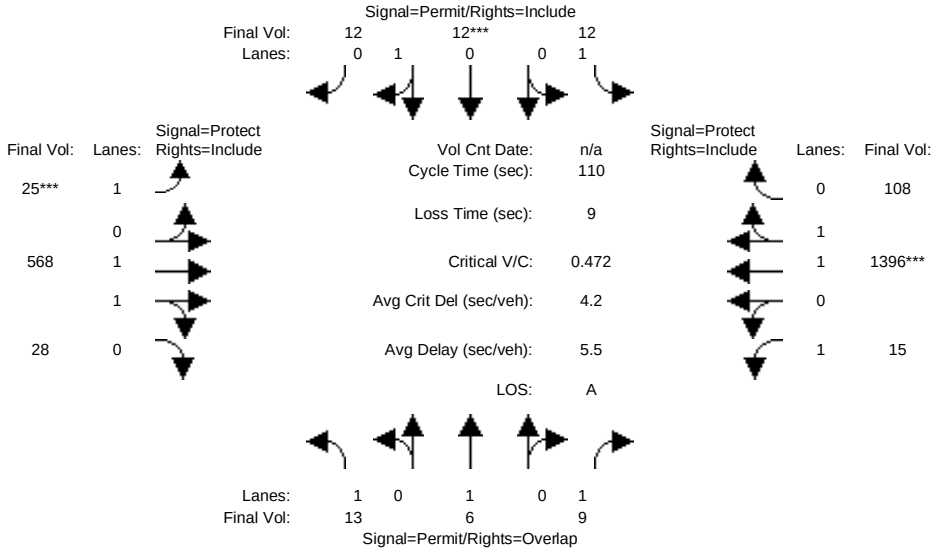
Intersection #41: (6) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	12	6	8	11	11	11	23	528	26	14	1298	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	6	8	11	11	11	23	528	26	14	1298	100
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	6	8	11	11	11	23	528	26	14	1298	100
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	13	6	9	12	12	12	25	568	28	15	1396	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	6	9	12	12	12	25	568	28	15	1396	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	13	6	9	12	12	12	25	568	28	15	1396	108
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	0.50	0.50	1.00	1.90	0.10	1.00	1.85	0.15
Final Sat.:	1750	1900	1750	1750	900	900	1750	3526	174	1750	3435	265
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.01	0.01	0.01	0.01	0.16	0.16	0.01	0.41	0.41
Crit Moves:					****		****				****	
Green Time:	4.0	4.0	21.9	4.0	4.0	4.0	5.0	79.1	79.1	17.9	92.0	92.0
Volume/Cap:	0.20	0.09	0.02	0.18	0.36	0.36	0.31	0.22	0.22	0.05	0.49	0.49
Delay/Veh:	52.9	51.8	35.5	52.7	55.1	55.1	53.1	5.2	5.2	39.0	2.6	2.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.9	51.8	35.5	52.7	55.1	55.1	53.1	5.2	5.2	39.0	2.6	2.6
LOS by Move:	D	D	D	D	E	E	D	A	A	D	A	A
HCM2kAvgQ:	1	0	0	1	1	1	1	3	3	0	7	7

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

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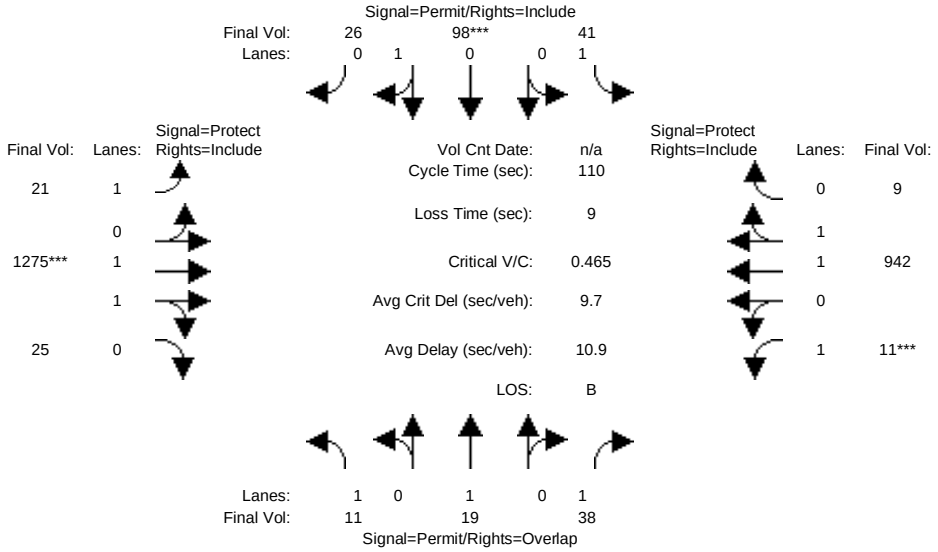
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #41: (6) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	11	18	36	39	94	25	20	1224	24	11	904	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	18	36	39	94	25	20	1224	24	11	904	9
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	18	36	39	94	25	20	1224	24	11	904	9
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	11	19	38	41	98	26	21	1275	25	11	942	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	19	38	41	98	26	21	1275	25	11	942	9
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	19	38	41	98	26	21	1275	25	11	942	9
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	1.00	1.00	1.00	1.00	0.79	0.21	1.00	1.96	0.04	1.00	1.98	0.02
Final Sat.:	1750	1900	1750	1750	1422	378	1750	3629	71	1750	3663	36
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.02	0.07	0.07	0.01	0.35	0.35	0.01	0.26	0.26
Crit Moves:					****			****		****		
Green Time:	15.9	15.9	19.9	15.9	15.9	15.9	12.8	81.1	81.1	4.0	72.3	72.3
Volume/Cap:	0.05	0.07	0.12	0.16	0.48	0.48	0.10	0.48	0.48	0.18	0.39	0.39
Delay/Veh:	40.6	40.8	37.9	41.5	44.6	44.6	43.7	6.0	6.0	52.8	8.8	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	40.8	37.9	41.5	44.6	44.6	43.7	6.0	6.0	52.8	8.8	8.8
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	0	1	1	1	5	5	1	9	9	0	7	7

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

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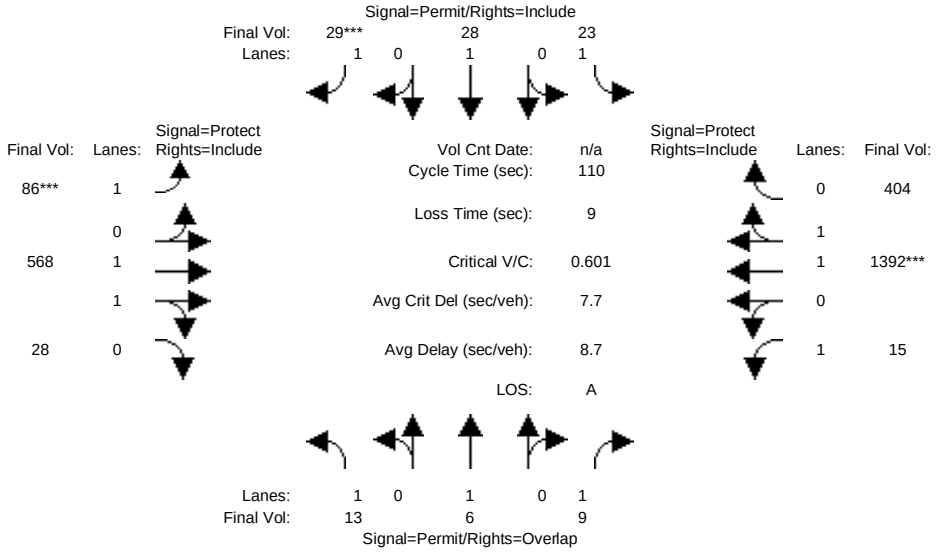
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #41: (6) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	12	6	8	11	11	11	23	528	26	14	1298	100
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	6	8	11	11	11	23	528	26	14	1298	100
Added Vol:	0	0	0	10	15	16	57	0	0	0	-3	276
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	6	8	21	26	27	80	528	26	14	1295	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:	0.93	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	23	28	29	86	568	28	15	1392	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	6	9	23	28	29	86	568	28	15	1392	404
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	23	28	29	86	568	28	15	1392	404
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.90	0.10	1.00	1.54	0.46
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3526	174	1750	2867	832
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.01	0.01	0.02	0.05	0.16	0.16	0.01	0.49	0.49
Crit Moves:						****	****				****	
Green Time:	4.0	4.0	21.9	4.0	4.0	4.0	8.9	79.1	79.1	17.9	88.1	88.1
Volume/Cap:	0.20	0.09	0.02	0.34	0.40	0.46	0.61	0.22	0.22	0.05	0.61	0.61
Delay/Veh:	52.9	51.8	35.5	54.9	55.7	57.0	56.2	5.2	5.2	39.0	4.6	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:	52.9	51.8	35.5	54.9	55.7	57.0	56.2	5.2	5.2	39.0	4.6	4.6
LOS by Move:	D	D	D	D	E	E	E	A	A	D	A	A
HCM2kAvgQ:	1	0	0	1	1	2	3	3	3	0	12	12

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

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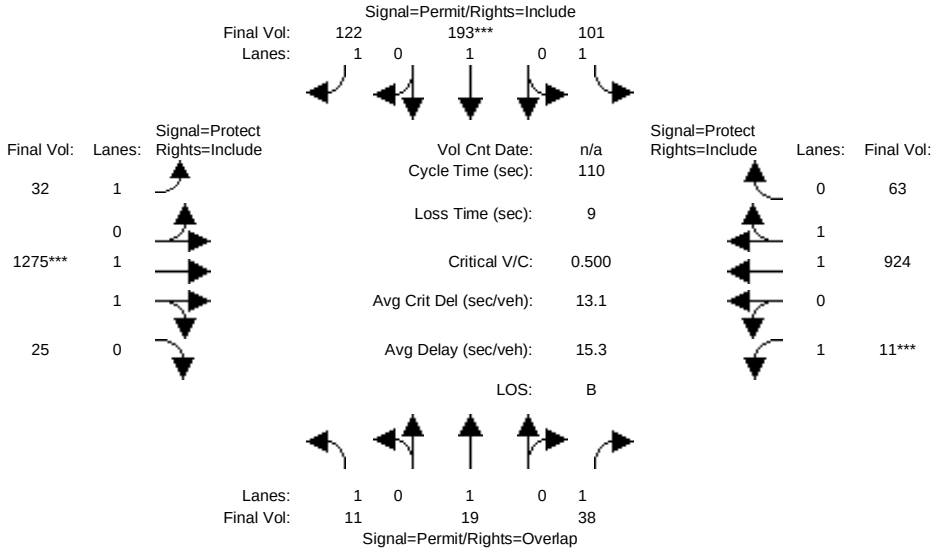
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #41: (6) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	11	18	36	39	94	25	20	1224	24	11	904	9
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	11	18	36	39	94	25	20	1224	24	11	904	9
Added Vol:	0	0	0	58	91	92	11	0	0	0	-17	51
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	18	36	97	185	117	31	1224	24	11	887	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:	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	101	193	122	32	1275	25	11	924	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	19	38	101	193	122	32	1275	25	11	924	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	19	38	101	193	122	32	1275	25	11	924	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	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.96	0.04	1.00	1.87	0.13
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3629	71	1750	3465	234
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.06	0.10	0.07	0.02	0.35	0.35	0.01	0.27	0.27
Crit Moves:					****			****		****		
Green Time:	21.7	21.7	25.7	21.7	21.7	21.7	11.5	75.3	75.3	4.0	67.7	67.7
Volume/Cap:	0.03	0.05	0.09	0.29	0.51	0.35	0.18	0.51	0.51	0.18	0.43	0.43
Delay/Veh:	35.7	35.8	33.1	38.1	40.6	38.7	45.3	8.6	8.6	52.8	11.2	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:	35.7	35.8	33.1	38.1	40.6	38.7	45.3	8.6	8.6	52.8	11.2	11.2
LOS by Move:	D	D	C	D	D	D	D	A	A	D	B	B
HCM2kAvgQ:	0	1	1	3	6	4	1	11	11	0	8	8

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

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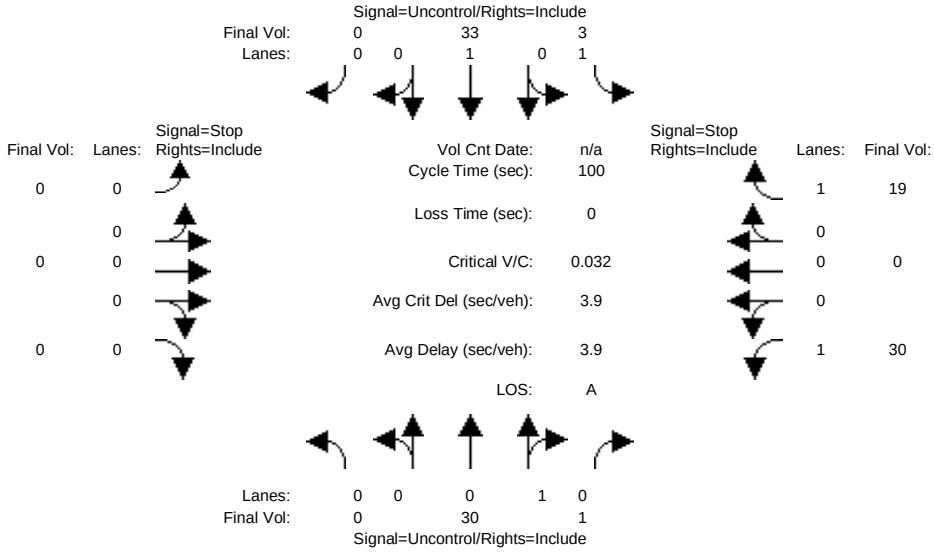
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background AM

Intersection #42: (7) Old Ironsides Dr & Old Glory Ln



Street Name:	Old Ironsides Dr						Old Glory Ln					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	27	1	3	30	0	0	0	0	27	0	17
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	27	1	3	30	0	0	0	0	27	0	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	27	1	3	30	0	0	0	0	27	0	17
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	0	30	1	3	33	0	0	0	0	30	0	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	30	1	3	33	0	0	0	0	30	0	19
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	6.4	xxxx	6.2
FollowUpTim:	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	xxxx	3.3
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	xxxxx	31	xxxx	xxxxx	xxxx	xxxx	xxxxx	71	xxxx	31
Potent Cap.:	xxxx	xxxx	xxxxx	1594	xxxx	xxxxx	xxxx	xxxx	xxxxx	939	xxxx	1050
Move Cap.:	xxxx	xxxx	xxxxx	1594	xxxx	xxxxx	xxxx	xxxx	xxxxx	937	xxxx	1050
Volume/Cap:	xxxx	xxxx	xxxx	0.00	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	0.02
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	0.1
Control Del:	xxxxx	xxxx	xxxxx	7.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.0	xxxx	8.5
LOS by Move:	*	*	*	A	*	*	*	*	*	A	*	A
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	xxxxxx			xxxxxx			xxxxxx			8.8		
ApproachLOS:	*			*			*			A		

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

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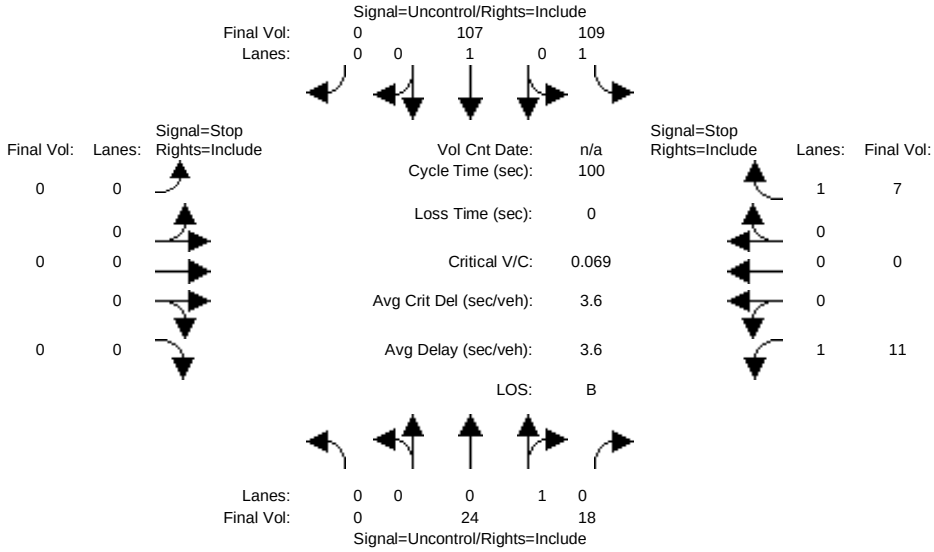
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM

Intersection #42: (7) Old Ironsides Dr & Old Glory Ln

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Street Name:         Old Ironsides Dr                    Old Glory Ln
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   22    16    98   96     0     0    0     0    10    0     6
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0   22    16    98   96     0     0    0     0    10    0     6
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   22    16    98   96     0     0    0     0    10    0     6
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90
PHF Volume:     0   24    18   109  107     0     0    0     0    11    0     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   24    18   109  107     0     0    0     0    11    0     7
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx    42 xxxx xxxxx  xxxx xxxx xxxxx   358 xxxx    33
Potent Cap.: xxxx xxxx xxxxx  1580 xxxx xxxxx  xxxx xxxx xxxxx   645 xxxx  1046
Move Cap.:   xxxx xxxx xxxxx  1580 xxxx xxxxx  xxxx xxxx xxxxx   611 xxxx  1046
Volume/Cap:  xxxx xxxx  xxxx  0.07 xxxx  xxxx  xxxx xxxx  xxxx  0.02 xxxx  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   0.0
Control Del:xxxxx xxxx xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx  11.0 xxxx   8.5
LOS by Move:    *    *     *     A    *     *     *    *     *     B    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             10.1
ApproachLOS:         *                *                *                B
Note: Queue reported is the number of cars per lane.
```


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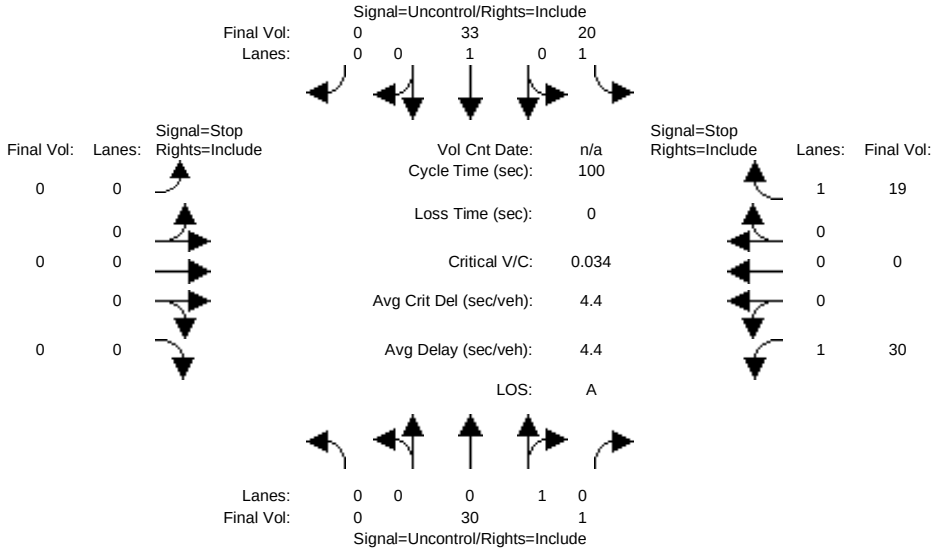
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj AM

Intersection #42: (7) Old Ironsides Dr & Old Glory Ln




```
Street Name:         Old Ironsides Dr                    Old Glory Ln
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   27     1     3   30     0     0    0     0    27    0    17
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0   27     1     3   30     0     0    0     0    27    0    17
Added Vol:      0    0     0    15    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    18   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    20   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    20   33     0     0    0     0    30    0    19
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx    31 xxxx xxxxx  xxxx xxxx xxxxx   104 xxxx    31
Potent Cap.: xxxx xxxx xxxxx  1594 xxxx xxxxx  xxxx xxxx xxxxx   899 xxxx  1050
Move Cap.:   xxxx xxxx xxxxx  1594 xxxx xxxxx  xxxx xxxx xxxxx   890 xxxx  1050
Volume/Cap:  xxxx xxxx  xxxx  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.03 xxxx  0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   0.1
Control Del:xxxxx xxxx xxxxx   7.3 xxxx xxxxx xxxxx xxxx xxxxx   9.2 xxxx   8.5
LOS by Move:    *    *     *     A    *     *     *    *     *     A    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              8.9
ApproachLOS:         *                *                *                A
Note: Queue reported is the number of cars per lane.
```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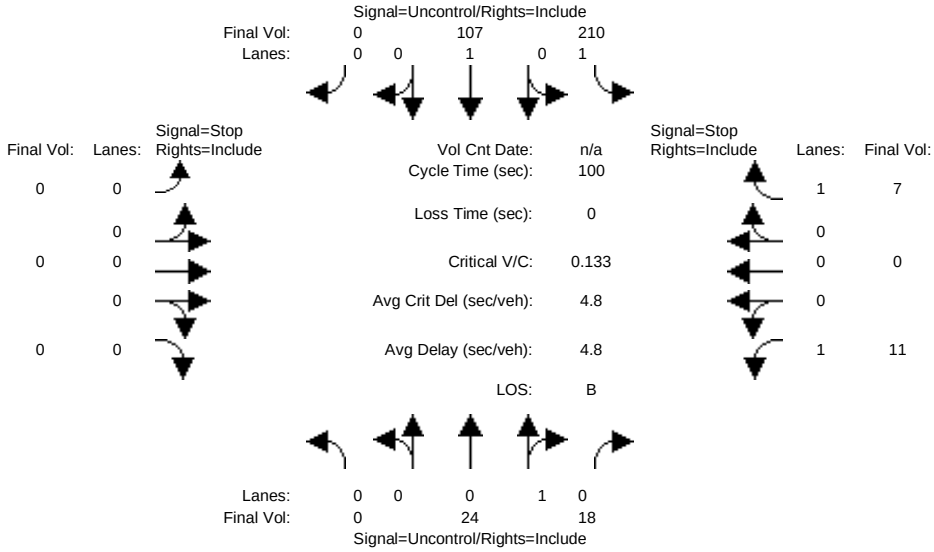
Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background + Prj PM

Intersection #42: (7) Old Ironsides Dr & Old Glory Ln




```
Street Name:         Old Ironsides Dr                    Old Glory Ln
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   22    16    98   96     0     0    0     0    10    0     6
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0   22    16    98   96     0     0    0     0    10    0     6
Added Vol:      0    0     0    91    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   189   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   210  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   210  107     0     0    0     0    11    0     7
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx    42 xxxx xxxxx  xxxx xxxx xxxxx   560 xxxx    33
Potent Cap.: xxxx xxxx xxxxx  1580 xxxx xxxxx  xxxx xxxx xxxxx   493 xxxx  1046
Move Cap.:   xxxx xxxx xxxxx  1580 xxxx xxxxx  xxxx xxxx xxxxx   443 xxxx  1046
Volume/Cap:  xxxx xxxx  xxxx  0.13 xxxx  xxxx  xxxx xxxx  xxxx  0.03 xxxx  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.5 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   0.0
Control Del:xxxxx xxxx xxxxx   7.6 xxxx xxxxx xxxxx xxxx xxxxx  13.3 xxxx   8.5
LOS by Move:    *    *     *     A    *     *     *    *     *     B    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             11.5
ApproachLOS:         *                *                *                B
Note: Queue reported is the number of cars per lane.
```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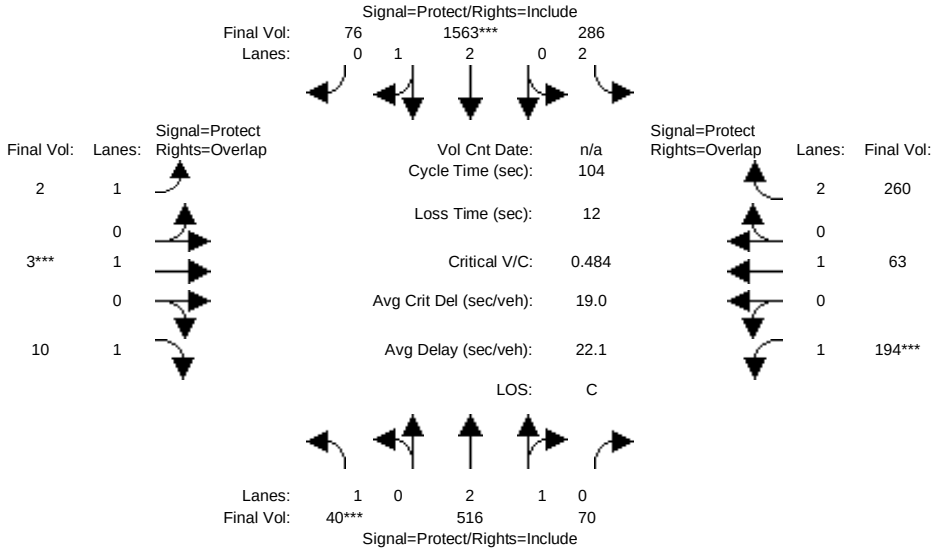
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #47: (10) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	36	464	63	257	1407	68	2	3	9	175	57	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	464	63	257	1407	68	2	3	9	175	57	234
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	464	63	257	1407	68	2	3	9	175	57	234
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	40	516	70	286	1563	76	2	3	10	194	63	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	516	70	286	1563	76	2	3	10	194	63	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	516	70	286	1563	76	2	3	10	194	63	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.63	0.37	2.00	2.86	0.14	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4930	669	3150	5341	258	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.09	0.29	0.29	0.00	0.00	0.01	0.11	0.03	0.08
Crit Moves:	****				****			****		****		
Green Time:	4.4	32.5	32.5	28.2	56.3	56.3	13.9	10.0	14.4	21.4	17.4	45.6
Volume/Cap:	0.54	0.33	0.33	0.33	0.54	0.54	0.01	0.02	0.04	0.54	0.20	0.19
Delay/Veh:	56.7	27.6	27.6	30.6	15.7	15.7	39.1	42.6	38.9	38.6	37.6	18.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.7	27.6	27.6	30.6	15.7	15.7	39.1	42.6	38.9	38.6	37.6	18.0
LOS by Move:	E	C	C	C	B	B	D	D	D	D	D	B
HCM2kAvgQ:	1	5	5	4	11	11	0	0	0	7	2	3

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

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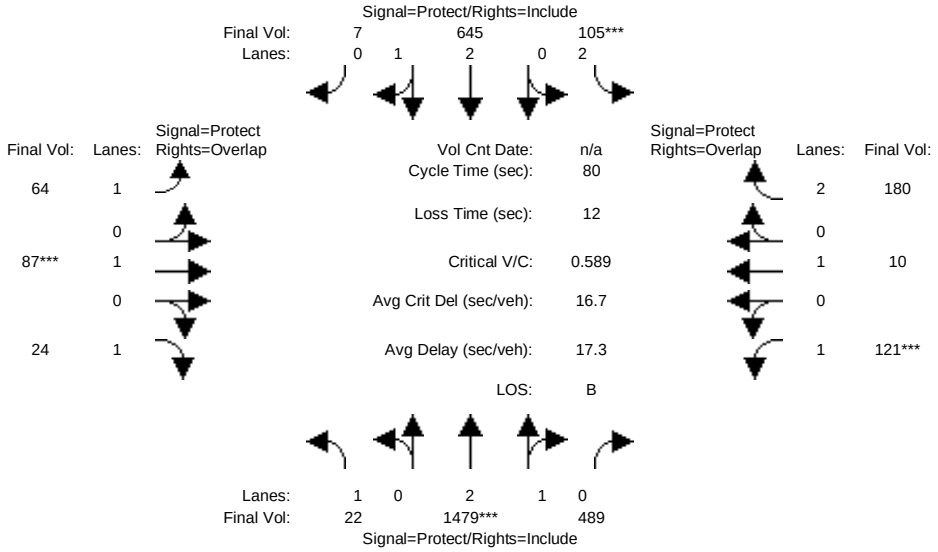
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #47: (10) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	21	1390	460	99	606	7	60	82	23	114	9	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1390	460	99	606	7	60	82	23	114	9	169
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1390	460	99	606	7	60	82	23	114	9	169
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	22	1479	489	105	645	7	64	87	24	121	10	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1479	489	105	645	7	64	87	24	121	10	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1479	489	105	645	7	64	87	24	121	10	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.83
Lanes:	1.00	2.23	0.77	2.00	2.96	0.04	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4206	1392	3150	5536	64	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.01	0.35	0.35	0.03	0.12	0.12	0.04	0.05	0.01	0.07	0.01	0.06
Crit Moves:		****		****				****		****		
Green Time:	14.1	43.4	43.4	6.0	35.3	35.3	8.2	10.0	24.1	8.6	10.3	16.3
Volume/Cap:	0.07	0.65	0.65	0.45	0.26	0.26	0.35	0.37	0.05	0.65	0.04	0.28
Delay/Veh:	27.6	13.4	13.4	36.7	14.2	14.2	34.6	33.1	19.8	42.0	30.6	27.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	13.4	13.4	36.7	14.2	14.2	34.6	33.1	19.8	42.0	30.6	27.1
LOS by Move:	C	B	B	D	B	B	C	C	B	D	C	C
HCM2kAvgQ:	0	11	11	2	3	3	2	2	0	4	0	2

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

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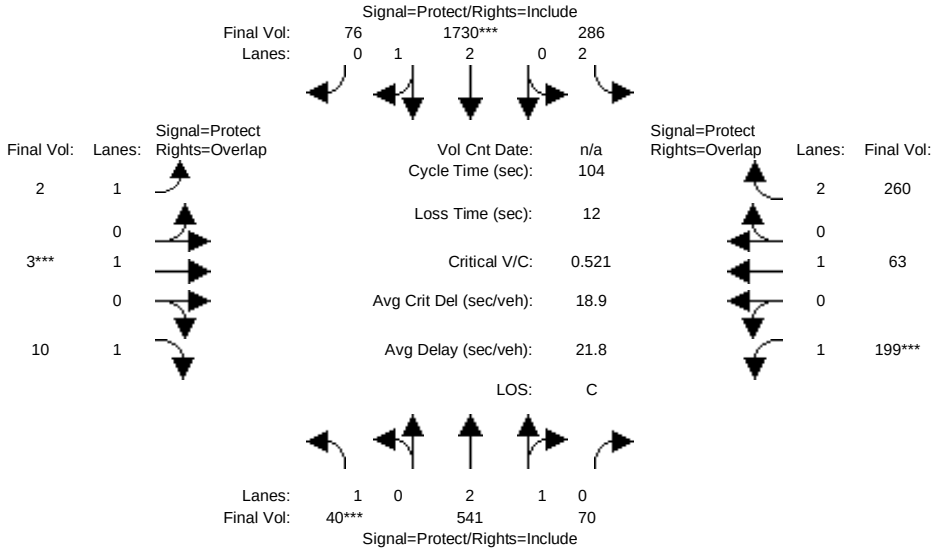
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #47: (10) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	36	464	63	257	1407	68	2	3	9	175	57	234
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	36	464	63	257	1407	68	2	3	9	175	57	234
Added Vol:	0	23	0	0	150	0	0	0	0	4	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	487	63	257	1557	68	2	3	9	179	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	541	70	286	1730	76	2	3	10	199	63	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	541	70	286	1730	76	2	3	10	199	63	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	541	70	286	1730	76	2	3	10	199	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	2.64	0.36	2.00	2.87	0.13	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4958	641	3150	5365	234	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.02	0.11	0.11	0.09	0.32	0.32	0.00	0.00	0.01	0.11	0.03	0.08
Crit Moves:	****				****			****		****		
Green Time:	4.1	33.7	33.7	28.0	57.6	57.6	13.5	10.0	14.1	20.3	16.8	44.8
Volume/Cap:	0.58	0.34	0.34	0.34	0.58	0.58	0.01	0.02	0.04	0.58	0.21	0.19
Delay/Veh:	61.2	26.8	26.8	30.8	15.6	15.6	39.5	42.6	39.2	40.5	38.1	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:	61.2	26.8	26.8	30.8	15.6	15.6	39.5	42.6	39.2	40.5	38.1	18.4
LOS by Move:	E	C	C	C	B	B	D	D	D	D	D	B
HCM2kAvgQ:	1	5	5	4	13	13	0	0	0	7	2	3

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

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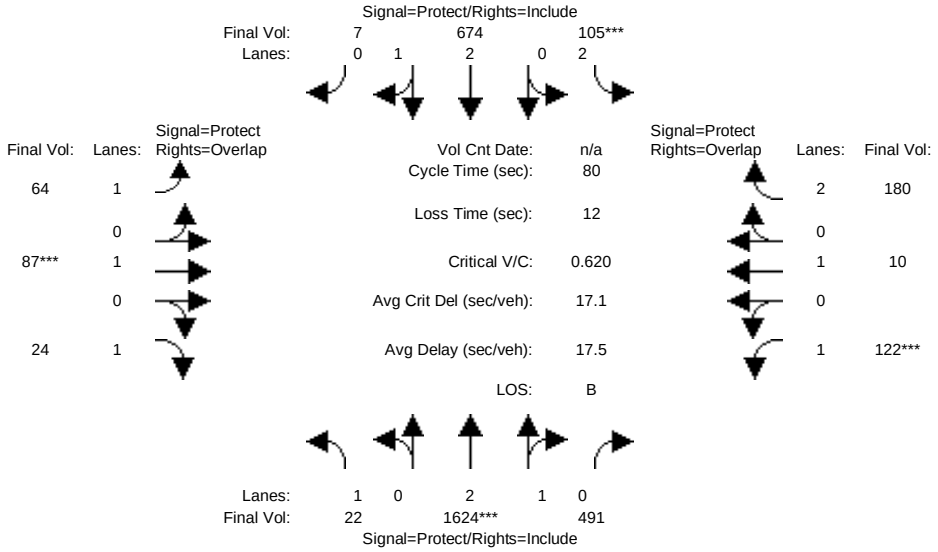
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #47: (10) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	21	1390	460	99	606	7	60	82	23	114	9	169
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	21	1390	460	99	606	7	60	82	23	114	9	169
Added Vol:	0	137	2	0	28	0	0	0	0	1	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1527	462	99	634	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	1624	491	105	674	7	64	87	24	122	10	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1624	491	105	674	7	64	87	24	122	10	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1624	491	105	674	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	2.28	0.72	2.00	2.97	0.03	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4298	1300	3150	5539	61	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.38	0.03	0.12	0.12	0.04	0.05	0.01	0.07	0.01	0.06
Crit Moves:		****		****				****		****		
Green Time:	14.3	43.9	43.9	6.0	35.6	35.6	8.1	10.0	24.3	8.1	10.1	16.1
Volume/Cap:	0.07	0.69	0.69	0.45	0.27	0.27	0.36	0.37	0.05	0.69	0.04	0.28
Delay/Veh:	27.5	13.8	13.8	36.7	14.1	14.1	34.9	33.1	19.7	45.6	30.8	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:	27.5	13.8	13.8	36.7	14.1	14.1	34.9	33.1	19.7	45.6	30.8	27.3
LOS by Move:	C	B	B	D	B	B	C	C	B	D	C	C
HCM2kAvgQ:	0	13	13	2	3	3	2	2	0	5	0	2

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

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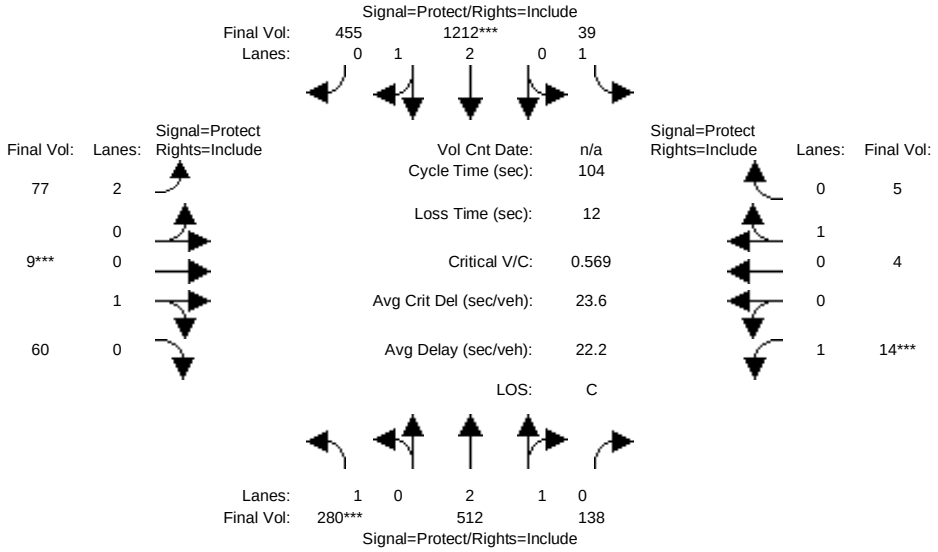
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #48: (11) GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	260	476	128	36	1127	423	72	8	56	13	4	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	476	128	36	1127	423	72	8	56	13	4	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	476	128	36	1127	423	72	8	56	13	4	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	280	512	138	39	1212	455	77	9	60	14	4	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	512	138	39	1212	455	77	9	60	14	4	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	512	138	39	1212	455	77	9	60	14	4	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.34	0.66	1.00	2.15	0.85	2.00	0.13	0.87	1.00	0.44	0.56
Final Sat.:	1750	4412	1186	1750	4070	1528	3150	225	1575	1750	800	1000
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.12	0.02	0.30	0.30	0.02	0.04	0.04	0.01	0.01	0.01
Crit Moves:	****				****			****		****		
Green Time:	26.9	54.4	54.4	22.6	50.1	50.1	5.4	10.0	10.0	5.0	9.6	9.6
Volume/Cap:	0.62	0.22	0.22	0.10	0.62	0.62	0.48	0.40	0.40	0.17	0.06	0.06
Delay/Veh:	36.6	13.4	13.4	32.7	20.3	20.3	50.2	45.7	45.7	48.4	43.2	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.6	13.4	13.4	32.7	20.3	20.3	50.2	45.7	45.7	48.4	43.2	43.2
LOS by Move:	D	B	B	C	C	C	D	D	D	D	D	D
HCM2kAvgQ:	9	4	4	1	13	13	2	3	3	1	0	0

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

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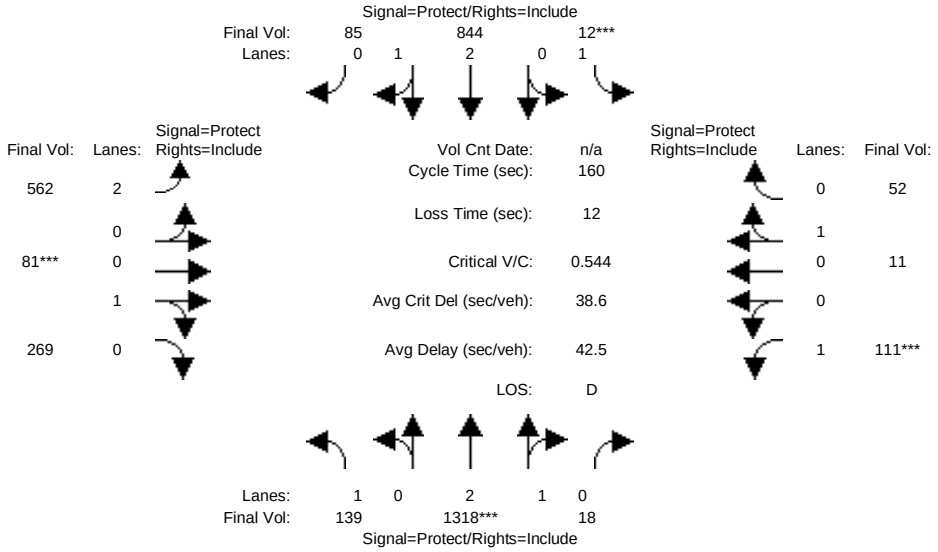
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #48: (11) GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	132	1252	17	11	802	81	534	77	256	105	10	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1252	17	11	802	81	534	77	256	105	10	49
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	1252	17	11	802	81	534	77	256	105	10	49
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	139	1318	18	12	844	85	562	81	269	111	11	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1318	18	12	844	85	562	81	269	111	11	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	1318	18	12	844	85	562	81	269	111	11	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.71	0.29	2.00	0.23	0.77	1.00	0.17	0.83
Final Sat.:	1750	5525	75	1750	5086	514	3150	416	1384	1750	305	1495
Capacity Analysis Module:												
Vol/Sat:	0.08	0.24	0.24	0.01	0.17	0.17	0.18	0.19	0.19	0.06	0.03	0.03
Crit Moves:		****		****				****		****		
Green Time:	23.8	68.7	68.7	5.0	49.9	49.9	56.5	56.1	56.1	18.2	17.8	17.8
Volume/Cap:	0.53	0.56	0.56	0.21	0.53	0.53	0.51	0.56	0.56	0.56	0.31	0.31
Delay/Veh:	65.0	34.5	34.5	77.5	45.8	45.8	41.1	43.0	43.0	70.5	66.3	66.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.0	34.5	34.5	77.5	45.8	45.8	41.1	43.0	43.0	70.5	66.3	66.3
LOS by Move:	E	C	C	E	D	D	D	D	D	E	E	E
HCM2kAvgQ:	7	16	16	1	12	12	13	14	14	6	3	3

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

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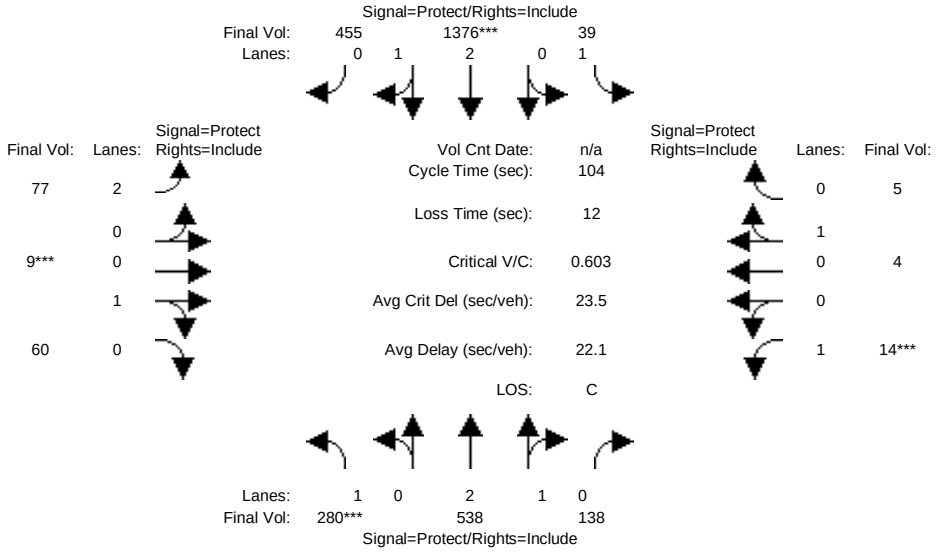
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #48: (11) GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	260	476	128	36	1127	423	72	8	56	13	4	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	260	476	128	36	1127	423	72	8	56	13	4	5
Added Vol:	0	24	0	0	153	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	260	500	128	36	1280	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	538	138	39	1376	455	77	9	60	14	4	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	538	138	39	1376	455	77	9	60	14	4	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	538	138	39	1376	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	0.99	0.95	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.37	0.63	1.00	2.23	0.77	2.00	0.13	0.87	1.00	0.44	0.56
Final Sat.:	1750	4457	1141	1750	4207	1390	3150	225	1575	1750	800	1000
Capacity Analysis Module:												
Vol/Sat:	0.16	0.12	0.12	0.02	0.33	0.33	0.02	0.04	0.04	0.01	0.01	0.01
Crit Moves:	****				****			****		****		
Green Time:	25.3	55.1	55.1	21.9	51.7	51.7	5.4	10.0	10.0	5.0	9.6	9.6
Volume/Cap:	0.66	0.23	0.23	0.10	0.66	0.66	0.48	0.40	0.40	0.17	0.06	0.06
Delay/Veh:	39.2	13.1	13.1	33.2	20.1	20.1	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:	39.2	13.1	13.1	33.2	20.1	20.1	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
HCM2kAvgQ:	9	4	4	1	14	14	2	3	3	1	0	0

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

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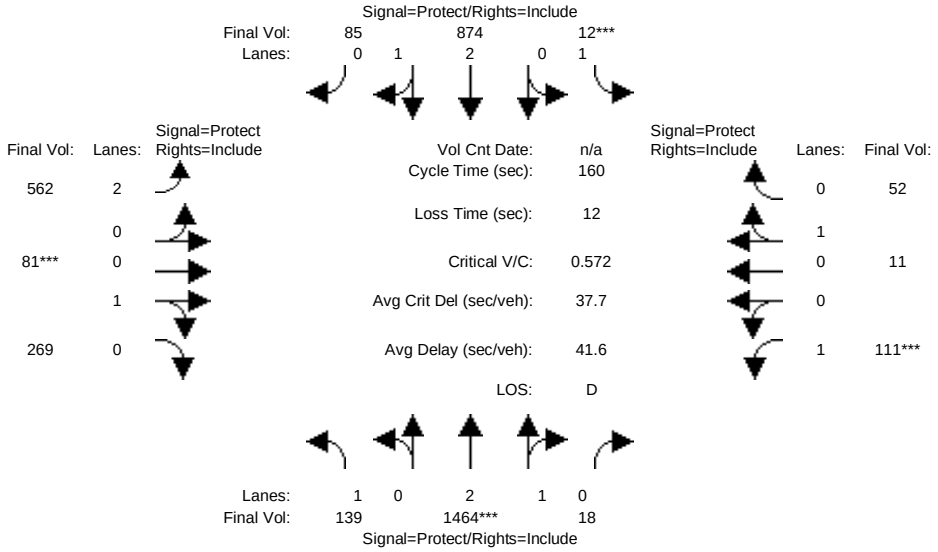
Intersection #48: (11) GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	132	1252	17	11	802	81	534	77	256	105	10	49
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	1252	17	11	802	81	534	77	256	105	10	49
Added Vol:	0	139	0	0	28	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	1391	17	11	830	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	1464	18	12	874	85	562	81	269	111	11	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1464	18	12	874	85	562	81	269	111	11	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	1464	18	12	874	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	2.72	0.28	2.00	0.23	0.77	1.00	0.17	0.83
Final Sat.:	1750	5532	68	1750	5101	498	3150	416	1384	1750	305	1495
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.26	0.01	0.17	0.17	0.18	0.19	0.19	0.06	0.03	0.03
Crit Moves:		****		****				****		****		
Green Time:	24.5	72.4	72.4	5.0	52.9	52.9	53.7	53.3	53.3	17.3	16.9	16.9
Volume/Cap:	0.52	0.58	0.58	0.21	0.52	0.52	0.53	0.58	0.58	0.58	0.33	0.33
Delay/Veh:	64.1	32.9	32.9	77.5	43.5	43.5	43.5	45.7	45.7	72.6	67.3	67.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	64.1	32.9	32.9	77.5	43.5	43.5	43.5	45.7	45.7	72.6	67.3	67.3
LOS by Move:	E	C	C	E	D	D	D	D	D	E	E	E
HCM2kAvgQ:	7	18	18	1	12	12	13	15	15	6	3	3

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

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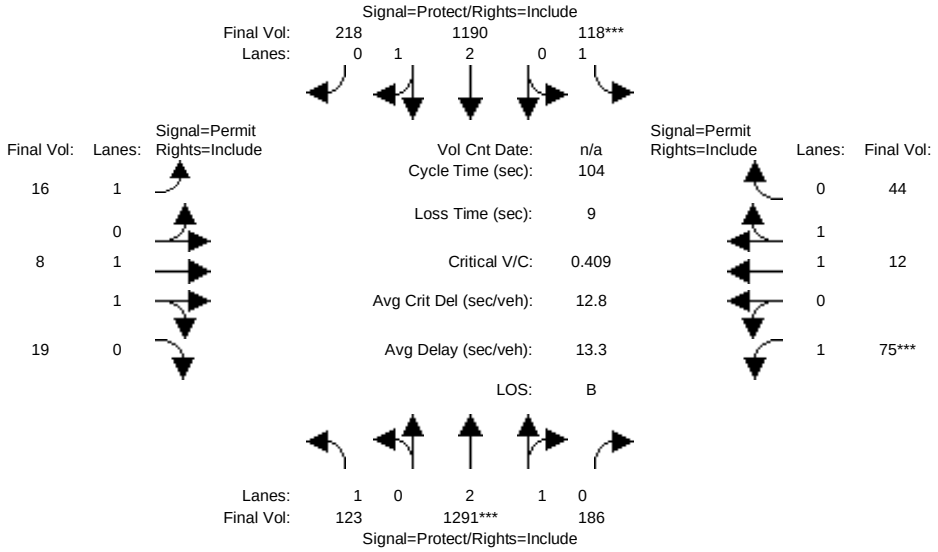
Intersection #51: (12) GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	112	1175	169	107	1083	198	15	7	17	68	11	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	1175	169	107	1083	198	15	7	17	68	11	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	1175	169	107	1083	198	15	7	17	68	11	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	123	1291	186	118	1190	218	16	8	19	75	12	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1291	186	118	1190	218	16	8	19	75	12	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	1291	186	118	1190	218	16	8	19	75	12	44
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.61	0.39	1.00	2.52	0.48	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4895	704	1750	4733	865	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.26	0.26	0.07	0.25	0.25	0.01	0.00	0.01	0.04	0.01	0.03
Crit Moves:		****		****						****		
Green Time:	18.4	66.9	66.9	17.1	65.6	65.6	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.40	0.41	0.41	0.41	0.40	0.40	0.09	0.04	0.10	0.40	0.06	0.24
Delay/Veh:	38.8	9.0	9.0	39.9	9.5	9.5	42.2	41.8	42.2	44.9	41.9	43.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.8	9.0	9.0	39.9	9.5	9.5	42.2	41.8	42.2	44.9	41.9	43.2
LOS by Move:	D	A	A	D	A	A	D	D	D	D	D	D
HCM2kAvgQ:	4	7	7	4	7	7	1	0	1	3	0	2

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

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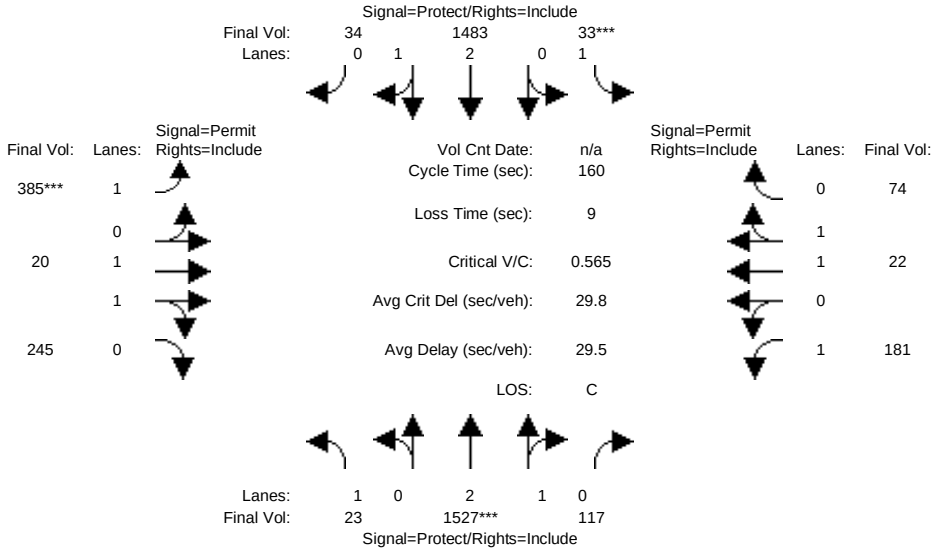
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #51: (12) GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	22	1466	112	32	1424	33	370	19	235	174	21	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1466	112	32	1424	33	370	19	235	174	21	71
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1466	112	32	1424	33	370	19	235	174	21	71
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	23	1527	117	33	1483	34	385	20	245	181	22	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1527	117	33	1483	34	385	20	245	181	22	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	1527	117	33	1483	34	385	20	245	181	22	74
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.78	0.22	1.00	2.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5202	397	1750	5473	127	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.02	0.27	0.27	0.22	0.01	0.14	0.10	0.01	0.04
Crit Moves:		****		****			****					
Green Time:	7.5	83.2	83.2	5.4	81.1	81.1	62.4	62.4	62.4	62.4	62.4	62.4
Volume/Cap:	0.28	0.56	0.56	0.56	0.53	0.53	0.56	0.03	0.36	0.27	0.03	0.11
Delay/Veh:	75.5	26.4	26.4	88.2	26.9	26.9	39.3	30.1	34.9	33.4	30.1	31.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.5	26.4	26.4	88.2	26.9	26.9	39.3	30.1	34.9	33.4	30.1	31.1
LOS by Move:	E	C	C	F	C	C	D	C	C	C	C	C
HCM2kAvgQ:	1	18	18	2	17	17	16	1	9	6	1	2

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

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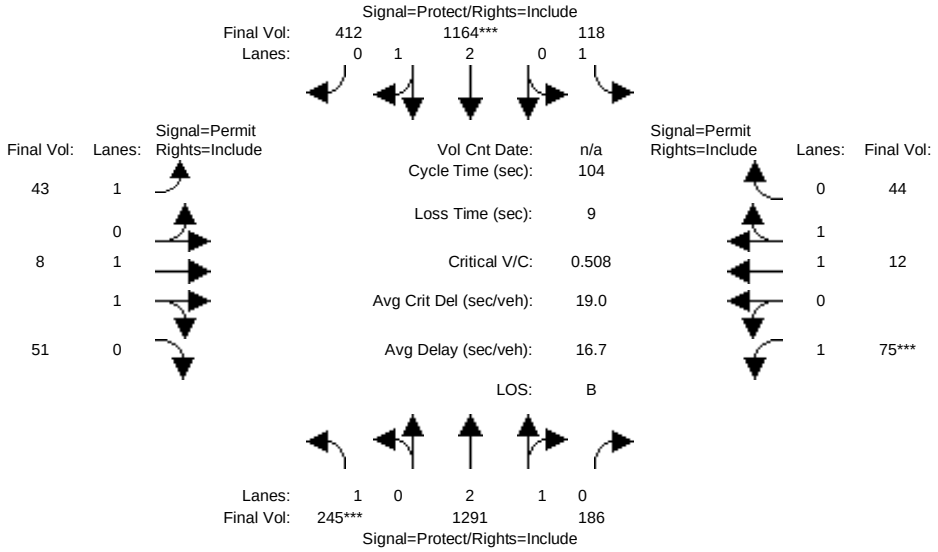
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #51: (12) GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	112	1175	169	107	1083	198	15	7	17	68	11	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	112	1175	169	107	1083	198	15	7	17	68	11	40
Added Vol:	111	0	0	0	-24	177	24	0	29	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	1175	169	107	1059	375	39	7	46	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:	245	1291	186	118	1164	412	43	8	51	75	12	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	1291	186	118	1164	412	43	8	51	75	12	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	1291	186	118	1164	412	43	8	51	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	2.19	0.81	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4895	704	1750	4134	1464	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.26	0.26	0.07	0.28	0.28	0.02	0.00	0.03	0.04	0.01	0.03
Crit Moves:	****				****					****		
Green Time:	27.9	66.9	66.9	17.1	56.1	56.1	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.52	0.41	0.41	0.41	0.52	0.52	0.23	0.04	0.27	0.40	0.06	0.24
Delay/Veh:	33.4	9.0	9.0	39.9	15.5	15.5	43.3	41.8	43.5	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:	33.4	9.0	9.0	39.9	15.5	15.5	43.3	41.8	43.5	44.9	41.9	43.2
LOS by Move:	C	A	A	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	7	7	7	4	11	11	2	0	2	3	0	2

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

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2000 HCM Operations (Future Volume Alternative)
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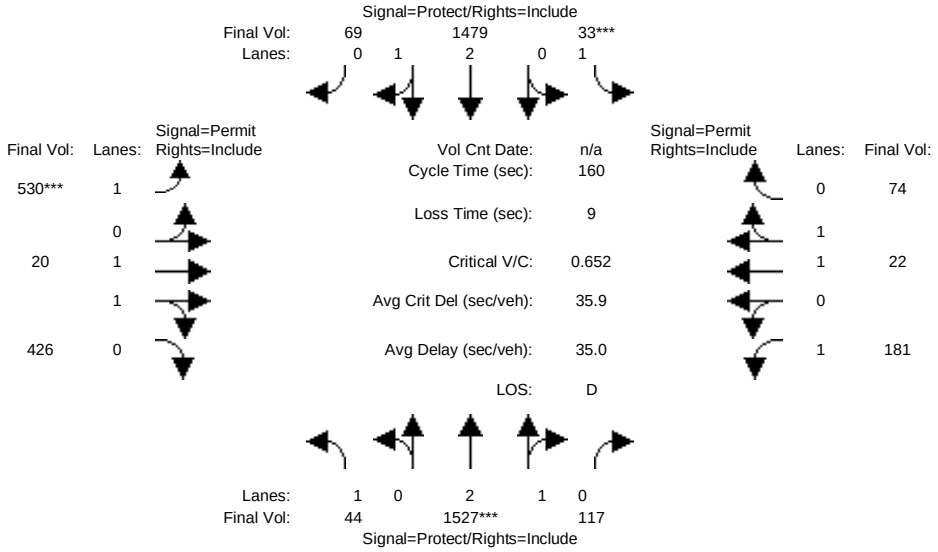
Intersection #51: (12) GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	22	1466	112	32	1424	33	370	19	235	174	21	71
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1466	112	32	1424	33	370	19	235	174	21	71
Added Vol:	20	0	0	0	-4	33	139	0	174	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	1466	112	32	1420	66	509	19	409	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:	44	1527	117	33	1479	69	530	20	426	181	22	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1527	117	33	1479	69	530	20	426	181	22	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	1527	117	33	1479	69	530	20	426	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	2.86	0.14	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5202	397	1750	5351	249	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.29	0.29	0.02	0.28	0.28	0.30	0.01	0.24	0.10	0.01	0.04
Crit Moves:		****		****			****					
Green Time:	6.4	72.0	72.0	4.7	70.3	70.3	74.3	74.3	74.3	74.3	74.3	74.3
Volume/Cap:	0.63	0.65	0.65	0.65	0.63	0.63	0.65	0.02	0.52	0.22	0.02	0.09
Delay/Veh:	92.6	34.9	34.9	103.1	35.3	35.3	34.8	23.2	30.9	25.7	23.2	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:	92.6	34.9	34.9	103.1	35.3	35.3	34.8	23.2	30.9	25.7	23.2	24.0
LOS by Move:	F	C	C	F	D	D	C	C	C	C	C	C
HCM2kAvgQ:	2	21	21	2	20	20	21	0	16	6	1	2

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

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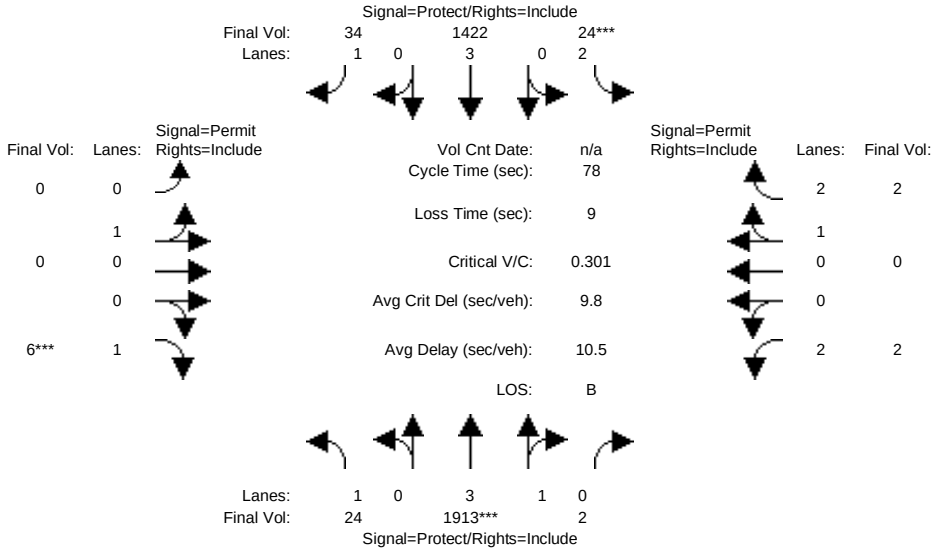
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #53: (14) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	22	1722	2	22	1280	31	0	0	5	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1722	2	22	1280	31	0	0	5	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	1722	2	22	1280	31	0	0	5	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	24	1913	2	24	1422	34	0	0	6	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	1913	2	24	1422	34	0	0	6	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	24	1913	2	24	1422	34	0	0	6	2	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	3.99	0.01	2.00	3.00	1.00	0.00	1.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7491	9	3150	5700	1750	0	1800	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.26	0.01	0.25	0.02	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	13.0	45.0	45.0	10.0	42.0	42.0	0.0	0.0	14.0	14.0	0.0	14.0
Volume/Cap:	0.08	0.44	0.44	0.06	0.46	0.04	0.00	0.00	0.02	0.00	0.00	0.00
Delay/Veh:	27.6	9.4	9.4	29.9	11.2	8.5	0.0	0.0	26.4	26.3	0.0	26.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.6	9.4	9.4	29.9	11.2	8.5	0.0	0.0	26.4	26.3	0.0	26.3
LOS by Move:	C	A	A	C	B	A	A	A	C	C	A	C
HCM2kAvgQ:	1	7	7	0	7	0	0	0	0	0	0	0

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

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2000 HCM Operations (Future Volume Alternative)
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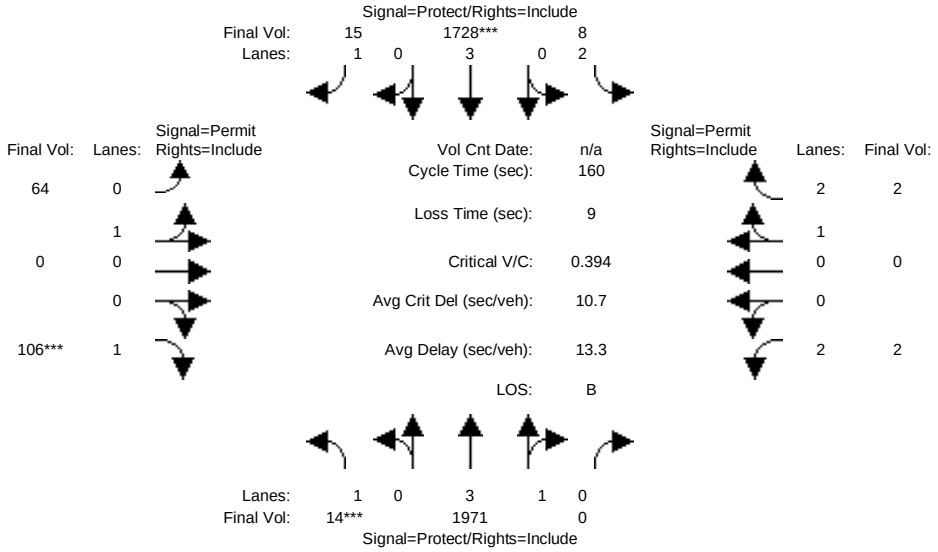
Intersection #53: (14) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	13	1872	0	8	1642	14	61	0	101	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1872	0	8	1642	14	61	0	101	2	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1872	0	8	1642	14	61	0	101	2	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	14	1971	0	8	1728	15	64	0	106	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	1971	0	8	1728	15	64	0	106	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	1971	0	8	1728	15	64	0	106	2	0	2
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.92	0.83	1.00	0.92	0.95	0.95	0.92	0.83	1.00	0.95
Lanes:	1.00	4.00	0.00	2.00	3.00	1.00	1.00	0.00	1.00	2.00	0.00	3.00
Final Sat.:	1750	7500	0	3150	5700	1750	1800	0	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.01	0.26	0.00	0.00	0.30	0.01	0.04	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	6.0	102	0.0	24.4	121	120.8	24.2	0.0	24.2	24.2	0.0	24.2
Volume/Cap:	0.21	0.41	0.00	0.02	0.40	0.01	0.24	0.00	0.40	0.00	0.00	0.00
Delay/Veh:	76.3	14.1	0.0	57.7	7.0	4.8	60.2	0.0	62.4	57.7	0.0	57.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.3	14.1	0.0	57.7	7.0	4.8	60.2	0.0	62.4	57.7	0.0	57.7
LOS by Move:	E	B	A	E	A	A	E	A	E	E	A	E
HCM2kAvgQ:	1	12	0	0	10	0	3	0	5	0	0	0

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

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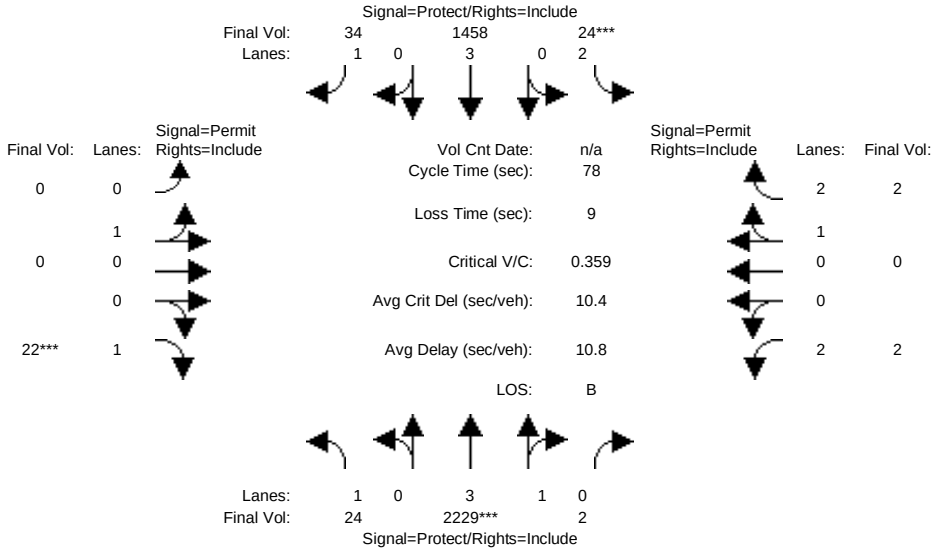
Intersection #53: (14) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	22	1722	2	22	1280	31	0	0	5	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	1722	2	22	1280	31	0	0	5	2	0	2
Added Vol:	0	284	0	0	32	0	0	0	15	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	2006	2	22	1312	31	0	0	20	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	2229	2	24	1458	34	0	0	22	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	2229	2	24	1458	34	0	0	22	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	2229	2	24	1458	34	0	0	22	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	7493	7	3150	5700	1750	0	1800	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.01	0.30	0.30	0.01	0.26	0.02	0.00	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	12.7	45.0	45.0	10.0	42.3	42.3	0.0	0.0	14.0	14.0	0.0	14.0
Volume/Cap:	0.09	0.52	0.52	0.06	0.47	0.04	0.00	0.00	0.07	0.00	0.00	0.00
Delay/Veh:	27.8	10.0	10.0	29.9	11.1	8.4	0.0	0.0	26.7	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:	27.8	10.0	10.0	29.9	11.1	8.4	0.0	0.0	26.7	26.3	0.0	26.3
LOS by Move:	C	B	B	C	B	A	A	A	C	C	A	C
HCM2kAvgQ:	1	8	8	0	7	0	0	0	1	0	0	0

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

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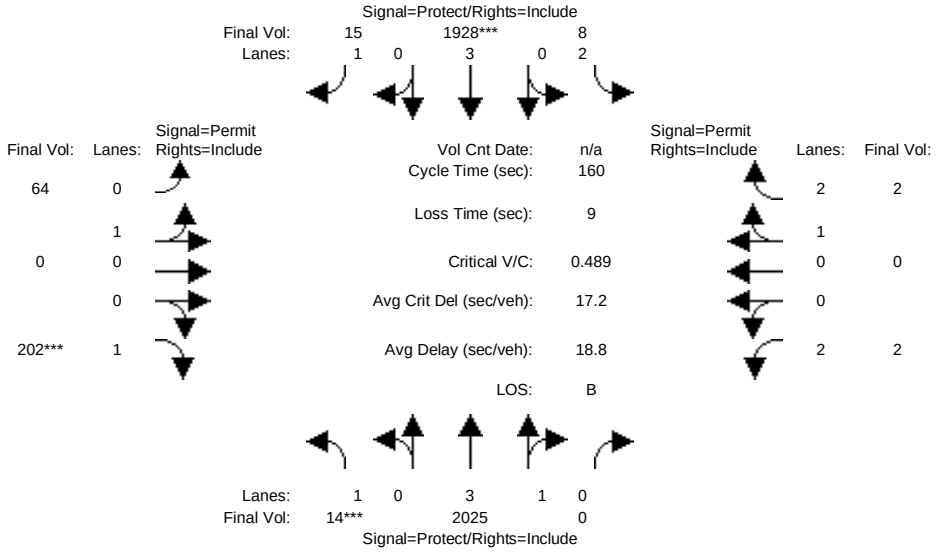
Intersection #53: (14) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	13	1872	0	8	1642	14	61	0	101	2	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	13	1872	0	8	1642	14	61	0	101	2	0	2
Added Vol:	0	52	0	0	190	0	0	0	91	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	1924	0	8	1832	14	61	0	192	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	2025	0	8	1928	15	64	0	202	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	2025	0	8	1928	15	64	0	202	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	2025	0	8	1928	15	64	0	202	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	0.27	0.00	0.00	0.34	0.01	0.04	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	6.0	92.7	0.0	21.4	108	108.1	36.9	0.0	36.9	36.9	0.0	36.9
Volume/Cap:	0.21	0.47	0.00	0.02	0.50	0.01	0.15	0.00	0.50	0.00	0.00	0.00
Delay/Veh:	76.3	19.5	0.0	60.2	12.8	8.5	49.3	0.0	54.5	47.4	0.0	47.4
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	19.5	0.0	60.2	12.8	8.5	49.3	0.0	54.5	47.4	0.0	47.4
LOS by Move:	E	B	A	E	B	A	D	A	D	D	A	D
HCM2kAvgQ:	1	14	0	0	15	0	3	0	9	0	0	0

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

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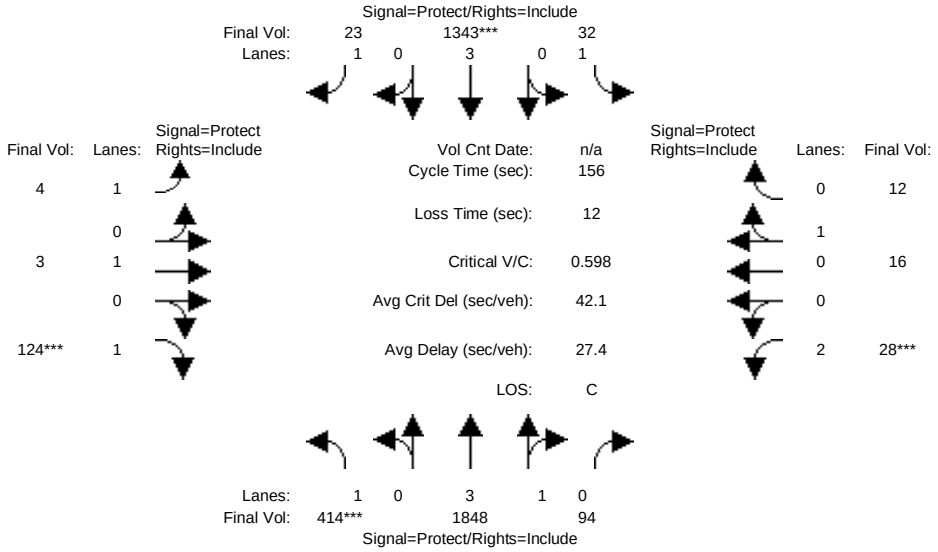
Intersection #54: (15) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1
Volume Module:												
Base Vol:	373	1663	85	29	1209	21	4	3	112	25	14	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	373	1663	85	29	1209	21	4	3	112	25	14	11
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	1663	85	29	1209	21	4	3	112	25	14	11
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	414	1848	94	32	1343	23	4	3	124	28	16	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	1848	94	32	1343	23	4	3	124	28	16	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	414	1848	94	32	1343	23	4	3	124	28	16	12
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	3.80	0.20	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.56	0.44
Final Sat.:	1750	7135	365	1750	5700	1750	1750	1900	1750	3150	1008	792
Capacity Analysis Module:												
Vol/Sat:	0.24	0.26	0.26	0.02	0.24	0.01	0.00	0.00	0.07	0.01	0.02	0.02
Crit Moves:	****				****				****	****		
Green Time:	60.1	104	104.4	15.5	59.8	59.8	8.0	18.1	18.1	6.0	16.0	16.0
Volume/Cap:	0.61	0.39	0.39	0.19	0.61	0.03	0.05	0.02	0.61	0.23	0.15	0.15
Delay/Veh:	40.3	11.5	11.5	65.0	39.3	30.1	70.6	61.1	71.2	73.7	64.2	64.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	11.5	11.5	65.0	39.3	30.1	70.6	61.1	71.2	73.7	64.2	64.2
LOS by Move:	D	B	B	E	D	C	E	E	E	E	E	E
HCM2kAvgQ:	17	10	10	1	17	1	0	0	7	1	1	1

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

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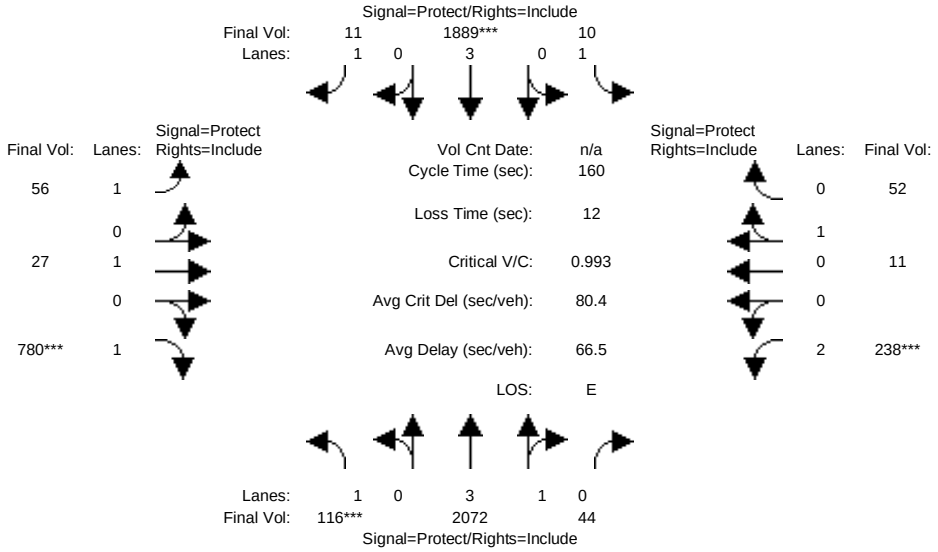
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #54: (15) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1
Volume Module:												
Base Vol:	108	1927	41	9	1757	10	52	25	725	221	10	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1927	41	9	1757	10	52	25	725	221	10	48
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	1927	41	9	1757	10	52	25	725	221	10	48
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	116	2072	44	10	1889	11	56	27	780	238	11	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	2072	44	10	1889	11	56	27	780	238	11	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	2072	44	10	1889	11	56	27	780	238	11	52
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.83	0.95	0.95
Lanes:	1.00	3.91	0.09	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.17	0.83
Final Sat.:	1750	7343	156	1750	5700	1750	1750	1900	1750	3150	310	1490
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.01	0.33	0.01	0.03	0.01	0.45	0.08	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	10.7	56.6	56.6	7.5	53.4	53.4	28.0	71.8	71.8	12.2	55.9	55.9
Volume/Cap:	0.99	0.80	0.80	0.12	0.99	0.02	0.18	0.03	0.99	0.99	0.10	0.10
Delay/Veh:	155.6	48.4	48.4	73.7	72.1	35.7	56.6	24.7	74.2	130.0	35.1	35.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	155.6	48.4	48.4	73.7	72.1	35.7	56.6	24.7	74.2	130.0	35.1	35.1
LOS by Move:	F	D	D	E	E	D	E	C	E	F	D	D
HCM2kAvgQ:	7	23	23	0	35	0	3	1	47	11	2	2

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

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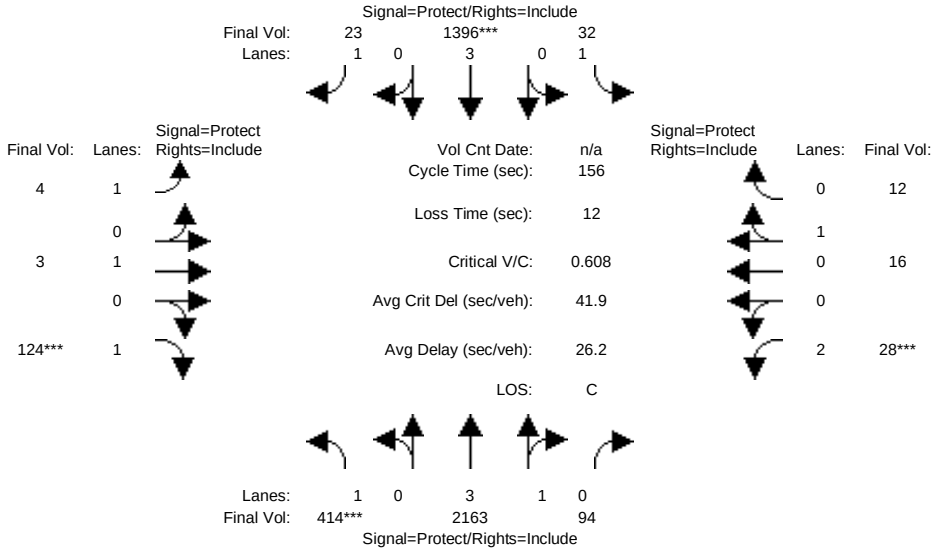
Intersection #54: (15) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1
Volume Module:												
Base Vol:	373	1663	85	29	1209	21	4	3	112	25	14	11
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	373	1663	85	29	1209	21	4	3	112	25	14	11
Added Vol:	0	284	0	0	47	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	373	1947	85	29	1256	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	2163	94	32	1396	23	4	3	124	28	16	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	2163	94	32	1396	23	4	3	124	28	16	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	414	2163	94	32	1396	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	3.83	0.17	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.56	0.44
Final Sat.:	1750	7186	314	1750	5700	1750	1750	1900	1750	3150	1008	792
Capacity Analysis Module:												
Vol/Sat:	0.24	0.30	0.30	0.02	0.24	0.01	0.00	0.00	0.07	0.01	0.02	0.02
Crit Moves:	****				****				****	****		
Green Time:	59.1	107	106.6	13.6	61.1	61.1	7.9	17.8	17.8	6.0	15.8	15.8
Volume/Cap:	0.62	0.44	0.44	0.21	0.62	0.03	0.05	0.02	0.62	0.23	0.15	0.15
Delay/Veh:	41.3	11.2	11.2	66.9	38.8	29.3	70.7	61.4	72.0	73.7	64.3	64.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.3	11.2	11.2	66.9	38.8	29.3	70.7	61.4	72.0	73.7	64.3	64.3
LOS by Move:	D	B	B	E	D	C	E	E	E	E	E	E
HCM2kAvgQ:	17	12	12	1	18	1	0	0	7	1	1	1

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

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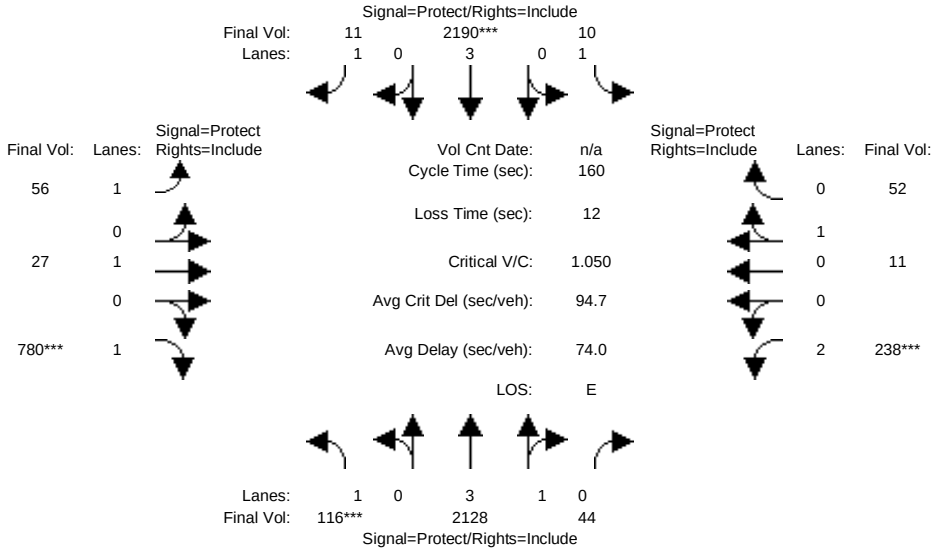
Intersection #54: (15) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1
Volume Module:												
Base Vol:	108	1927	41	9	1757	10	52	25	725	221	10	48
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	108	1927	41	9	1757	10	52	25	725	221	10	48
Added Vol:	0	52	0	0	280	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	1979	41	9	2037	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	2128	44	10	2190	11	56	27	780	238	11	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	2128	44	10	2190	11	56	27	780	238	11	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	2128	44	10	2190	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	3.92	0.08	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.17	0.83
Final Sat.:	1750	7348	152	1750	5700	1750	1750	1900	1750	3150	310	1490
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.01	0.38	0.01	0.03	0.01	0.45	0.08	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	10.1	60.8	60.8	7.9	58.5	58.5	26.5	67.9	67.9	11.5	52.9	52.9
Volume/Cap:	1.05	0.76	0.76	0.11	1.05	0.02	0.19	0.03	1.05	1.05	0.10	0.10
Delay/Veh:	174.7	44.6	44.6	73.3	85.2	32.4	57.9	26.9	93.1	147.9	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:	174.7	44.6	44.6	73.3	85.2	32.4	57.9	26.9	93.1	147.9	37.2	37.2
LOS by Move:	F	D	D	E	F	C	E	C	F	F	D	D
HCM2kAvgQ:	8	23	23	0	43	0	3	1	51	11	2	2

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

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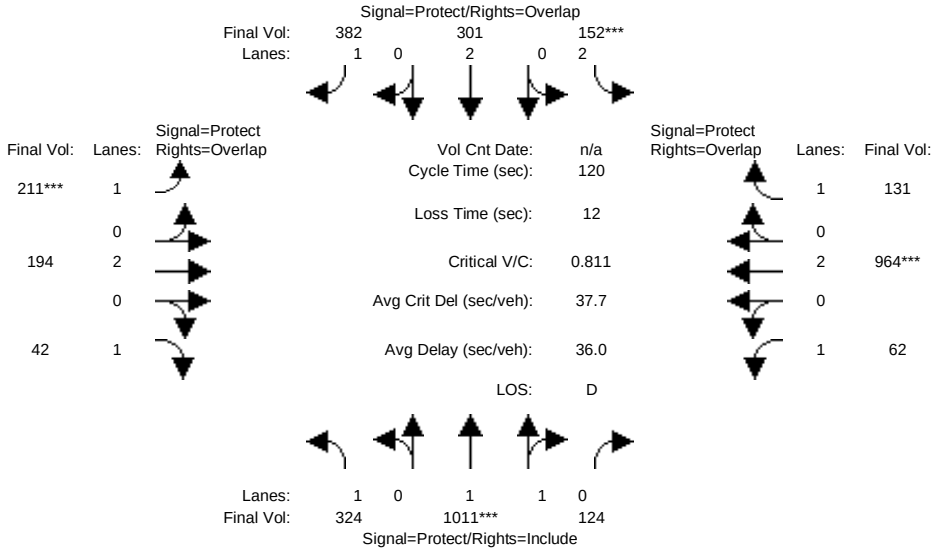
Intersection #61: (21) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	292	910	112	137	271	344	190	175	38	56	868	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	910	112	137	271	344	190	175	38	56	868	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	910	112	137	271	344	190	175	38	56	868	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	324	1011	124	152	301	382	211	194	42	62	964	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1011	124	152	301	382	211	194	42	62	964	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	324	1011	124	152	301	382	211	194	42	62	964	131
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.77	0.23	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3294	405	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.31	0.31	0.05	0.08	0.22	0.12	0.05	0.02	0.04	0.25	0.07
Crit Moves:		****		****			****				****	
Green Time:	34.7	45.0	45.0	8.0	18.3	36.0	17.7	30.3	65.0	24.7	37.2	45.2
Volume/Cap:	0.64	0.82	0.82	0.72	0.52	0.73	0.82	0.20	0.04	0.17	0.82	0.20
Delay/Veh:	29.9	24.2	24.2	64.2	42.0	31.9	67.7	35.4	12.9	39.5	42.8	25.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.9	24.2	24.2	64.2	42.0	31.9	67.7	35.4	12.9	39.5	42.8	25.3
LOS by Move:	C	C	C	E	D	C	E	D	B	D	D	C
HCM2kAvgQ:	9	17	17	3	5	12	9	3	1	2	18	3

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

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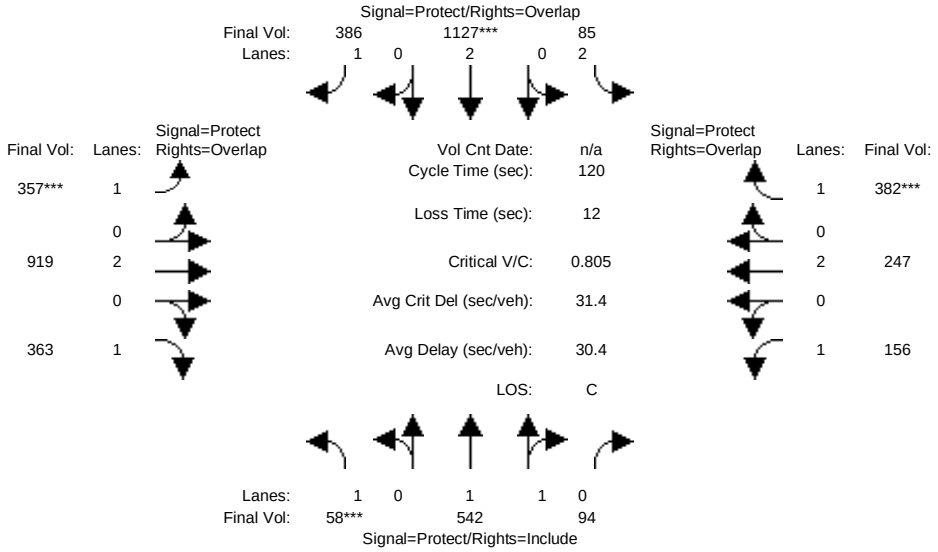
Intersection #61: (21) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	57	537	93	84	1116	382	353	910	359	154	245	378
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	537	93	84	1116	382	353	910	359	154	245	378
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	537	93	84	1116	382	353	910	359	154	245	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99	0.99
PHF Volume:	58	542	94	85	1127	386	357	919	363	156	247	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	542	94	85	1127	386	357	919	363	156	247	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	542	94	85	1127	386	357	919	363	156	247	382
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.70	0.30	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3153	546	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.03	0.30	0.22	0.20	0.24	0.21	0.09	0.07	0.22
Crit Moves:	****				****		****					****
Green Time:	5.0	37.4	37.4	14.5	46.9	79.1	32.2	41.0	46.0	15.1	23.9	38.4
Volume/Cap:	0.79	0.55	0.55	0.22	0.76	0.33	0.76	0.71	0.54	0.71	0.33	0.68
Delay/Veh:	97.9	24.6	24.6	43.6	20.5	0.2	47.4	36.1	29.6	60.4	41.4	38.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.9	24.6	24.6	43.6	20.5	0.2	47.4	36.1	29.6	60.4	41.4	38.9
LOS by Move:	F	C	C	D	C	A	D	D	C	E	D	D
HCM2kAvgQ:	2	8	8	1	14	0	13	14	11	7	4	14

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

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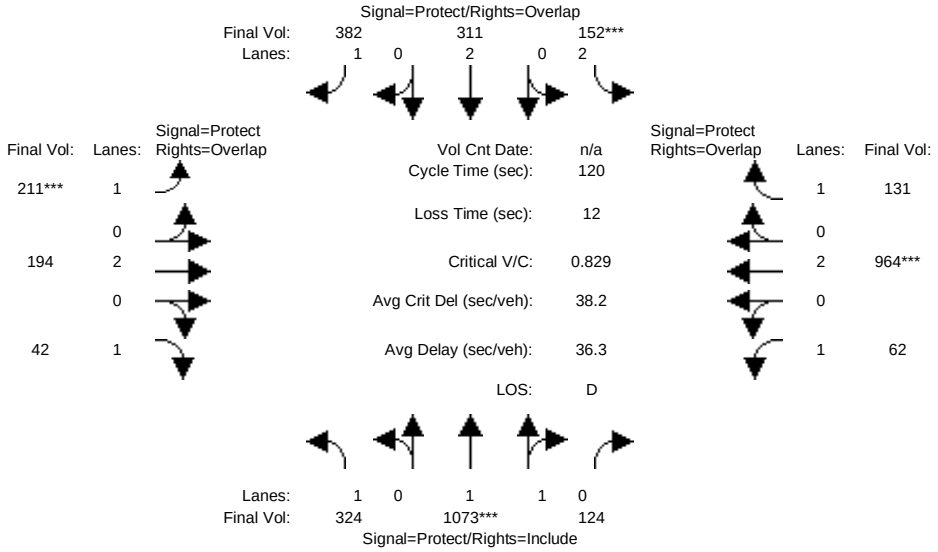
Intersection #61: (21) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	292	910	112	137	271	344	190	175	38	56	868	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	292	910	112	137	271	344	190	175	38	56	868	118
Added Vol:	0	56	0	0	9	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	292	966	112	137	280	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	1073	124	152	311	382	211	194	42	62	964	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1073	124	152	311	382	211	194	42	62	964	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	324	1073	124	152	311	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	1.79	0.21	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3315	384	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.19	0.32	0.32	0.05	0.08	0.22	0.12	0.05	0.02	0.04	0.25	0.07
Crit Moves:		****		****			****				****	
Green Time:	35.6	46.4	46.4	8.0	18.8	36.1	17.3	29.6	65.2	24.1	36.4	44.4
Volume/Cap:	0.62	0.84	0.84	0.72	0.52	0.73	0.84	0.21	0.04	0.18	0.84	0.20
Delay/Veh:	28.6	23.9	23.9	64.2	41.6	31.9	71.2	36.0	12.9	40.0	44.6	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.6	23.9	23.9	64.2	41.6	31.9	71.2	36.0	12.9	40.0	44.6	25.9
LOS by Move:	C	C	C	E	D	C	E	D	B	D	D	C
HCM2kAvgQ:	9	18	18	3	5	12	9	3	1	2	19	3

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

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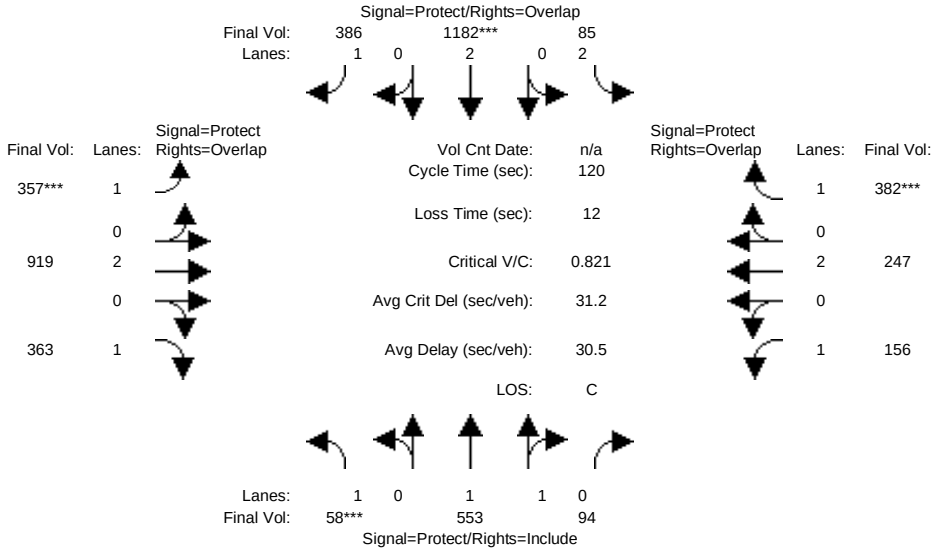
Intersection #61: (21) BOWERS AV / KIFER RD-WALSH AV



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	8	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.0	5.0	5.0	4.1	4.6	4.6	4.0	5.0	5.0
Volume Module:												
Base Vol:	57	537	93	84	1116	382	353	910	359	154	245	378
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	537	93	84	1116	382	353	910	359	154	245	378
Added Vol:	0	10	0	0	54	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	547	93	84	1170	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	553	94	85	1182	386	357	919	363	156	247	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	58	553	94	85	1182	386	357	919	363	156	247	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	58	553	94	85	1182	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	3162	538	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.17	0.17	0.03	0.31	0.22	0.20	0.24	0.21	0.09	0.07	0.22
Crit Moves:	****				****		****					****
Green Time:	5.0	38.4	38.4	14.7	48.1	79.6	31.5	40.2	45.2	14.8	23.4	38.1
Volume/Cap:	0.79	0.55	0.55	0.22	0.78	0.33	0.78	0.72	0.55	0.72	0.33	0.69
Delay/Veh:	97.9	23.6	23.6	43.4	19.9	0.2	49.1	37.1	30.4	62.1	41.8	39.4
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:	97.9	23.6	23.6	43.4	19.9	0.2	49.1	37.1	30.4	62.1	41.8	39.4
LOS by Move:	F	C	C	D	B	A	D	D	C	E	D	D
HCM2kAvgQ:	2	8	8	1	15	0	13	14	11	7	4	14

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

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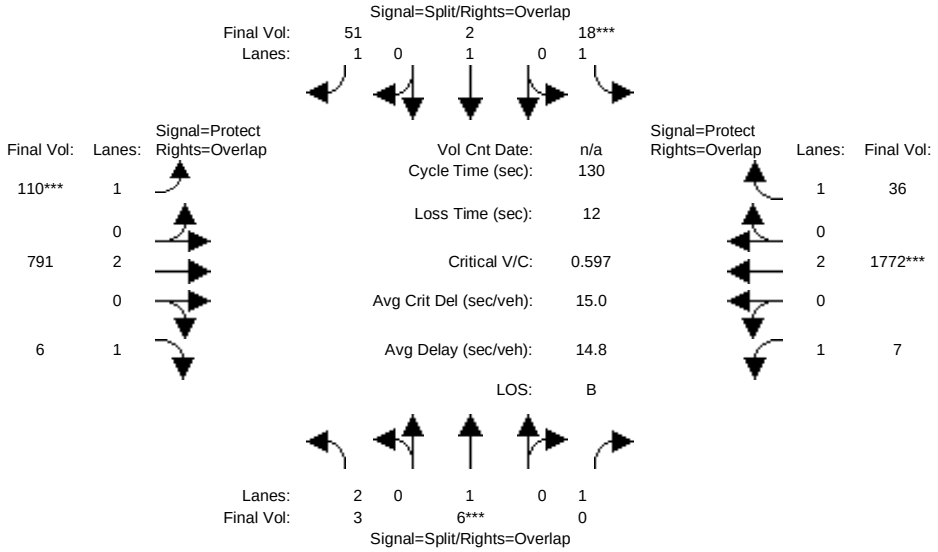
Intersection #69: (36) CONVENTION CENTER / Tasman Dr



Street Name:	CONVENTION CENTER						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0
Volume Module:												
Base Vol:	3	5	0	16	2	46	99	712	5	6	1595	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	5	0	16	2	46	99	712	5	6	1595	32
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	5	0	16	2	46	99	712	5	6	1595	32
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	3	6	0	18	2	51	110	791	6	7	1772	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	6	0	18	2	51	110	791	6	7	1772	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	6	0	18	2	51	110	791	6	7	1772	36
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.01	0.00	0.03	0.06	0.21	0.00	0.00	0.47	0.02
Crit Moves:		****		****			****				****	
Green Time:	7.0	7.0	0.0	7.0	7.0	19.4	12.4	80.3	87.3	23.7	91.6	98.6
Volume/Cap:	0.02	0.05	0.00	0.19	0.02	0.20	0.66	0.34	0.00	0.02	0.66	0.03
Delay/Veh:	58.3	58.6	0.0	59.8	58.3	48.9	66.3	12.1	7.0	43.6	11.2	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	58.6	0.0	59.8	58.3	48.9	66.3	12.1	7.0	43.6	11.2	3.9
LOS by Move:	E	E	A	E	E	D	E	B	A	D	B	A
HCM2kAvgQ:	0	0	0	1	0	2	5	7	0	0	20	0

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

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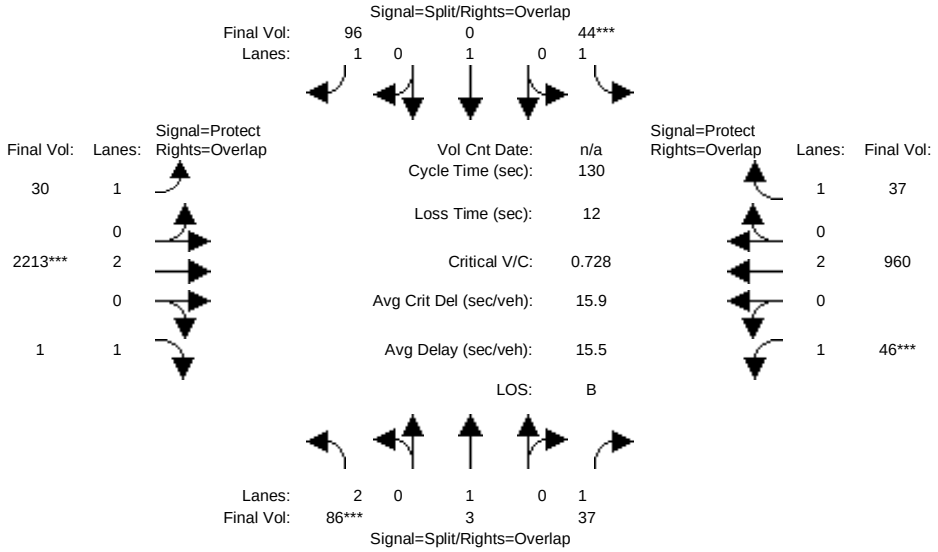
2000 HCM Operations (Future Volume Alternative)
Background PM

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



Street Name:	CONVENTION CENTER						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0
Volume Module:												
Base Vol:	81	3	35	41	0	90	28	2080	1	43	902	35
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	81	3	35	41	0	90	28	2080	1	43	902	35
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	3	35	41	0	90	28	2080	1	43	902	35
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	86	3	37	44	0	96	30	2213	1	46	960	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	3	37	44	0	96	30	2213	1	46	960	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	3	37	44	0	96	30	2213	1	46	960	37
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	3150	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.00	0.02	0.02	0.00	0.05	0.02	0.58	0.00	0.03	0.25	0.02
Crit Moves:	****			****				****		****		
Green Time:	7.0	7.0	15.0	7.0	0.0	23.1	16.1	96.0	103.0	8.0	87.9	94.9
Volume/Cap:	0.51	0.03	0.18	0.46	0.00	0.31	0.14	0.79	0.00	0.42	0.37	0.03
Delay/Veh:	62.3	58.4	52.4	63.2	0.0	47.1	51.1	12.2	2.8	61.5	9.2	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.3	58.4	52.4	63.2	0.0	47.1	51.1	12.2	2.8	61.5	9.2	4.8
LOS by Move:	E	E	D	E	A	D	D	B	A	E	A	A
HCM2kAvgQ:	3	0	2	2	0	4	1	26	0	2	8	0

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

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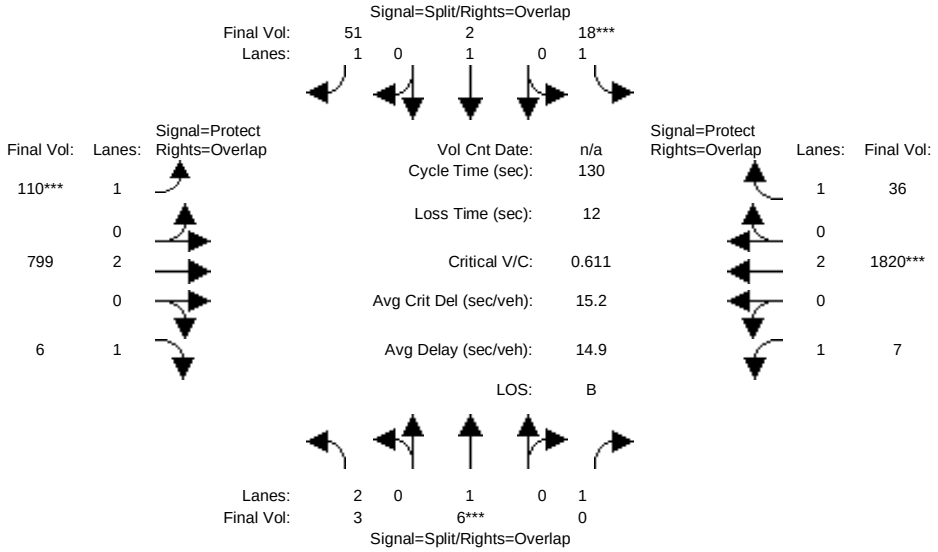
Background + Prj AM

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



Street Name:	CONVENTION CENTER						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0
Volume Module:												
Base Vol:	3	5	0	16	2	46	99	712	5	6	1595	32
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	5	0	16	2	46	99	712	5	6	1595	32
Added Vol:	0	0	0	0	0	0	0	7	0	0	43	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	5	0	16	2	46	99	719	5	6	1638	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	799	6	7	1820	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	6	0	18	2	51	110	799	6	7	1820	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	6	0	18	2	51	110	799	6	7	1820	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	0.48	0.02
Crit Moves:		****		****			****				****	
Green Time:	7.0	7.0	0.0	7.0	7.0	19.1	12.1	80.5	87.5	23.5	91.9	98.9
Volume/Cap:	0.02	0.05	0.00	0.19	0.02	0.20	0.68	0.34	0.00	0.02	0.68	0.03
Delay/Veh:	58.3	58.6	0.0	59.8	58.3	49.1	68.0	12.0	7.0	43.8	11.4	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	59.8	58.3	49.1	68.0	12.0	7.0	43.8	11.4	3.8
LOS by Move:	E	E	A	E	E	D	E	B	A	D	B	A
HCM2kAvgQ:	0	0	0	1	0	2	5	7	0	0	21	0

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

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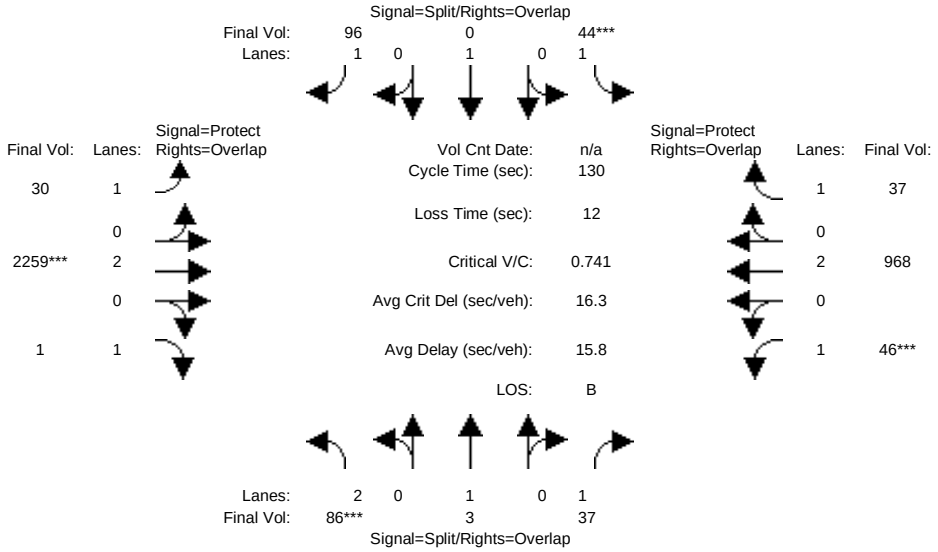
Intersection #69: (36) CONVENTION CENTER / Tasman Dr



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	43	0	0	8	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	3	35	41	0	90	28	2123	1	43	910	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	2259	1	46	968	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	3	37	44	0	96	30	2259	1	46	968	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	3	37	44	0	96	30	2259	1	46	968	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	0.59	0.00	0.03	0.25	0.02
Crit Moves:	****			****				****		****		
Green Time:	7.0	7.0	15.0	7.0	0.0	23.0	16.0	96.0	103.0	8.0	88.0	95.0
Volume/Cap:	0.51	0.03	0.18	0.46	0.00	0.31	0.14	0.80	0.00	0.42	0.38	0.03
Delay/Veh:	62.3	58.4	52.4	63.2	0.0	47.2	51.2	12.7	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	47.2	51.2	12.7	2.8	61.5	9.2	4.8
LOS by Move:	E	E	D	E	A	D	D	B	A	E	A	A
HCM2kAvgQ:	3	0	2	2	0	4	1	28	0	2	8	0

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

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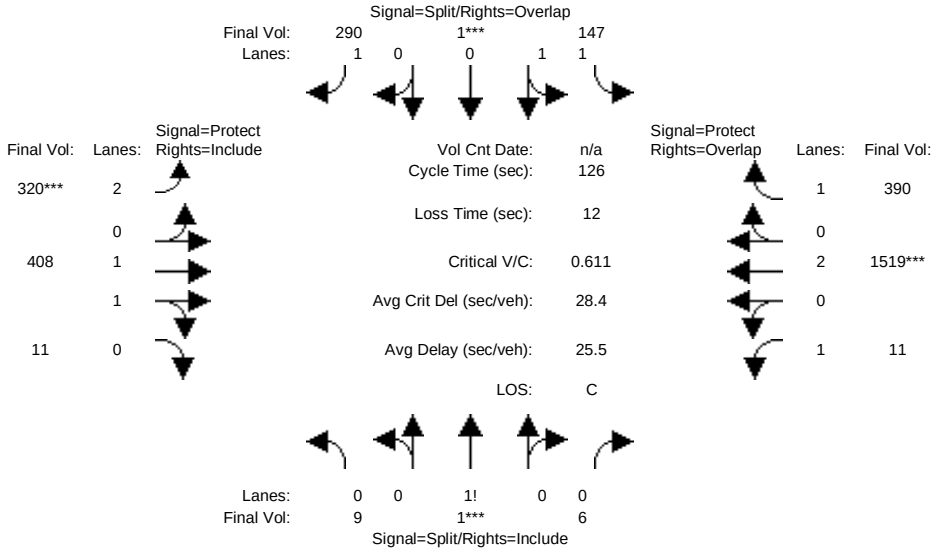
Intersection #71: (23) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module:												
Base Vol:	9	1	6	141	1	278	307	392	11	11	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
HCM2kAvgQ:	1	1	1	3	3	12	7	4	4	0	21	7

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

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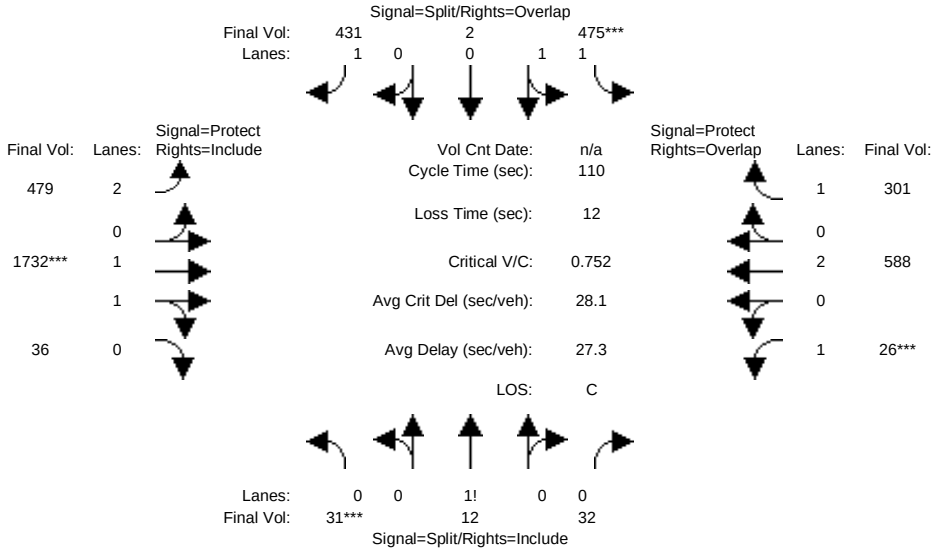
Background PM

Intersection #71: (23) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module:												
Base Vol:	28	11	29	432	2	392	436	1576	33	24	535	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	11	29	432	2	392	436	1576	33	24	535	274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	11	29	432	2	392	436	1576	33	24	535	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	31	12	32	475	2	431	479	1732	36	26	588	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	12	32	475	2	431	479	1732	36	26	588	301
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	31	12	32	475	2	431	479	1732	36	26	588	301
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.93	0.95	0.92	0.83	0.97	0.95	0.92	1.00	0.92
Lanes:	0.41	0.16	0.43	1.99	0.01	1.00	2.00	1.96	0.04	1.00	2.00	1.00
Final Sat.:	721	283	746	3534	16	1750	3150	3624	76	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.13	0.13	0.25	0.15	0.48	0.48	0.02	0.15	0.17
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	10.0	18.2	18.2	50.0	31.8	64.8	64.8	5.0	38.0	56.2
Volume/Cap:	0.47	0.47	0.47	0.81	0.81	0.54	0.53	0.81	0.81	0.33	0.45	0.34
Delay/Veh:	49.7	49.7	49.7	52.6	52.6	22.5	33.4	20.2	20.2	53.3	28.1	16.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.7	49.7	49.7	52.6	52.6	22.5	33.4	20.2	20.2	53.3	28.1	16.1
LOS by Move:	D	D	D	D	D	C	C	C	C	D	C	B
HCM2kAvgQ:	3	3	3	11	11	11	8	25	25	1	7	6

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

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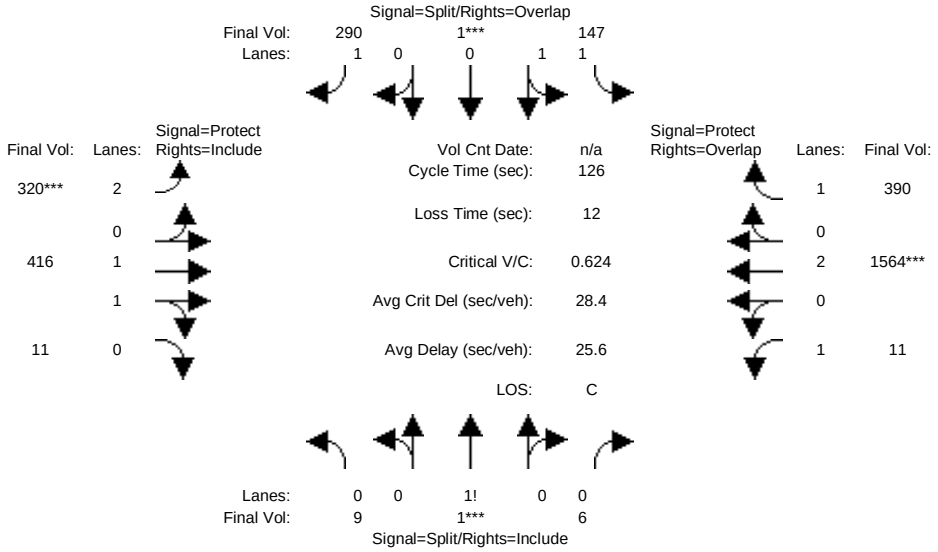
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #71: (23) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module:												
Base Vol:	9	1	6	141	1	278	307	392	11	11	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	7	0	0	43	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1	6	141	1	278	307	399	11	11	1501	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	416	11	11	1564	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1	6	147	1	290	320	416	11	11	1564	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	416	11	11	1564	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	3601	99	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	0.04	0.17	0.10	0.12	0.12	0.01	0.41	0.22
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	12.9	12.9	30.9	18.0	72.9	72.9	18.2	73.1	86.0
Volume/Cap:	0.12	0.12	0.12	0.41	0.41	0.67	0.71	0.20	0.20	0.05	0.71	0.33
Delay/Veh:	54.3	54.3	54.3	53.7	53.7	47.1	56.7	12.7	12.7	46.5	20.0	8.3
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:	54.3	54.3	54.3	53.7	53.7	47.1	56.7	12.7	12.7	46.5	20.0	8.3
LOS by Move:	D	D	D	D	D	D	E	B	B	D	B	A
HCM2kAvgQ:	1	1	1	3	3	12	7	4	4	0	22	7

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

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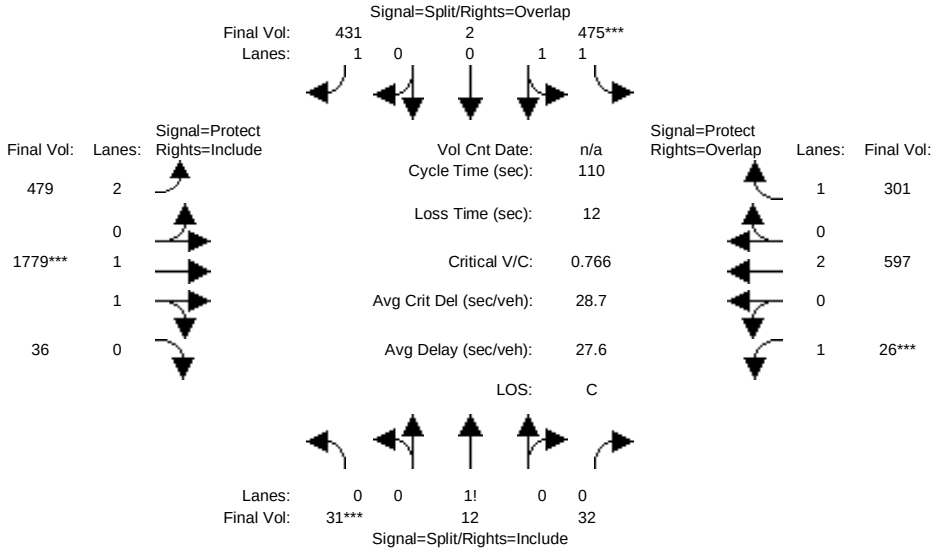
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #71: (23) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module:												
Base Vol:	28	11	29	432	2	392	436	1576	33	24	535	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	11	29	432	2	392	436	1576	33	24	535	274
Added Vol:	0	0	0	0	0	0	0	43	0	0	8	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	11	29	432	2	392	436	1619	33	24	543	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	1779	36	26	597	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	12	32	475	2	431	479	1779	36	26	597	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	1779	36	26	597	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	3626	74	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.13	0.13	0.25	0.15	0.49	0.49	0.02	0.16	0.17
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	10.0	17.8	17.8	49.8	32.0	65.2	65.2	5.0	38.2	56.0
Volume/Cap:	0.47	0.47	0.47	0.83	0.83	0.54	0.52	0.83	0.83	0.33	0.45	0.34
Delay/Veh:	49.7	49.7	49.7	54.3	54.3	22.6	33.2	20.7	20.7	53.3	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	54.3	54.3	22.6	33.2	20.7	20.7	53.3	28.0	16.2
LOS by Move:	D	D	D	D	D	C	C	C	C	D	C	B
HCM2kAvgQ:	3	3	3	11	11	12	8	26	26	1	8	6

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

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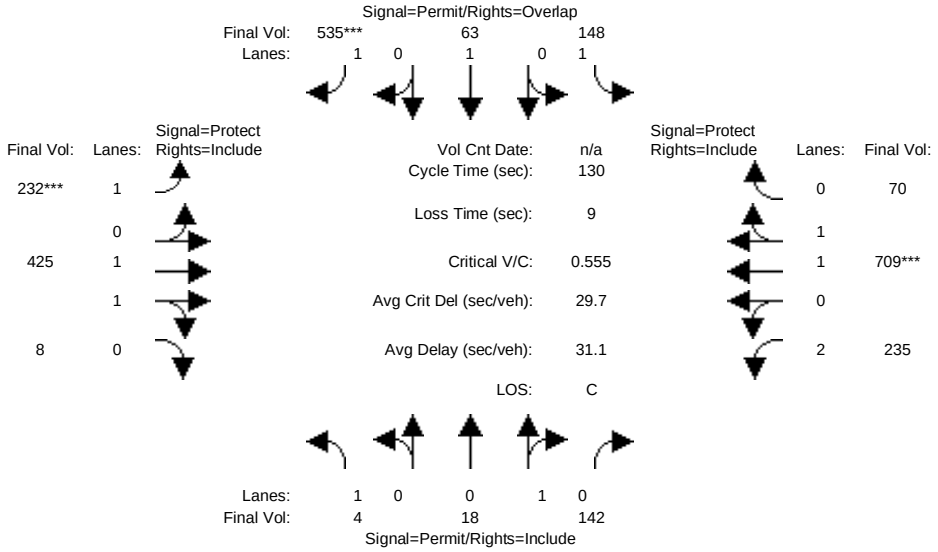
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #74: (26) AGNEW RD / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	11	11	11	11	11	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module:												
Base Vol:	4	16	129	135	57	487	211	387	7	214	645	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	16	129	135	57	487	211	387	7	214	645	64
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	16	129	135	57	487	211	387	7	214	645	64
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
PHF Volume:	4	18	142	148	63	535	232	425	8	235	709	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	18	142	148	63	535	232	425	8	235	709	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	18	142	148	63	535	232	425	8	235	709	70
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.83	0.98	0.95
Lanes:	1.00	0.11	0.89	1.00	1.00	1.00	1.00	1.96	0.04	2.00	1.81	0.19
Final Sat.:	1750	199	1601	1750	1900	1750	1750	3634	66	3150	3366	334
Capacity Analysis Module:												
Vol/Sat:	0.00	0.09	0.09	0.08	0.03	0.31	0.13	0.12	0.12	0.07	0.21	0.21
Crit Moves:						****	****				****	
Green Time:	40.6	40.6	40.6	40.6	40.6	71.7	31.0	48.5	48.5	31.9	49.3	49.3
Volume/Cap:	0.01	0.28	0.28	0.27	0.11	0.55	0.55	0.31	0.31	0.30	0.55	0.55
Delay/Veh:	30.8	34.0	34.0	33.8	31.9	19.6	45.1	29.1	29.1	40.2	32.2	32.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.8	34.0	34.0	33.8	31.9	19.6	45.1	29.1	29.1	40.2	32.2	32.2
LOS by Move:	C	C	C	C	C	B	D	C	C	D	C	C
HCM2kAvgQ:	0	5	5	5	2	15	9	6	6	4	12	12

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

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2000 HCM Operations (Future Volume Alternative)
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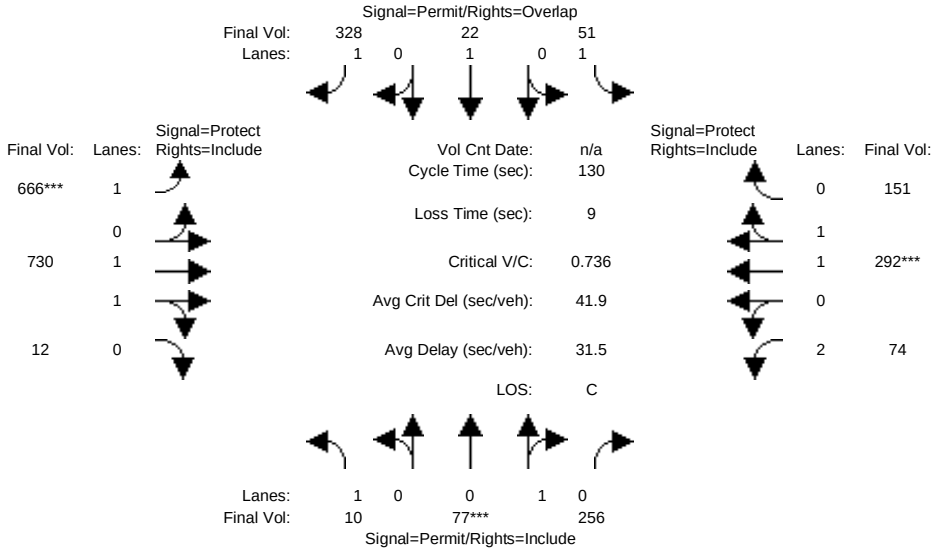
Intersection #74: (26) AGNEW RD / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	11	11	11	11	11	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module:												
Base Vol:	10	75	248	49	21	318	646	708	12	72	283	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	10	75	248	49	21	318	646	708	12	72	283	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	75	248	49	21	318	646	708	12	72	283	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	10	77	256	51	22	328	666	730	12	74	292	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	77	256	51	22	328	666	730	12	74	292	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	77	256	51	22	328	666	730	12	74	292	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.97	0.95	0.83	0.99	0.95
Lanes:	1.00	0.23	0.77	1.00	1.00	1.00	1.00	1.97	0.03	2.00	1.30	0.70
Final Sat.:	1750	418	1382	1750	1900	1750	1750	3638	62	3150	2440	1259
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.03	0.01	0.19	0.38	0.20	0.20	0.02	0.12	0.12
Crit Moves:		****					****				****	
Green Time:	32.7	32.7	32.7	32.7	32.7	99.9	67.2	63.8	63.8	24.5	21.1	21.1
Volume/Cap:	0.02	0.74	0.74	0.11	0.05	0.24	0.74	0.41	0.41	0.13	0.74	0.74
Delay/Veh:	36.7	50.9	50.9	37.6	36.9	4.4	27.7	21.2	21.2	44.0	56.5	56.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	50.9	50.9	37.6	36.9	4.4	27.7	21.2	21.2	44.0	56.5	56.5
LOS by Move:	D	D	D	D	D	A	C	C	C	D	E	E
HCM2kAvgQ:	0	14	14	2	1	4	23	9	9	1	9	9

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

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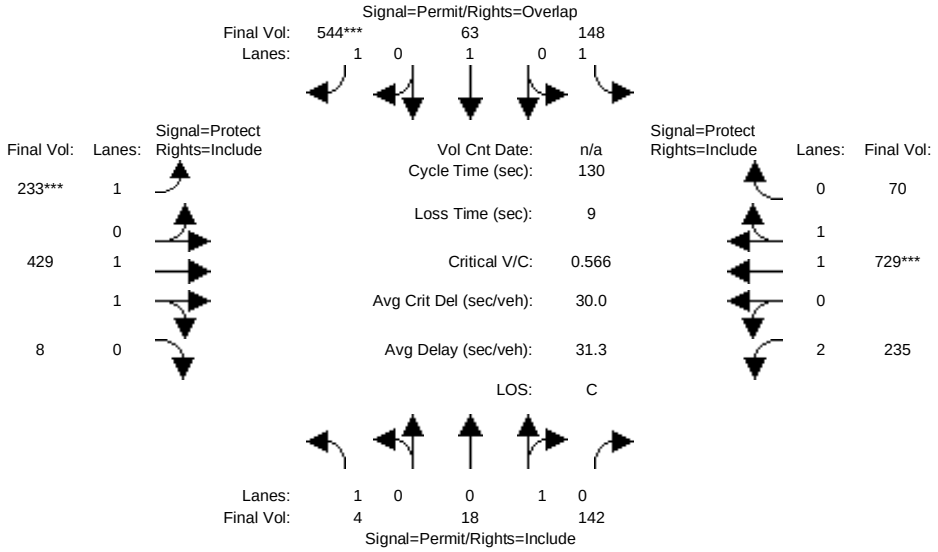
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #74: (26) AGNEW RD / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	11	11	11	11	11	11	10	15	15	10	15	15
Y+R:	5.1	5.1	5.1	5.1	5.1	5.1	5.0	6.4	6.4	4.5	6.4	6.4
Volume Module:												
Base Vol:	4	16	129	135	57	487	211	387	7	214	645	64
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	16	129	135	57	487	211	387	7	214	645	64
Added Vol:	0	0	0	0	0	8	1	3	0	0	18	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	16	129	135	57	495	212	390	7	214	663	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	544	233	429	8	235	729	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	18	142	148	63	544	233	429	8	235	729	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	4	18	142	148	63	544	233	429	8	235	729	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	1.82	0.18
Final Sat.:	1750	199	1601	1750	1900	1750	1750	3635	65	3150	3374	326
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	0.22	0.22
Crit Moves:						****	****				****	
Green Time:	40.8	40.8	40.8	40.8	40.8	71.4	30.6	48.5	48.5	31.7	49.6	49.6
Volume/Cap:	0.01	0.28	0.28	0.27	0.10	0.57	0.57	0.32	0.32	0.31	0.57	0.57
Delay/Veh:	30.7	33.8	33.8	33.7	31.7	20.0	45.7	29.1	29.1	40.4	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:	30.7	33.8	33.8	33.7	31.7	20.0	45.7	29.1	29.1	40.4	32.2	32.2
LOS by Move:	C	C	C	C	C	B	D	C	C	D	C	C
HCM2kAvgQ:	0	5	5	5	2	15	9	6	6	4	13	13

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

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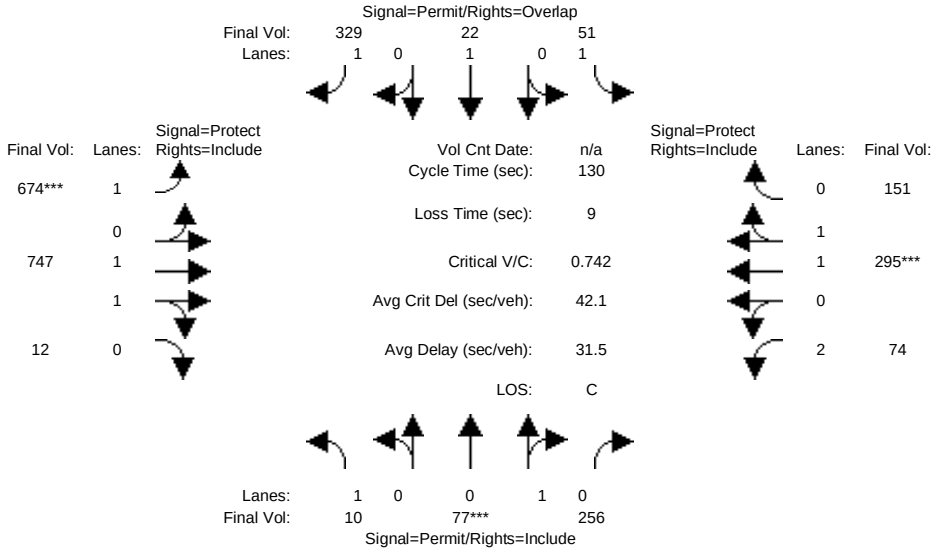
Intersection #74: (26) AGNEW RD / MISSION COLLEGE



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	1	8	17	0	0	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	10	75	248	49	21	319	654	725	12	72	286	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	329	674	747	12	74	295	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	77	256	51	22	329	674	747	12	74	295	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	77	256	51	22	329	674	747	12	74	295	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	1.31	0.69
Final Sat.:	1750	418	1382	1750	1900	1750	1750	3640	60	3150	2449	1250
Capacity Analysis Module:												
Vol/Sat:	0.01	0.18	0.18	0.03	0.01	0.19	0.39	0.21	0.21	0.02	0.12	0.12
Crit Moves:		****					****				****	
Green Time:	32.4	32.4	32.4	32.4	32.4	99.9	67.5	64.4	64.4	24.1	21.1	21.1
Volume/Cap:	0.02	0.74	0.74	0.12	0.05	0.24	0.74	0.41	0.41	0.13	0.74	0.74
Delay/Veh:	36.9	51.5	51.5	37.8	37.1	4.4	27.8	21.0	21.0	44.2	56.8	56.8
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:	36.9	51.5	51.5	37.8	37.1	4.4	27.8	21.0	21.0	44.2	56.8	56.8
LOS by Move:	D	D	D	D	D	A	C	C	C	D	E	E
HCM2kAvgQ:	0	14	14	2	1	4	23	10	10	1	9	9

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

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2000 HCM Operations (Future Volume Alternative)
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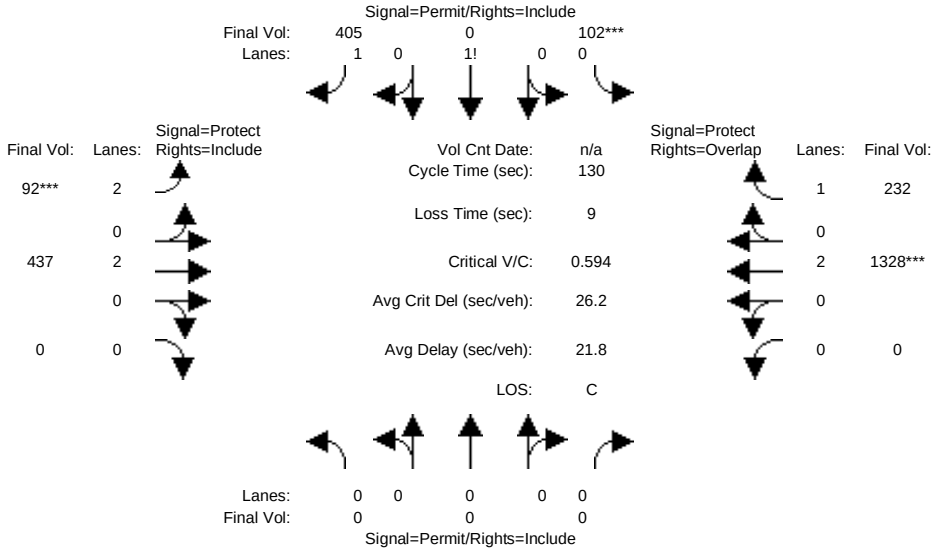
Intersection #115: (24) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	0	0	99	0	393	89	424	0	0	1288	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	99	0	393	89	424	0	0	1288	225
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	99	0	393	89	424	0	0	1288	225
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	102	0	405	92	437	0	0	1328	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	102	0	405	92	437	0	0	1328	232
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	102	0	405	92	437	0	0	1328	232
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.34	0.00	1.66	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	586	0	2914	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.14	0.03	0.12	0.00	0.00	0.35	0.13
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	37.6	0.0	37.6	8.0	83.4	0.0	0.0	75.4	75.4
Volume/Cap:	0.00	0.00	0.00	0.60	0.00	0.48	0.47	0.18	0.00	0.00	0.60	0.23
Delay/Veh:	0.0	0.0	0.0	41.0	0.0	38.5	60.8	9.5	0.0	0.0	18.1	13.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	41.0	0.0	38.5	60.8	9.5	0.0	0.0	18.1	13.3
LOS by Move:	A	A	A	D	A	D	E	A	A	A	B	B
HCM2kAvgQ:	0	0	0	12	0	9	2	3	0	0	16	5

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

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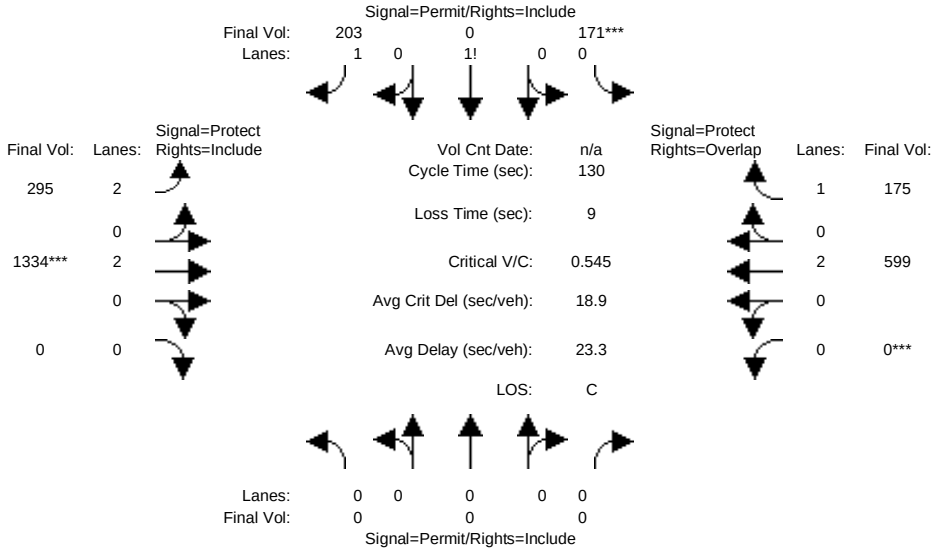
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #115: (24) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	0	0	166	0	197	286	1294	0	0	581	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	166	0	197	286	1294	0	0	581	170
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	166	0	197	286	1294	0	0	581	170
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
PHF Volume:	0	0	0	171	0	203	295	1334	0	0	599	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	171	0	203	295	1334	0	0	599	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	171	0	203	295	1334	0	0	599	175
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	0.63	0.00	1.37	2.00	2.00	0.00	0.00	2.00	1.00
Final Sat.:	0	0	0	1098	0	2402	3150	3800	0	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.16	0.00	0.08	0.09	0.35	0.00	0.00	0.16	0.10
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	37.2	0.0	37.2	31.2	83.8	0.0	0.0	52.6	52.6
Volume/Cap:	0.00	0.00	0.00	0.54	0.00	0.30	0.39	0.54	0.00	0.00	0.39	0.25
Delay/Veh:	0.0	0.0	0.0	40.1	0.0	36.3	41.7	12.9	0.0	0.0	27.5	25.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	40.1	0.0	36.3	41.7	12.9	0.0	0.0	27.5	25.8
LOS by Move:	A	A	A	D	A	D	D	B	A	A	C	C
HCM2kAvgQ:	0	0	0	10	0	5	6	14	0	0	8	5

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

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2000 HCM Operations (Future Volume Alternative)
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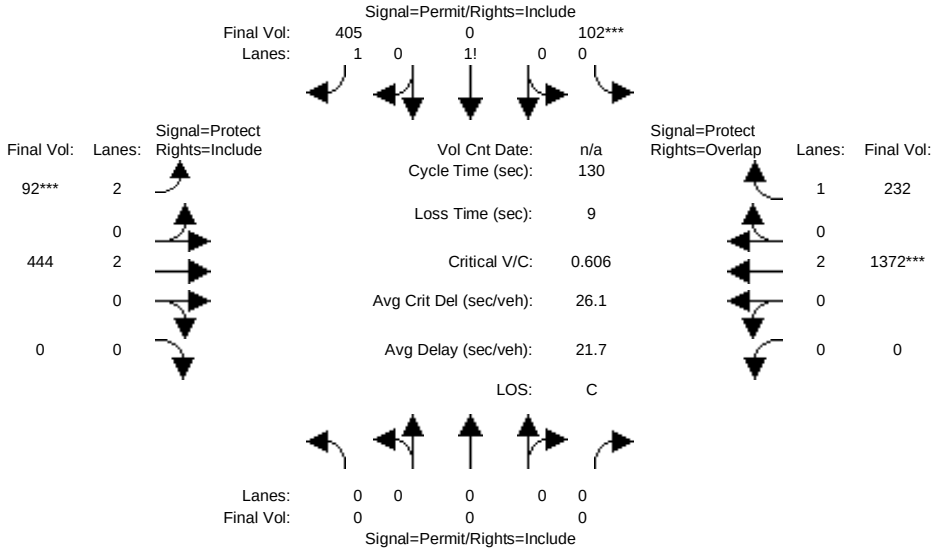
Intersection #115: (24) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	0	0	99	0	393	89	424	0	0	1288	225
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	99	0	393	89	424	0	0	1288	225
Added Vol:	0	0	0	0	0	0	0	7	0	0	43	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	99	0	393	89	431	0	0	1331	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	444	0	0	1372	232
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	102	0	405	92	444	0	0	1372	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	444	0	0	1372	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	0.36	0.13
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	36.8	0.0	36.8	8.0	84.2	0.0	0.0	76.2	76.2
Volume/Cap:	0.00	0.00	0.00	0.62	0.00	0.49	0.47	0.18	0.00	0.00	0.62	0.23
Delay/Veh:	0.0	0.0	0.0	41.9	0.0	39.2	60.8	9.2	0.0	0.0	17.9	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	41.9	0.0	39.2	60.8	9.2	0.0	0.0	17.9	12.9
LOS by Move:	A	A	A	D	A	D	E	A	A	A	B	B
HCM2kAvgQ:	0	0	0	12	0	9	2	3	0	0	17	5

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

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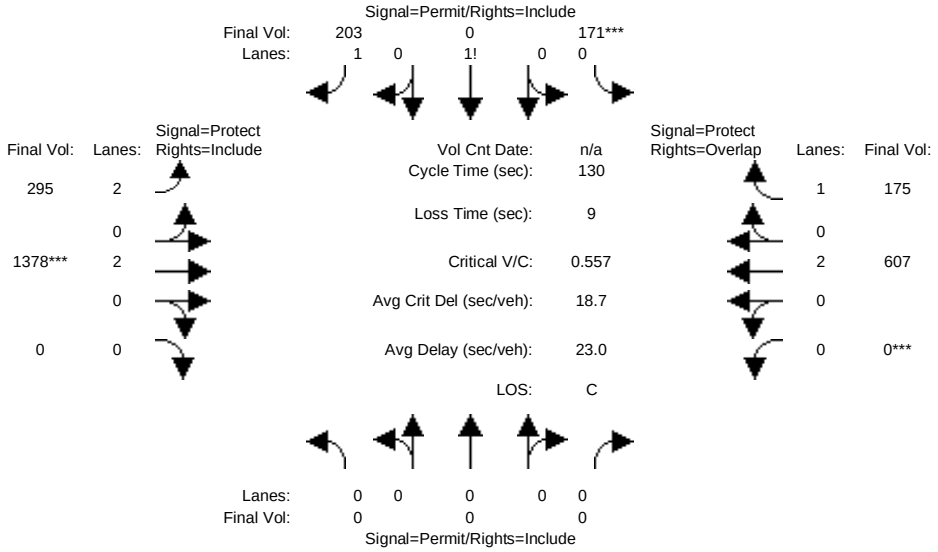
Intersection #115: (24) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	0	0	166	0	197	286	1294	0	0	581	170
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	166	0	197	286	1294	0	0	581	170
Added Vol:	0	0	0	0	0	0	0	43	0	0	8	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	166	0	197	286	1337	0	0	589	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	1378	0	0	607	175
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	171	0	203	295	1378	0	0	607	175
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	171	0	203	295	1378	0	0	607	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	0.36	0.00	0.00	0.16	0.10
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	36.4	0.0	36.4	31.3	84.6	0.0	0.0	53.4	53.4
Volume/Cap:	0.00	0.00	0.00	0.56	0.00	0.30	0.39	0.56	0.00	0.00	0.39	0.24
Delay/Veh:	0.0	0.0	0.0	41.0	0.0	37.0	41.7	12.7	0.0	0.0	27.0	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	0.0	0.0	41.0	0.0	37.0	41.7	12.7	0.0	0.0	27.0	25.3
LOS by Move:	A	A	A	D	A	D	D	B	A	A	C	C
HCM2kAvgQ:	0	0	0	10	0	5	6	15	0	0	8	5

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

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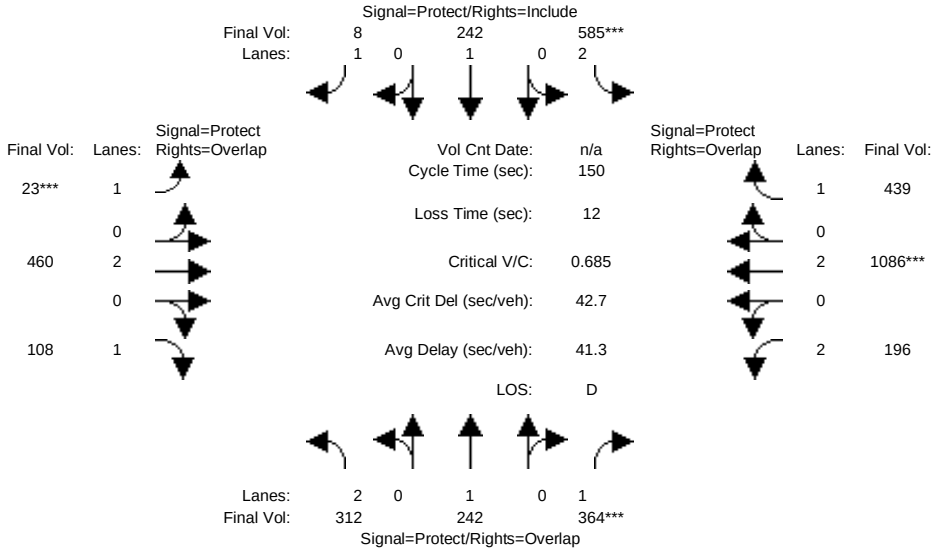
Intersection #123: (25) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	287	223	335	538	223	7	21	423	99	180	999	404
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	223	335	538	223	7	21	423	99	180	999	404
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	287	223	335	538	223	7	21	423	99	180	999	404
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	312	242	364	585	242	8	23	460	108	196	1086	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	242	364	585	242	8	23	460	108	196	1086	439
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	312	242	364	585	242	8	23	460	108	196	1086	439
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.13	0.21	0.19	0.13	0.00	0.01	0.12	0.06	0.06	0.29	0.25
Crit Moves:			****	****			****				****	
Green Time:	31.2	31.4	54.0	40.0	40.2	40.2	5.0	44.0	75.2	22.6	61.6	101.6
Volume/Cap:	0.48	0.61	0.58	0.70	0.48	0.02	0.39	0.41	0.12	0.41	0.70	0.37
Delay/Veh:	52.7	56.4	40.1	52.1	46.8	40.4	75.3	42.9	19.9	58.3	37.9	10.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	52.7	56.4	40.1	52.1	46.8	40.4	75.3	42.9	19.9	58.3	37.9	10.6
LOS by Move:	D	E	D	D	D	D	E	D	B	E	D	B
HCM2kAvgQ:	8	11	15	15	9	0	1	8	3	5	20	9

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

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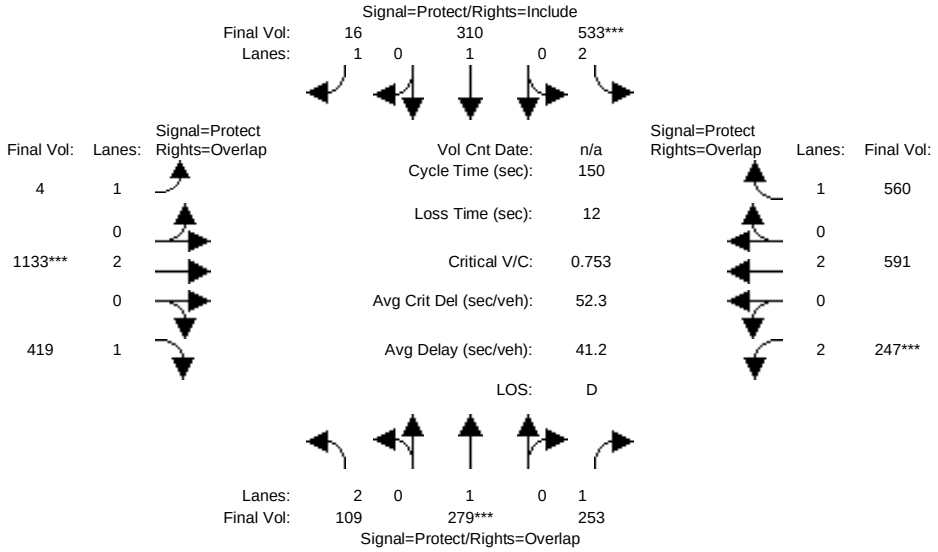
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #123: (25) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	105	268	243	512	298	15	4	1088	402	237	567	538
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	268	243	512	298	15	4	1088	402	237	567	538
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	105	268	243	512	298	15	4	1088	402	237	567	538
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
PHF Volume:	109	279	253	533	310	16	4	1133	419	247	591	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	279	253	533	310	16	4	1133	419	247	591	560
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	279	253	533	310	16	4	1133	419	247	591	560
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	1.00	1.00	2.00	1.00	1.00	1.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	1900	1750	3150	1900	1750	1750	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.15	0.14	0.17	0.16	0.01	0.00	0.30	0.24	0.08	0.16	0.32
Crit Moves:		****		****				****		****		
Green Time:	18.3	29.3	44.9	33.7	44.7	44.7	13.2	59.4	77.7	15.6	61.8	95.5
Volume/Cap:	0.29	0.75	0.48	0.75	0.55	0.03	0.03	0.75	0.46	0.75	0.38	0.50
Delay/Veh:	60.4	65.4	43.8	58.8	45.3	37.3	62.6	41.2	23.3	74.8	30.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.4	65.4	43.8	58.8	45.3	37.3	62.6	41.2	23.3	74.8	30.9	14.9
LOS by Move:	E	E	D	E	D	D	E	D	C	E	C	B
HCM2kAvgQ:	3	13	10	15	12	1	0	22	13	7	9	14

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

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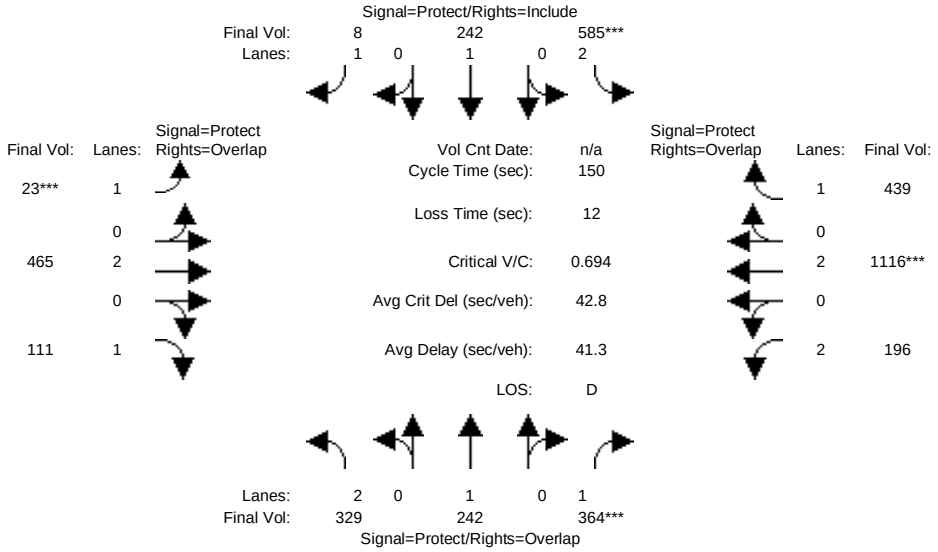
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #123: (25) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	287	223	335	538	223	7	21	423	99	180	999	404
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	287	223	335	538	223	7	21	423	99	180	999	404
Added Vol:	16	0	0	0	0	0	0	5	3	0	28	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	223	335	538	223	7	21	428	102	180	1027	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:	329	242	364	585	242	8	23	465	111	196	1116	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	242	364	585	242	8	23	465	111	196	1116	439
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	329	242	364	585	242	8	23	465	111	196	1116	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:	31.8	31.0	53.8	39.5	38.8	38.8	5.0	44.8	76.5	22.7	62.5	102.0
Volume/Cap:	0.49	0.62	0.58	0.71	0.49	0.02	0.39	0.41	0.12	0.41	0.71	0.37
Delay/Veh:	52.6	57.0	40.4	52.8	48.1	41.4	75.3	42.3	19.3	58.2	37.6	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:	52.6	57.0	40.4	52.8	48.1	41.4	75.3	42.3	19.3	58.2	37.6	10.5
LOS by Move:	D	E	D	D	D	D	E	D	B	E	D	B
HCM2kAvgQ:	8	11	15	15	10	0	1	8	3	5	21	9

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

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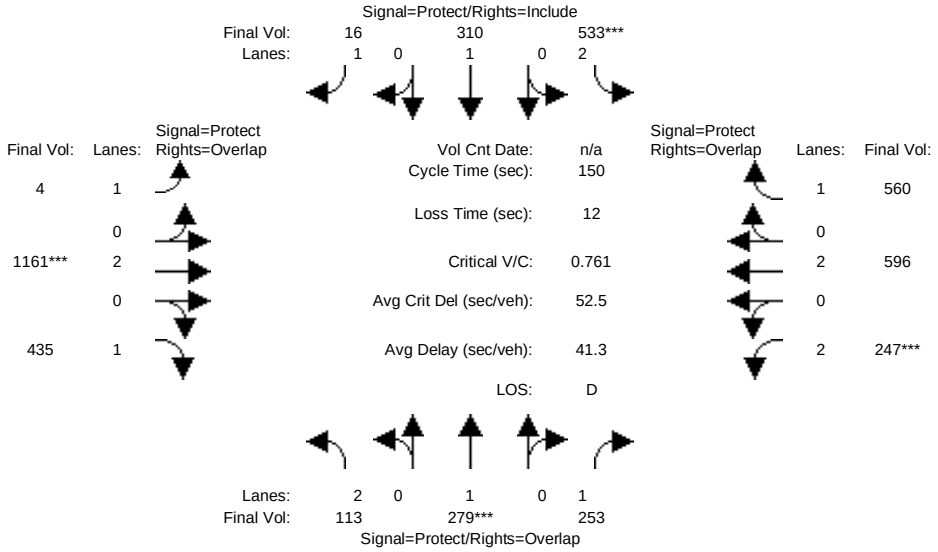
Intersection #123: (25) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	105	268	243	512	298	15	4	1088	402	237	567	538
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	105	268	243	512	298	15	4	1088	402	237	567	538
Added Vol:	3	0	0	0	0	0	0	27	16	0	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	268	243	512	298	15	4	1115	418	237	572	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:	113	279	253	533	310	16	4	1161	435	247	596	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	279	253	533	310	16	4	1161	435	247	596	560
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	279	253	533	310	16	4	1161	435	247	596	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:	0.04	0.15	0.14	0.17	0.16	0.01	0.00	0.31	0.25	0.08	0.16	0.32
Crit Moves:		****		****				****		****		
Green Time:	18.1	29.0	44.4	33.4	44.3	44.3	13.3	60.2	78.3	15.4	62.4	95.8
Volume/Cap:	0.30	0.76	0.49	0.76	0.55	0.03	0.03	0.76	0.48	0.76	0.38	0.50
Delay/Veh:	60.6	66.3	44.2	59.5	45.8	37.6	62.5	41.0	23.2	75.6	30.5	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:	60.6	66.3	44.2	59.5	45.8	37.6	62.5	41.0	23.2	75.6	30.5	14.8
LOS by Move:	E	E	D	E	D	D	E	D	C	E	C	B
HCM2kAvgQ:	3	14	10	15	12	1	0	23	13	7	9	14

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

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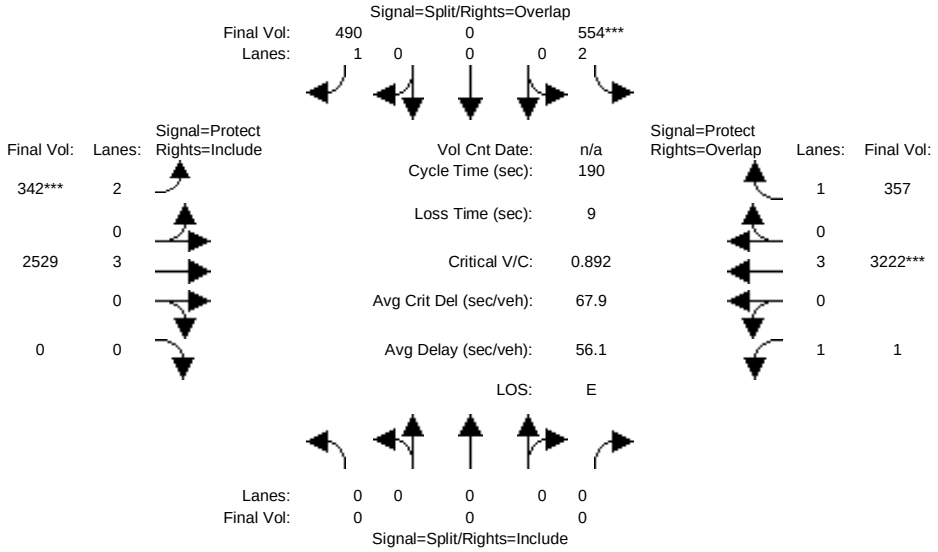
Intersection #125: (28) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	0	0	0	554	0	490	342	2907	0	1	3704	357
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	554	0	490	342	2907	0	1	3704	357
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	554	0	490	342	2907	0	1	3704	357
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	554	0	490	342	2529	0	1	3222	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	554	0	490	342	2529	0	1	3222	357
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	554	0	490	342	2529	0	1	3222	357
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.18	0.00	0.28	0.11	0.44	0.00	0.00	0.57	0.20
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	0.0	25.4	0.0	42.3	16.9	135	0.0	10.6	131	156.1
Volume/Cap:	0.00	0.00	0.00	1.32	0.00	1.26	1.22	0.62	0.00	0.01	0.82	0.25
Delay/Veh:	0.0	0.0	0.0	240.3	0.0	209.2	213.9	14.5	0.0	84.8	22.8	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	240.3	0.0	209.2	213.9	14.5	0.0	84.8	22.8	3.9
LOS by Move:	A	A	A	F	A	F	F	B	A	F	C	A
HCM2kAvgQ:	0	0	0	31	0	46	19	25	0	0	41	5

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

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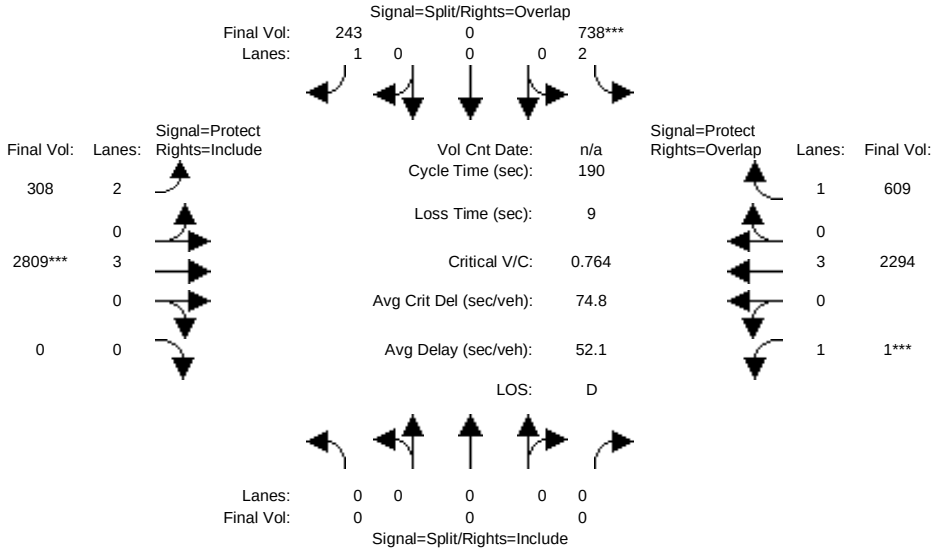
Background PM

Intersection #125: (28) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	0	0	0	738	0	243	308	3511	0	1	3373	609
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	738	0	243	308	3511	0	1	3373	609
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	738	0	243	308	3511	0	1	3373	609
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.80	1.00	1.00	0.68	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	0	738	0	243	308	2809	0	1	2294	609
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	738	0	243	308	2809	0	1	2294	609
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	738	0	243	308	2809	0	1	2294	609
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.23	0.00	0.14	0.10	0.49	0.00	0.00	0.40	0.35
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	30.9	0.0	52.0	21.1	131	0.0	10.6	121	151.8
Volume/Cap:	0.00	0.00	0.00	1.44	0.00	0.51	0.88	0.71	0.00	0.01	0.63	0.44
Delay/Veh:	0.0	0.0	0.0	288.8	0.0	59.1	104.9	18.6	0.0	84.8	21.4	6.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	288.8	0.0	59.1	104.9	18.6	0.0	84.8	21.4	6.1
LOS by Move:	A	A	A	F	A	E	F	B	A	F	C	A
HCM2kAvgQ:	0	0	0	43	0	13	13	33	0	0	25	11

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

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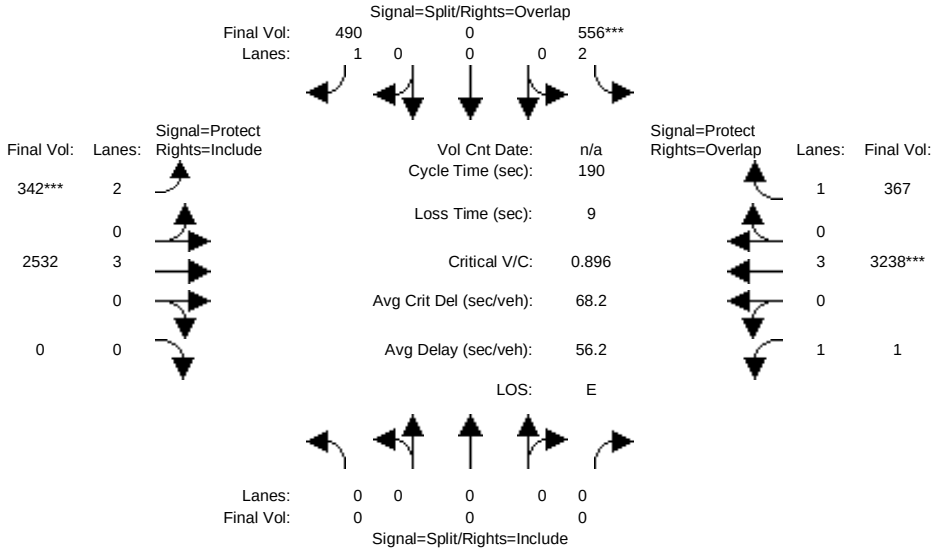
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #125: (28) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	0	0	0	554	0	490	342	2907	0	1	3704	357
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	554	0	490	342	2907	0	1	3704	357
Added Vol:	0	0	0	2	0	0	0	3	0	0	18	10
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	556	0	490	342	2910	0	1	3722	367
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	556	0	490	342	2532	0	1	3238	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	556	0	490	342	2532	0	1	3238	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	556	0	490	342	2532	0	1	3238	367
Saturation 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	0.21
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	0.83	0.26
Delay/Veh:	0.0	0.0	0.0	242.3	0.0	209.2	213.9	14.5	0.0	84.8	23.0	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	242.3	0.0	209.2	213.9	14.5	0.0	84.8	23.0	3.9
LOS by Move:	A	A	A	F	A	F	F	B	A	F	C	A
HCM2kAvgQ:	0	0	0	31	0	46	19	25	0	0	42	5

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

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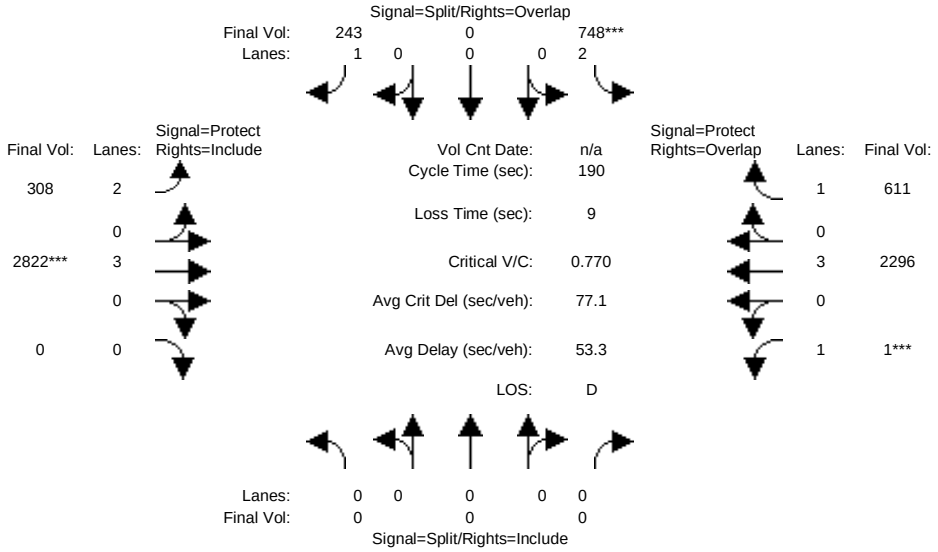
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #125: (28) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	0	0	0	738	0	243	308	3511	0	1	3373	609
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	738	0	243	308	3511	0	1	3373	609
Added Vol:	0	0	0	10	0	0	0	17	0	0	3	2
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	748	0	243	308	3528	0	1	3376	611
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	748	0	243	308	2822	0	1	2296	611
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	748	0	243	308	2822	0	1	2296	611
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	748	0	243	308	2822	0	1	2296	611
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.14	0.10	0.50	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	1.46	0.00	0.51	0.88	0.72	0.00	0.01	0.63	0.44
Delay/Veh:	0.0	0.0	0.0	297.3	0.0	59.1	104.9	18.7	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	297.3	0.0	59.1	104.9	18.7	0.0	84.8	21.4	6.1
LOS by Move:	A	A	A	F	A	E	F	B	A	F	C	A
HCM2kAvgQ:	0	0	0	44	0	13	13	33	0	0	25	11

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

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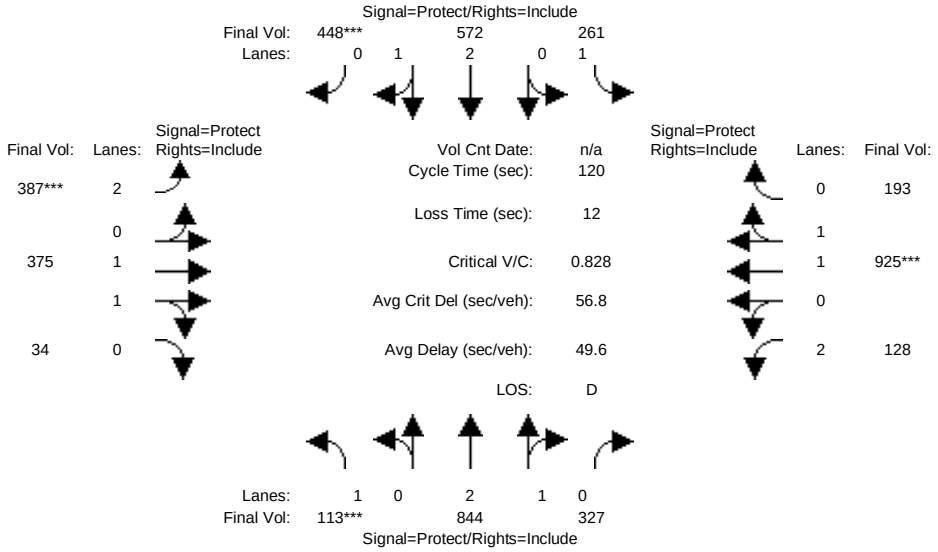
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #1200: (19) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5
Volume Module:												
Base Vol:	113	844	327	261	572	448	387	375	34	128	925	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	844	327	261	572	448	387	375	34	128	925	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	844	327	261	572	448	387	375	34	128	925	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	113	844	327	261	572	448	387	375	34	128	925	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	844	327	261	572	448	387	375	34	128	925	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	844	327	261	572	448	387	375	34	128	925	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.13	0.87	1.00	2.00	1.00	2.00	1.83	0.17	2.00	1.65	0.35
Final Sat.:	1750	4034	1563	1750	3800	1750	3150	3392	308	3150	3061	639
Capacity Analysis Module:												
Vol/Sat:	0.06	0.21	0.21	0.15	0.15	0.26	0.12	0.11	0.11	0.04	0.30	0.30
Crit Moves:	****					****	****				****	
Green Time:	20.0	31.8	31.8	21.2	33.1	33.1	15.9	31.4	31.4	23.5	39.0	39.0
Volume/Cap:	0.39	0.79	0.79	0.84	0.55	0.93	0.93	0.42	0.42	0.21	0.93	0.93
Delay/Veh:	45.4	43.9	43.9	66.3	37.4	55.7	78.6	37.1	37.1	40.6	51.6	51.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.4	43.9	43.9	66.3	37.4	55.7	78.6	37.1	37.1	40.6	51.6	51.6
LOS by Move:	D	D	D	E	D	E	E	D	D	D	D	D
HCM2kAvgQ:	4	14	14	11	9	20	10	6	6	2	22	22

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

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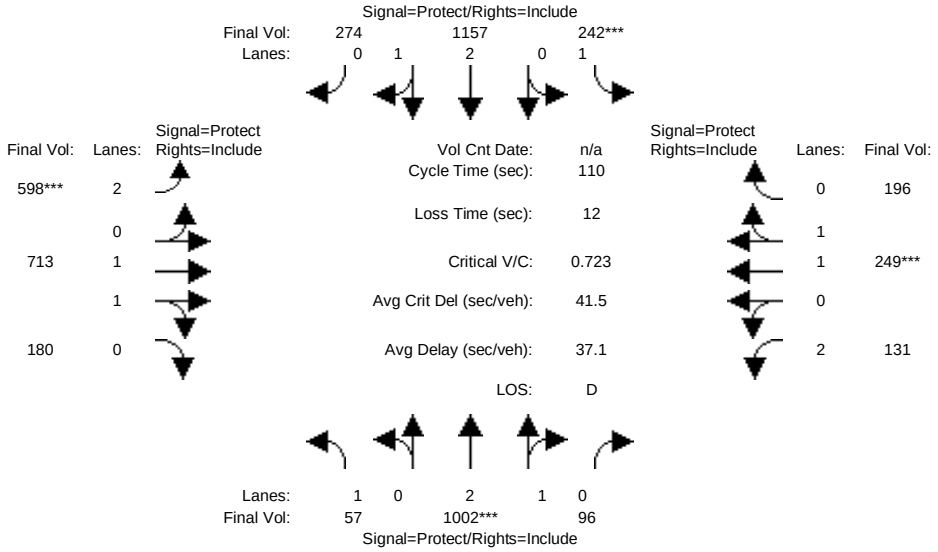
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #1200: (19) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	1002	96	242	1157	274	598	713	180	131	249	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1002	96	242	1157	274	598	713	180	131	249	196
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1002	96	242	1157	274	598	713	180	131	249	196
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	1002	96	242	1157	274	598	713	180	131	249	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1002	96	242	1157	274	598	713	180	131	249	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	1002	96	242	1157	274	598	713	180	131	249	196
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	2.73	0.27	1.00	2.40	0.60	2.00	1.59	0.41	2.00	1.10	0.90
Final Sat.:	1750	5110	490	1750	4526	1072	3150	2954	746	3150	2069	1629
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.14	0.26	0.26	0.19	0.24	0.24	0.04	0.12	0.12
Crit Moves:		****		****			****				****	
Green Time:	10.1	29.8	29.8	21.0	40.7	40.7	28.9	37.3	37.3	9.8	18.3	18.3
Volume/Cap:	0.35	0.72	0.72	0.72	0.69	0.69	0.72	0.71	0.71	0.46	0.72	0.72
Delay/Veh:	48.2	38.1	38.1	49.4	30.3	30.3	40.1	33.6	33.6	48.8	47.7	47.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	38.1	38.1	49.4	30.3	30.3	40.1	33.6	33.6	48.8	47.7	47.7
LOS by Move:	D	D	D	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	2	12	12	8	14	14	11	13	13	3	8	8

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

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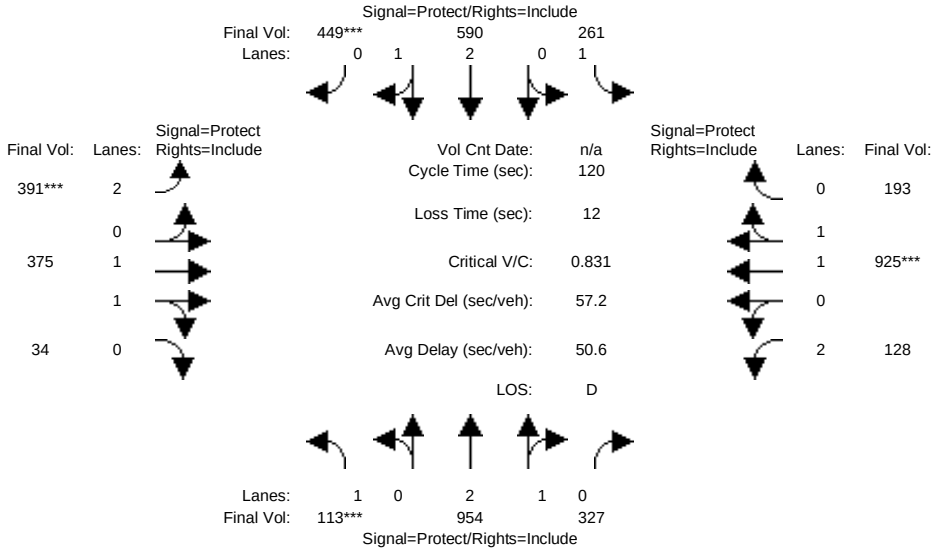
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #1200: (19) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5
Volume Module:												
Base Vol:	113	844	327	261	572	448	387	375	34	128	925	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	113	844	327	261	572	448	387	375	34	128	925	193
Added Vol:	0	110	0	0	18	1	4	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	113	954	327	261	590	449	391	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	954	327	261	590	449	391	375	34	128	925	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	954	327	261	590	449	391	375	34	128	925	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	954	327	261	590	449	391	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	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	2.21	0.79	1.00	2.00	1.00	2.00	1.83	0.17	2.00	1.65	0.35
Final Sat.:	1750	4169	1429	1750	3800	1750	3150	3392	308	3150	3061	639
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.23	0.15	0.16	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	16.0	31.4	31.4	23.5	38.9	38.9
Volume/Cap:	0.39	0.86	0.86	0.84	0.56	0.93	0.93	0.42	0.42	0.21	0.93	0.93
Delay/Veh:	45.4	47.5	47.5	66.3	37.7	55.9	78.9	37.1	37.1	40.6	52.0	52.0
User DelAdj:	1.00	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	47.5	47.5	66.3	37.7	55.9	78.9	37.1	37.1	40.6	52.0	52.0
LOS by Move:	D	D	D	E	D	E	E	D	D	D	D	D
HCM2kAvgQ:	4	16	16	11	9	20	10	6	6	2	22	22

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

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2000 HCM Operations (Future Volume Alternative)
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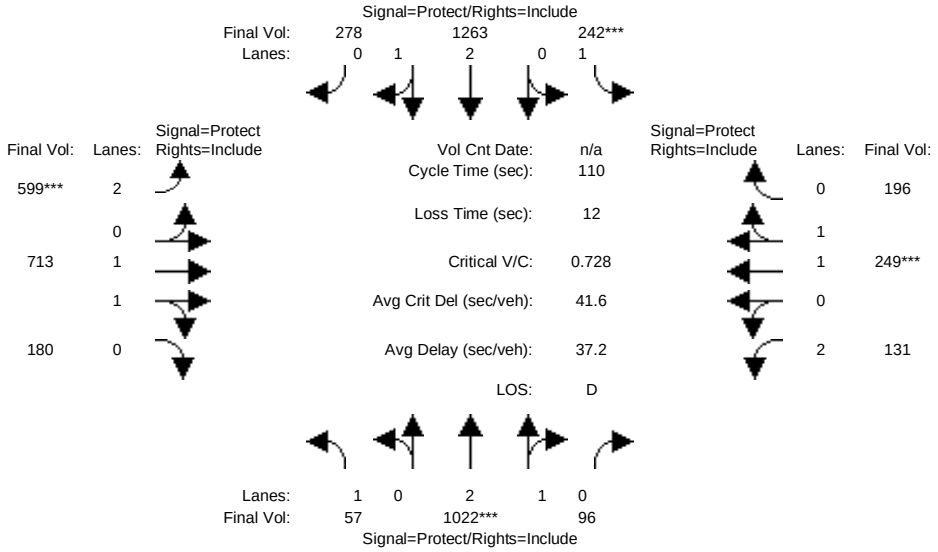
Intersection #1200: (19) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	57	1002	96	242	1157	274	598	713	180	131	249	196
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1002	96	242	1157	274	598	713	180	131	249	196
Added Vol:	0	20	0	0	106	4	1	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1022	96	242	1263	278	599	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	1022	96	242	1263	278	599	713	180	131	249	196
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1022	96	242	1263	278	599	713	180	131	249	196
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	1022	96	242	1263	278	599	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	2.44	0.56	2.00	1.59	0.41	2.00	1.10	0.90
Final Sat.:	1750	5119	481	1750	4588	1010	3150	2954	746	3150	2069	1629
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.14	0.28	0.28	0.19	0.24	0.24	0.04	0.12	0.12
Crit Moves:		****		****			****				****	
Green Time:	9.6	30.2	30.2	20.9	41.5	41.5	28.7	37.1	37.1	9.8	18.2	18.2
Volume/Cap:	0.37	0.73	0.73	0.73	0.73	0.73	0.73	0.72	0.72	0.47	0.73	0.73
Delay/Veh:	48.9	38.0	38.0	49.8	30.8	30.8	40.4	33.8	33.8	48.9	48.0	48.0
User DelAdj:	1.00	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	38.0	38.0	49.8	30.8	30.8	40.4	33.8	33.8	48.9	48.0	48.0
LOS by Move:	D	D	D	D	C	C	D	C	C	D	D	D
HCM2kAvgQ:	2	12	12	8	15	15	11	13	13	3	8	8

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

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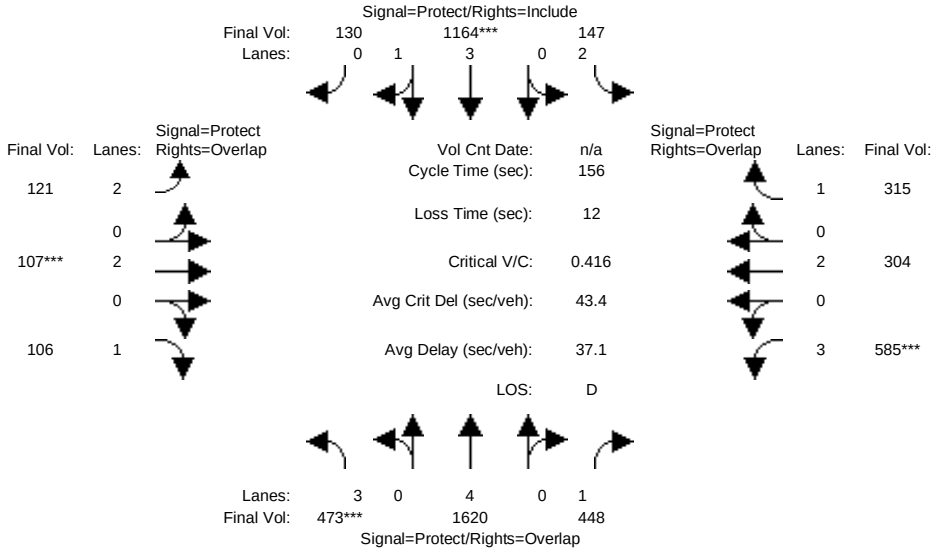
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #1206: (16) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	37	37	10	37	37	4	10	10	5	10	10
Y+R:	5.0	7.2	7.2	5.0	7.2	7.2	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module:												
Base Vol:	473	1620	448	147	1164	130	121	107	106	585	304	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	473	1620	448	147	1164	130	121	107	106	585	304	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	1620	448	147	1164	130	121	107	106	585	304	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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
FinalVolume:	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
HCM2kAvgQ:	7	13	8	3	11	11	3	2	4	8	6	11

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

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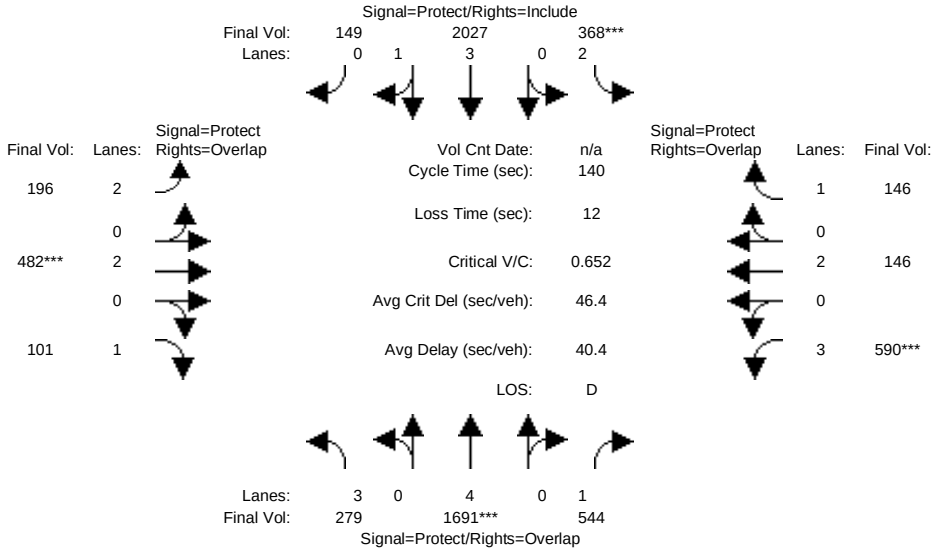
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #1206: (16) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	37	37	7	37	37	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	279	1691	544	368	2027	149	196	482	101	590	146	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	1691	544	368	2027	149	196	482	101	590	146	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	1691	544	368	2027	149	196	482	101	590	146	146
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	279	1691	544	368	2027	149	196	482	101	590	146	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	1691	544	368	2027	149	196	482	101	590	146	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	279	1691	544	368	2027	149	196	482	101	590	146	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	3.00	4.00	1.00	2.00	3.71	0.29	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6986	513	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.22	0.31	0.12	0.29	0.29	0.06	0.13	0.06	0.13	0.04	0.08
Crit Moves:		****		****				****		****		
Green Time:	12.7	47.8	75.7	25.1	60.2	60.2	25.7	27.2	40.0	27.9	29.4	54.5
Volume/Cap:	0.67	0.65	0.58	0.65	0.67	0.67	0.34	0.65	0.20	0.65	0.18	0.21
Delay/Veh:	66.0	39.6	22.3	56.1	32.6	32.6	50.1	54.1	38.1	53.3	45.5	28.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.0	39.6	22.3	56.1	32.6	32.6	50.1	54.1	38.1	53.3	45.5	28.6
LOS by Move:	E	D	C	E	C	C	D	D	D	D	D	C
HCM2kAvgQ:	5	15	17	8	17	17	4	9	3	10	2	4

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

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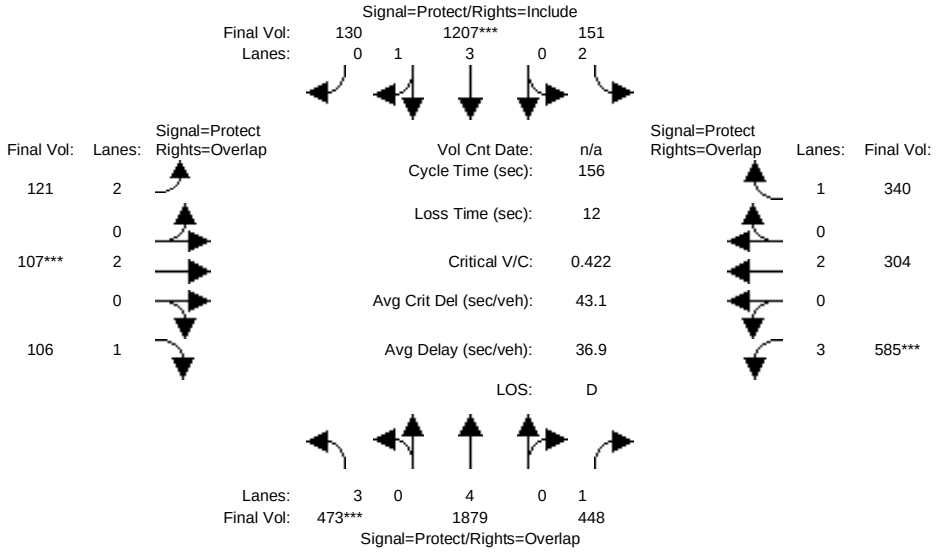
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #1206: (16) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	37	37	10	37	37	4	10	10	5	10	10
Y+R:	5.0	7.2	7.2	5.0	7.2	7.2	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module:												
Base Vol:	473	1620	448	147	1164	130	121	107	106	585	304	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	473	1620	448	147	1164	130	121	107	106	585	304	315
Added Vol:	0	259	0	4	43	0	0	0	0	0	0	25
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	473	1879	448	151	1207	130	121	107	106	585	304	340
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	473	1879	448	151	1207	130	121	107	106	585	304	340
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	473	1879	448	151	1207	130	121	107	106	585	304	340
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	473	1879	448	151	1207	130	121	107	106	585	304	340
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	6861	739	3800	3800	1900	5700	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.08	0.25	0.24	0.04	0.18	0.18	0.03	0.03	0.06	0.10	0.08	0.18
Crit Moves:	****				****			****		****		
Green Time:	30.7	76.0	113.9	19.7	65.0	65.0	9.0	10.4	41.1	37.9	39.3	59.0
Volume/Cap:	0.42	0.51	0.32	0.31	0.42	0.42	0.55	0.42	0.21	0.42	0.32	0.47
Delay/Veh:	56.1	27.8	8.1	63.7	32.6	32.6	81.2	75.0	45.8	50.7	48.3	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:	56.1	27.8	8.1	63.7	32.6	32.6	81.2	75.0	45.8	50.7	48.3	38.9
LOS by Move:	E	C	A	E	C	C	F	E	D	D	D	D
HCM2kAvgQ:	7	15	8	3	11	11	3	3	4	8	6	12

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

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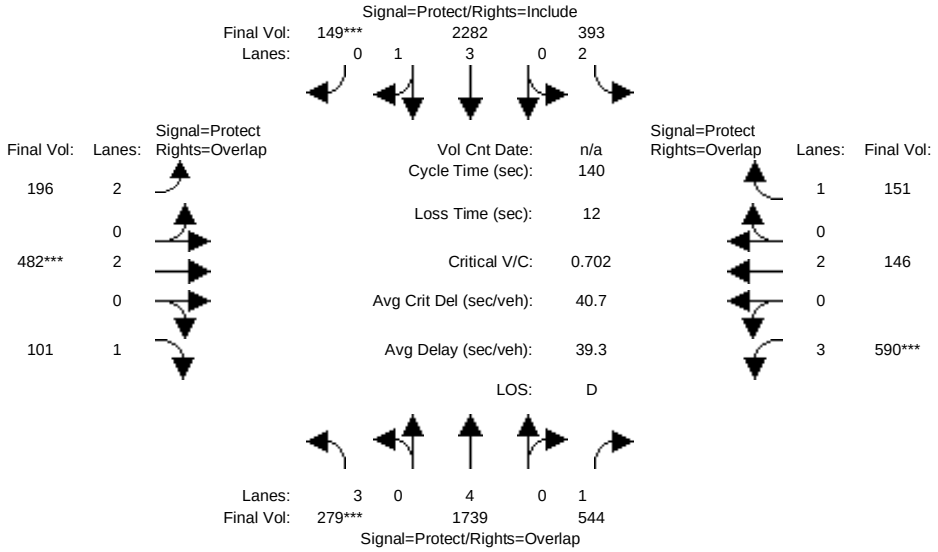
Intersection #1206: (16) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	37	37	7	37	37	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	279	1691	544	368	2027	149	196	482	101	590	146	146
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	279	1691	544	368	2027	149	196	482	101	590	146	146
Added Vol:	0	48	0	25	255	0	0	0	0	0	0	5
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	279	1739	544	393	2282	149	196	482	101	590	146	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:	279	1739	544	393	2282	149	196	482	101	590	146	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	279	1739	544	393	2282	149	196	482	101	590	146	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:	279	1739	544	393	2282	149	196	482	101	590	146	151
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	3.74	0.26	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	7040	460	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.31	0.12	0.32	0.32	0.06	0.13	0.06	0.13	0.04	0.09
Crit Moves:	****					****		****		****		
Green Time:	12.2	52.2	78.1	24.6	64.6	64.6	23.8	25.3	37.5	25.8	27.3	52.0
Volume/Cap:	0.70	0.61	0.56	0.71	0.70	0.70	0.37	0.70	0.22	0.70	0.20	0.23
Delay/Veh:	67.7	36.1	20.6	58.5	30.7	30.7	51.8	57.1	40.0	56.2	47.3	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:	67.7	36.1	20.6	58.5	30.7	30.7	51.8	57.1	40.0	56.2	47.3	30.5
LOS by Move:	E	D	C	E	C	C	D	E	D	E	D	C
HCM2kAvgQ:	5	15	16	9	19	19	4	10	3	10	2	5

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

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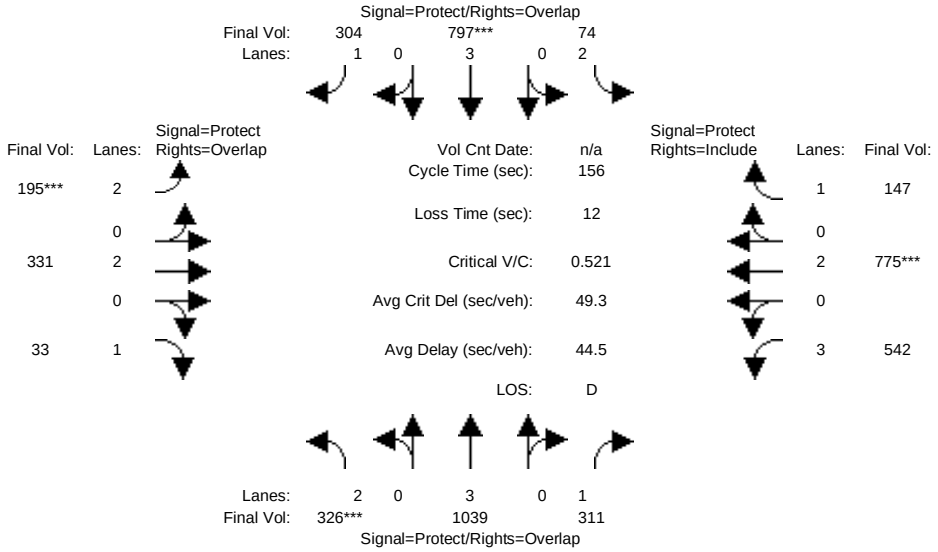
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #1207: (13) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	12	12	7	12	12	7	10	10	8	10	10
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module:												
Base Vol:	326	1039	311	74	797	304	195	331	33	542	775	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	1039	311	74	797	304	195	331	33	542	775	147
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	326	1039	311	74	797	304	195	331	33	542	775	147
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	326	1039	311	74	797	304	195	331	33	542	775	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	326	1039	311	74	797	304	195	331	33	542	775	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	326	1039	311	74	797	304	195	331	33	542	775	147
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3800	5700	1900	3800	5700	1900	3800	3800	1900	5700	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.18	0.16	0.02	0.14	0.16	0.05	0.09	0.02	0.10	0.20	0.08
Crit Moves:	****				****		****				****	
Green Time:	25.7	54.2	94.1	13.3	41.9	57.2	15.4	36.5	62.2	39.9	61.1	61.1
Volume/Cap:	0.52	0.52	0.27	0.23	0.52	0.44	0.52	0.37	0.04	0.37	0.52	0.20
Delay/Veh:	62.6	41.6	15.3	68.1	49.8	39.2	71.9	51.3	28.8	48.5	37.6	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.6	41.6	15.3	68.1	49.8	39.2	71.9	51.3	28.8	48.5	37.6	31.9
LOS by Move:	E	D	B	E	D	D	E	D	C	D	D	C
HCM2kAvgQ:	7	13	7	2	11	11	5	7	1	7	14	4

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

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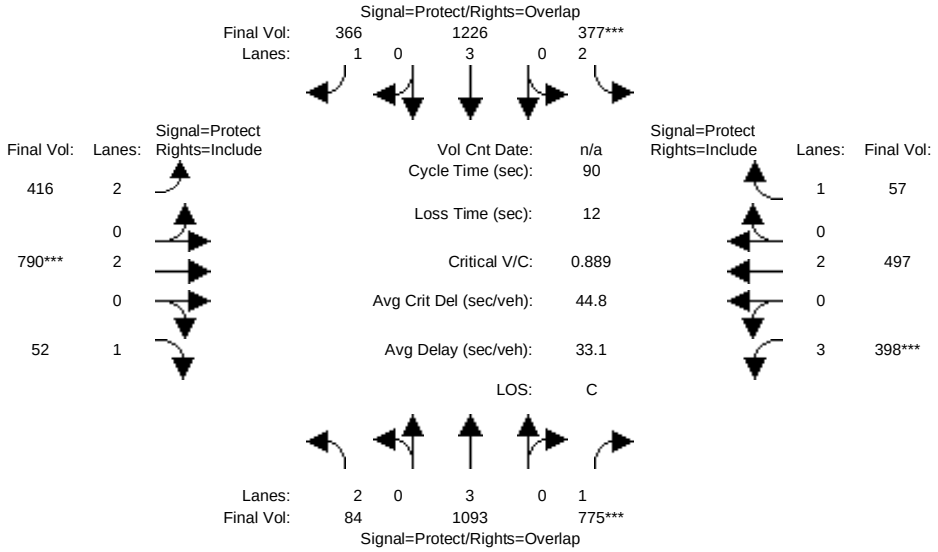
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #1207: (13) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	1093	775	377	1226	366	416	790	52	398	497	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1093	775	377	1226	366	416	790	52	398	497	57
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	84	1093	775	377	1226	366	416	790	52	398	497	57
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	84	1093	775	377	1226	366	416	790	52	398	497	57
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	1093	775	377	1226	366	416	790	52	398	497	57
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	1093	775	377	1226	366	416	790	52	398	497	57
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.80	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.44	0.12	0.22	0.21	0.13	0.21	0.03	0.09	0.13	0.03
Crit Moves:			****	****				****		****		
Green Time:	12.8	36.0	44.8	12.1	35.3	50.3	15.0	21.0	21.0	8.9	14.9	14.9
Volume/Cap:	0.19	0.48	0.89	0.89	0.55	0.37	0.79	0.89	0.13	0.89	0.79	0.20
Delay/Veh:	34.2	20.2	31.5	58.2	21.4	11.3	44.0	44.3	27.4	59.2	42.8	32.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.2	20.2	31.5	58.2	21.4	11.3	44.0	44.3	27.4	59.2	42.8	32.7
LOS by Move:	C	C	C	E	C	B	D	D	C	E	D	C
HCM2kAvgQ:	1	7	23	7	8	6	7	12	1	5	7	1

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

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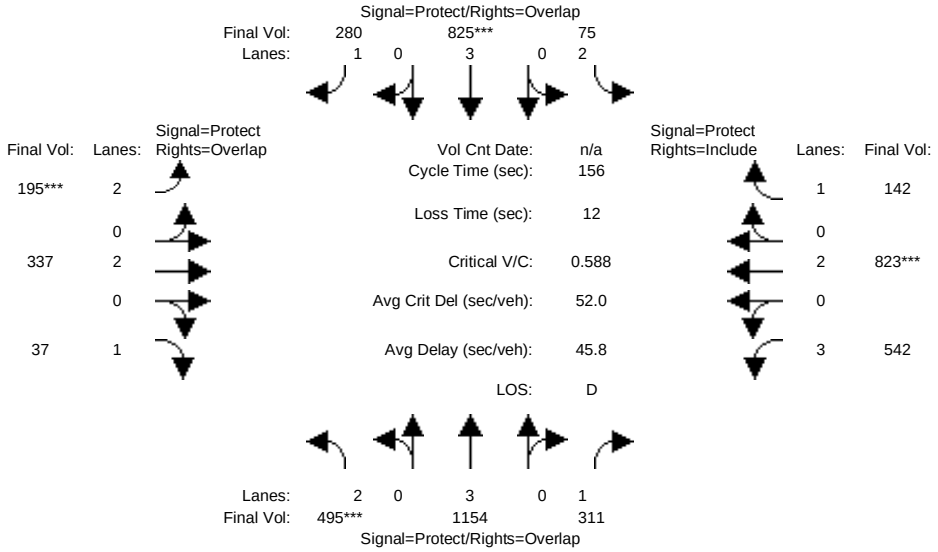
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #1207: (13) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	12	12	7	12	12	7	10	10	8	10	10
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module:												
Base Vol:	326	1039	311	74	797	304	195	331	33	542	775	147
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	326	1039	311	74	797	304	195	331	33	542	775	147
Added Vol:	169	115	0	1	28	-24	0	6	4	0	48	-5
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	495	1154	311	75	825	280	195	337	37	542	823	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:	495	1154	311	75	825	280	195	337	37	542	823	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	495	1154	311	75	825	280	195	337	37	542	823	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	495	1154	311	75	825	280	195	337	37	542	823	142
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:	0.13	0.20	0.16	0.02	0.14	0.15	0.05	0.09	0.02	0.10	0.22	0.07
Crit Moves:	****				****		****				****	
Green Time:	34.6	59.7	96.5	13.2	38.4	52.0	13.6	34.3	68.8	36.8	57.4	57.4
Volume/Cap:	0.59	0.53	0.26	0.23	0.59	0.44	0.59	0.40	0.04	0.40	0.59	0.20
Delay/Veh:	57.4	38.2	14.1	68.3	53.7	42.9	76.0	53.5	24.9	51.3	41.6	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:	57.4	38.2	14.1	68.3	53.7	42.9	76.0	53.5	24.9	51.3	41.6	34.3
LOS by Move:	E	D	B	E	D	D	E	D	C	D	D	C
HCM2kAvgQ:	11	14	7	2	12	10	5	7	1	7	16	4

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

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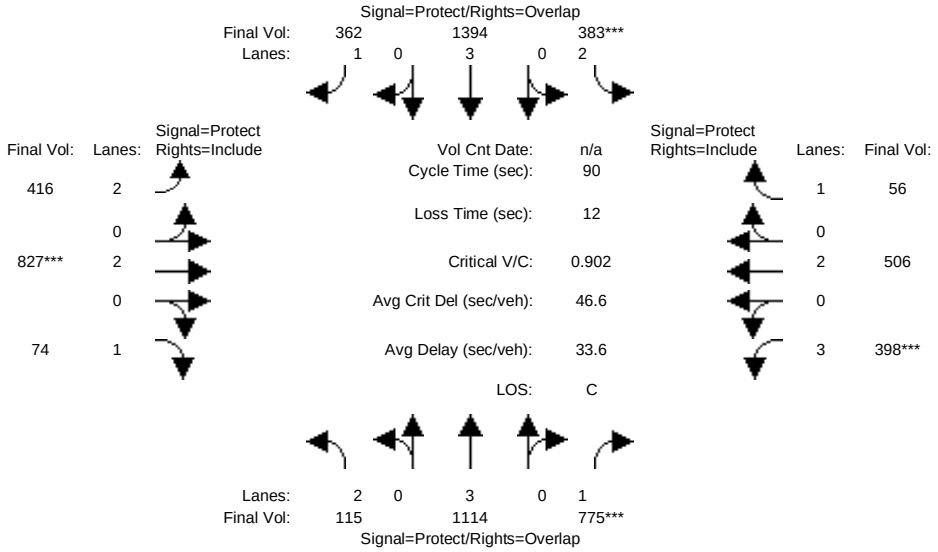
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #1207: (13) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	84	1093	775	377	1226	366	416	790	52	398	497	57
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	84	1093	775	377	1226	366	416	790	52	398	497	57
Added Vol:	31	21	0	6	168	-4	0	37	22	0	9	-1
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	1114	775	383	1394	362	416	827	74	398	506	56
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	115	1114	775	383	1394	362	416	827	74	398	506	56
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	1114	775	383	1394	362	416	827	74	398	506	56
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	1114	775	383	1394	362	416	827	74	398	506	56
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	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	0.20	0.44	0.12	0.24	0.21	0.13	0.22	0.04	0.09	0.13	0.03
Crit Moves:			****	****				****		****		
Green Time:	11.5	35.4	44.2	12.1	36.1	51.2	15.2	21.7	21.7	8.7	15.3	15.3
Volume/Cap:	0.29	0.50	0.90	0.90	0.61	0.36	0.78	0.90	0.18	0.90	0.78	0.19
Delay/Veh:	35.9	20.7	33.6	60.4	21.9	10.7	43.4	45.1	27.3	61.6	42.1	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:	35.9	20.7	33.6	60.4	21.9	10.7	43.4	45.1	27.3	61.6	42.1	32.4
LOS by Move:	D	C	C	E	C	B	D	D	C	E	D	C
HCM2kAvgQ:	2	8	24	7	10	6	7	12	2	5	7	1

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

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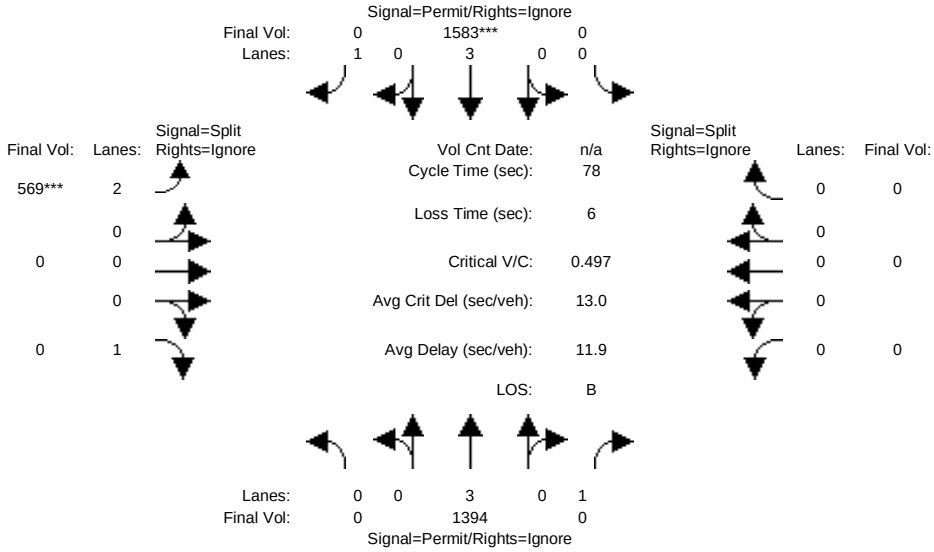
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #1208: (18) BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	12	0	12	0	0	0
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	5.2	4.0	5.2	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1394	256	0	1583	322	569	0	534	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1394	256	0	1583	322	569	0	534	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1394	256	0	1583	322	569	0	534	0	0	0
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1394	0	0	1583	0	569	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1394	0	0	1583	0	569	0	0	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1394	0	0	1583	0	569	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	0	5700	1750	0	5700	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.00	0.00	0.28	0.00	0.18	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	43.6	0.0	0.0	43.6	0.0	28.4	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	0.00	0.00	0.50	0.00	0.50	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.1	0.0	0.0	10.6	0.0	19.6	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.1	0.0	0.0	10.6	0.0	19.6	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	A	A	B	A	B	A	A	A	A	A
HCM2kAvgQ:	0	6	0	0	8	0	7	0	0	0	0	0

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

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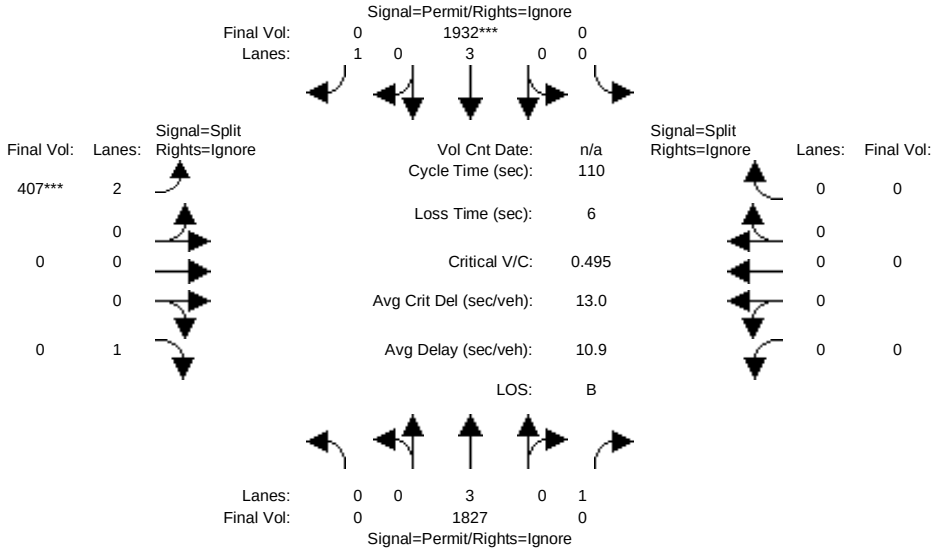
Intersection #1208: (18) BOWERS/101 SB



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
HCM2kAvgQ:	0	9	0	0	10	0	7	0	0	0	0	0

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

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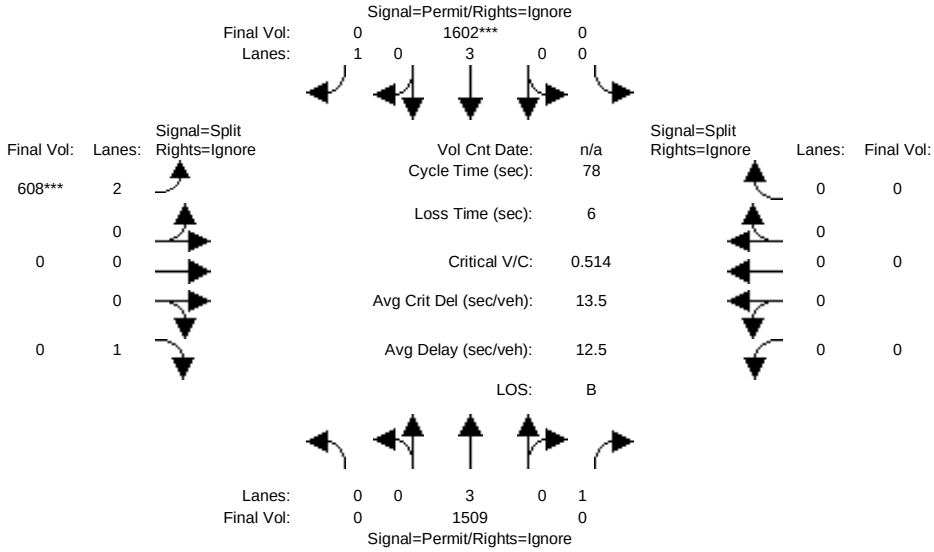
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #1208: (18) BOWERS/101 SB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	12	0	12	0	0	0
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	5.2	4.0	5.2	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	1394	256	0	1583	322	569	0	534	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1394	256	0	1583	322	569	0	534	0	0	0
Added Vol:	0	115	0	0	19	17	39	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1509	256	0	1602	339	608	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	1509	0	0	1602	0	608	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1509	0	0	1602	0	608	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	1509	0	0	1602	0	608	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	0.26	0.00	0.00	0.28	0.00	0.19	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	42.7	0.0	0.0	42.7	0.0	29.3	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	11.0	0.0	0.0	11.3	0.0	19.2	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	11.0	0.0	0.0	11.3	0.0	19.2	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
HCM2kAvgQ:	0	7	0	0	8	0	7	0	0	0	0	0

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

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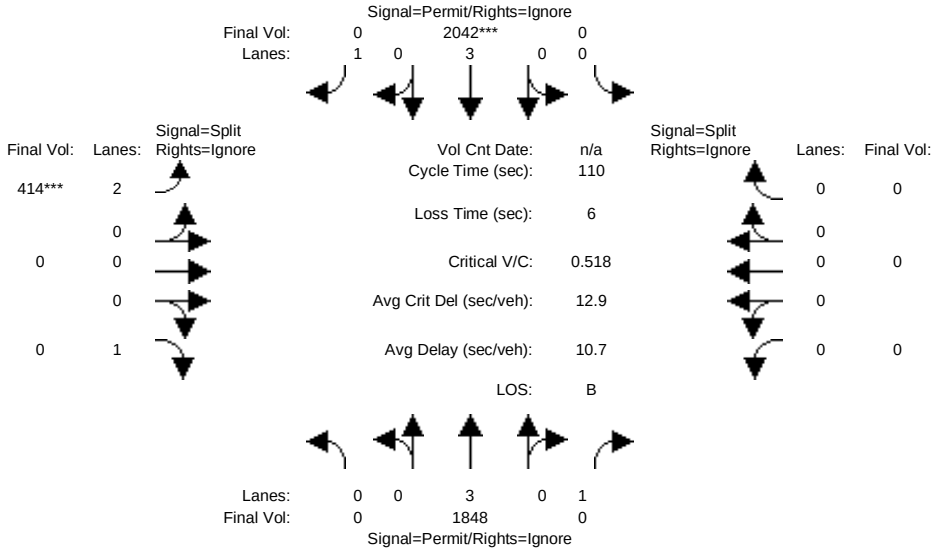
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #1208: (18) 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	21	0	0	110	102	7	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1848	789	0	2042	815	414	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	1848	0	0	2042	0	414	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1848	0	0	2042	0	414	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	1848	0	0	2042	0	414	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	0.36	0.00	0.13	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	76.1	0.0	0.0	76.1	0.0	27.9	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.47	0.00	0.00	0.52	0.00	0.52	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	7.8	0.0	0.0	8.3	0.0	35.9	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	7.8	0.0	0.0	8.3	0.0	35.9	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	A	A	A	A
HCM2kAvgQ:	0	9	0	0	11	0	8	0	0	0	0	0

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

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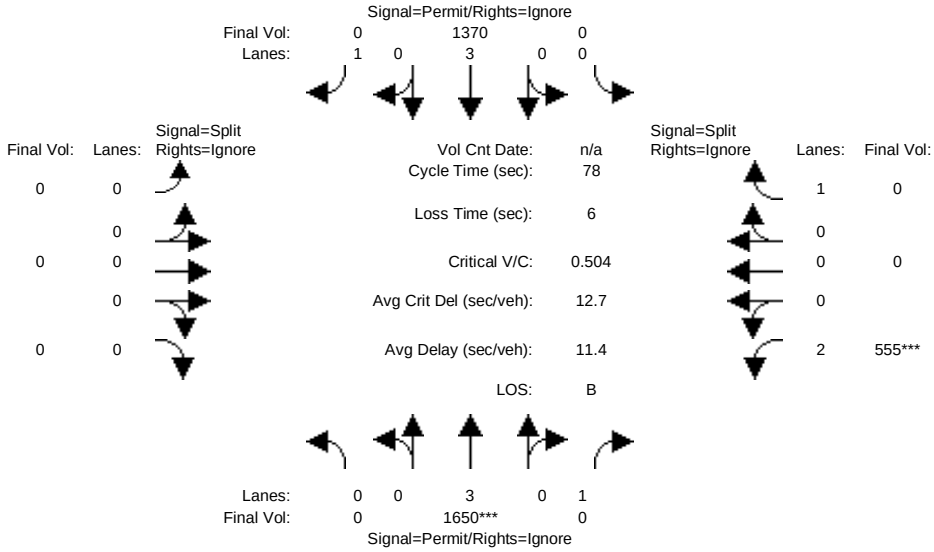
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #1209: (17) GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	20	20	0	20	20	0	0	0	6	0	6
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	4.0	4.0	4.0	5.5	4.0	5.5
Volume Module:												
Base Vol:	0	1650	239	0	1370	450	0	0	0	555	0	1106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1650	239	0	1370	450	0	0	0	555	0	1106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1650	239	0	1370	450	0	0	0	555	0	1106
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1650	0	0	1370	0	0	0	0	555	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1650	0	0	1370	0	0	0	0	555	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1650	0	0	1370	0	0	0	0	555	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	44.8	0.0	0.0	44.8	0.0	0.0	0.0	0.0	27.2	0.0	0.0
Volume/Cap:	0.00	0.50	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.50	0.00	0.00
Delay/Veh:	0.0	10.1	0.0	0.0	9.4	0.0	0.0	0.0	0.0	20.4	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.1	0.0	0.0	9.4	0.0	0.0	0.0	0.0	20.4	0.0	0.0
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	8	0	0	6	0	0	0	0	7	0	0

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

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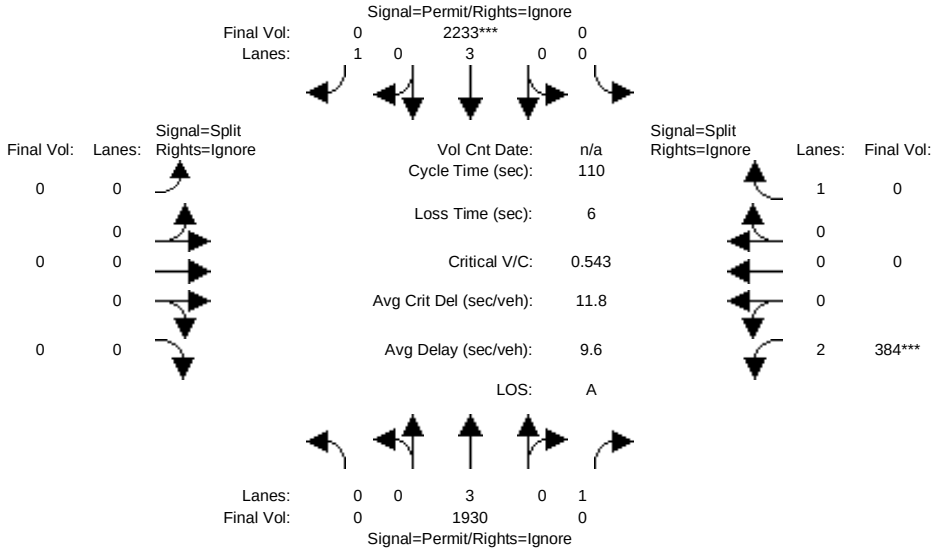
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #1209: (17) GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00 - 6:00 PM												
Base Vol:	0	1930	344	0	2233	678	0	0	0	384	0	637
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1930	344	0	2233	678	0	0	0	384	0	637
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1930	344	0	2233	678	0	0	0	384	0	637
User Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
PHF Volume:	0	1930	0	0	2233	0	0	0	0	384	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1930	0	0	2233	0	0	0	0	384	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1930	0	0	2233	0	0	0	0	384	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.39	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	79.3	0.0	0.0	79.3	0.0	0.0	0.0	0.0	24.7	0.0	0.0
Volume/Cap:	0.00	0.47	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.54	0.00	0.00
Delay/Veh:	0.0	6.6	0.0	0.0	7.2	0.0	0.0	0.0	0.0	38.6	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	6.6	0.0	0.0	7.2	0.0	0.0	0.0	0.0	38.6	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	9	0	0	12	0	0	0	0	7	0	0

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

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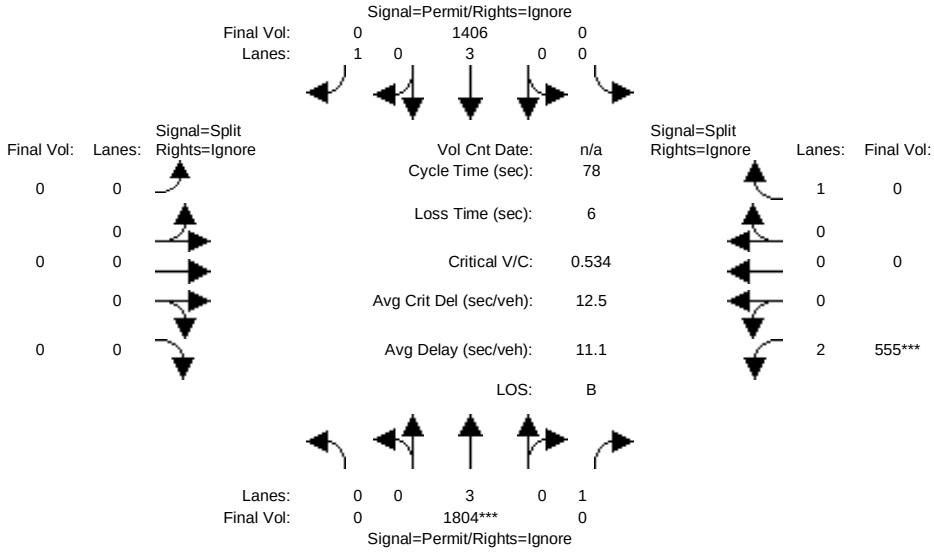
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #1209: (17) GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	20	20	0	20	20	0	0	0	6	0	6
Y+R:	4.0	6.2	6.2	4.0	6.2	6.2	4.0	4.0	4.0	5.5	4.0	5.5
Volume Module:												
Base Vol:	0	1650	239	0	1370	450	0	0	0	555	0	1106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1650	239	0	1370	450	0	0	0	555	0	1106
Added Vol:	0	154	0	0	36	7	0	0	0	0	0	105
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1804	239	0	1406	457	0	0	0	555	0	1211
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	1804	0	0	1406	0	0	0	0	555	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1804	0	0	1406	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	1804	0	0	1406	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	0.32	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.18	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	46.3	0.0	0.0	46.3	0.0	0.0	0.0	0.0	25.7	0.0	0.0
Volume/Cap:	0.00	0.53	0.00	0.00	0.42	0.00	0.00	0.00	0.00	0.53	0.00	0.00
Delay/Veh:	0.0	9.6	0.0	0.0	8.7	0.0	0.0	0.0	0.0	21.8	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	9.6	0.0	0.0	8.7	0.0	0.0	0.0	0.0	21.8	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	8	0	0	6	0	0	0	0	7	0	0

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

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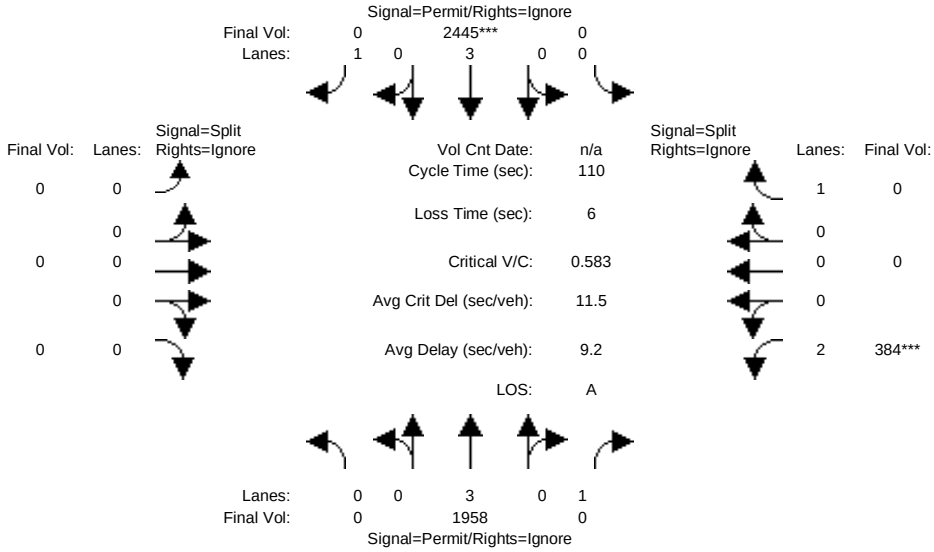
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #1209: (17) GREAT AMERICA/101 NB



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	0	10	10	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:5:00 - 6:00 PM												
Base Vol:	0	1930	344	0	2233	678	0	0	0	384	0	637
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1930	344	0	2233	678	0	0	0	384	0	637
Added Vol:	0	28	0	0	212	43	0	0	0	0	0	19
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1958	344	0	2445	721	0	0	0	384	0	656
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	1958	0	0	2445	0	0	0	0	384	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1958	0	0	2445	0	0	0	0	384	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
FinalVolume:	0	1958	0	0	2445	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	0.43	0.00	0.00	0.00	0.00	0.12	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	81.0	0.0	0.0	81.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0
Volume/Cap:	0.00	0.47	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.58	0.00	0.00
Delay/Veh:	0.0	5.9	0.0	0.0	6.9	0.0	0.0	0.0	0.0	40.5	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	5.9	0.0	0.0	6.9	0.0	0.0	0.0	0.0	40.5	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	9	0	0	13	0	0	0	0	8	0	0

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

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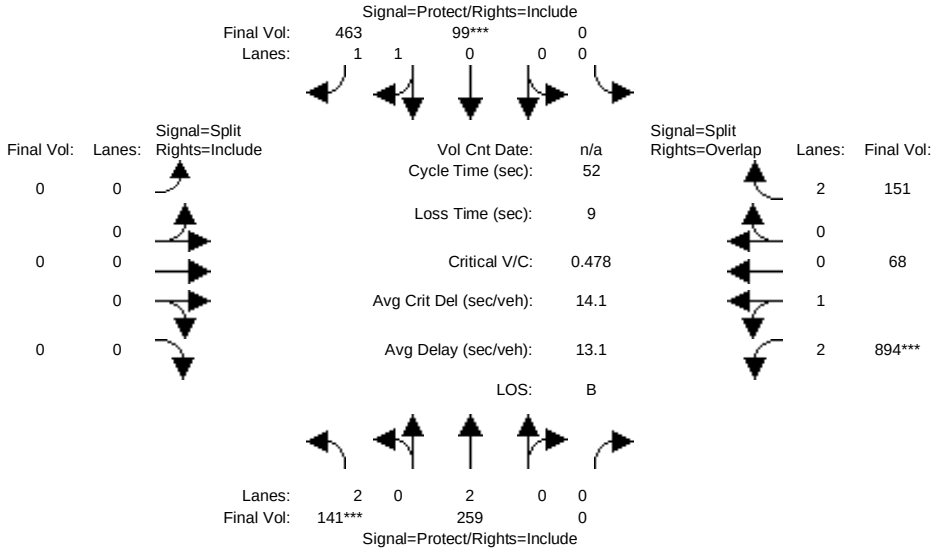
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3028: (8) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	141	259	0	0	99	463	0	0	0	894	68	151
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	141	259	0	0	99	463	0	0	0	894	68	151
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	141	259	0	0	99	463	0	0	0	894	68	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	141	259	0	0	99	463	0	0	0	894	68	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	259	0	0	99	463	0	0	0	894	68	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	259	0	0	99	463	0	0	0	894	68	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.86	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	0.35	1.65	0.00	0.00	0.00	2.81	0.19	2.00
Final Sat.:	3150	3800	0	0	634	2966	0	0	0	4597	350	3150
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.19	0.19	0.05
Crit Moves:	****				****					****		
Green Time:	7.0	23.0	0.0	0.0	16.0	16.0	0.0	0.0	0.0	20.0	20.0	20.0
Volume/Cap:	0.33	0.15	0.00	0.00	0.51	0.51	0.00	0.00	0.00	0.51	0.51	0.12
Delay/Veh:	20.8	8.7	0.0	0.0	15.1	15.1	0.0	0.0	0.0	12.5	12.5	10.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	20.8	8.7	0.0	0.0	15.1	15.1	0.0	0.0	0.0	12.5	12.5	10.4
LOS by Move:	C	A	A	A	B	B	A	A	A	B	B	B
HCM2kAvgQ:	1	1	0	0	4	4	0	0	0	5	5	1

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

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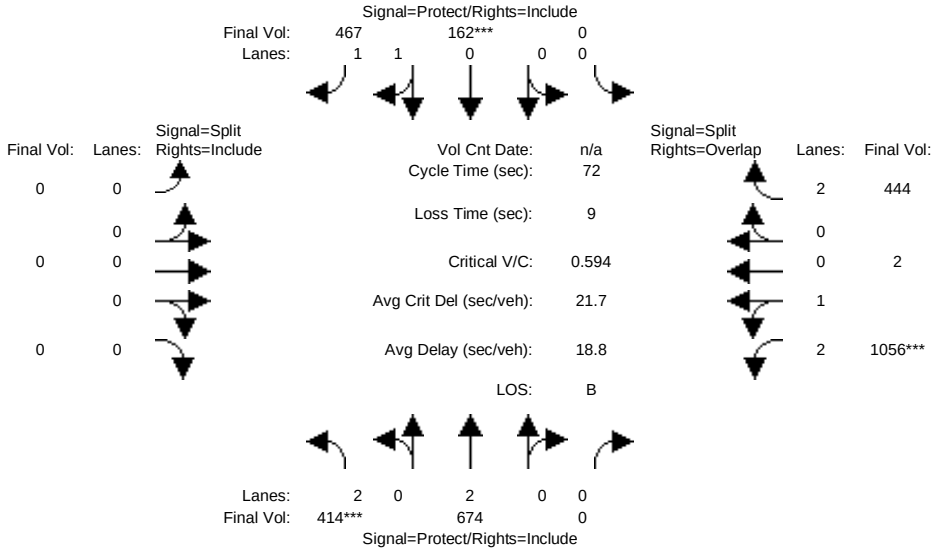
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3028: (8) 237/GREAT AMERICA (N)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	0	0	0	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	414	674	0	0	162	467	0	0	0	1056	2	444
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	414	674	0	0	162	467	0	0	0	1056	2	444
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	414	674	0	0	162	467	0	0	0	1056	2	444
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	414	674	0	0	162	467	0	0	0	1056	2	444
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	414	674	0	0	162	467	0	0	0	1056	2	444
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	414	674	0	0	162	467	0	0	0	1056	2	444
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.87	0.95	0.83
Lanes:	2.00	2.00	0.00	0.00	0.52	1.48	0.00	0.00	0.00	2.99	0.01	2.00
Final Sat.:	3150	3800	0	0	927	2673	0	0	0	4941	9	3150
Capacity Analysis Module:												
Vol/Sat:	0.13	0.18	0.00	0.00	0.17	0.17	0.00	0.00	0.00	0.21	0.21	0.14
Crit Moves:	****				****					****		
Green Time:	15.9	37.1	0.0	0.0	21.2	21.2	0.0	0.0	0.0	25.9	25.9	25.9
Volume/Cap:	0.59	0.34	0.00	0.00	0.59	0.59	0.00	0.00	0.00	0.59	0.59	0.39
Delay/Veh:	26.5	10.4	0.0	0.0	22.7	22.7	0.0	0.0	0.0	19.3	19.3	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	10.4	0.0	0.0	22.7	22.7	0.0	0.0	0.0	19.3	19.3	17.4
LOS by Move:	C	B	A	A	C	C	A	A	A	B	B	B
HCM2kAvgQ:	5	4	0	0	6	6	0	0	0	8	8	5

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

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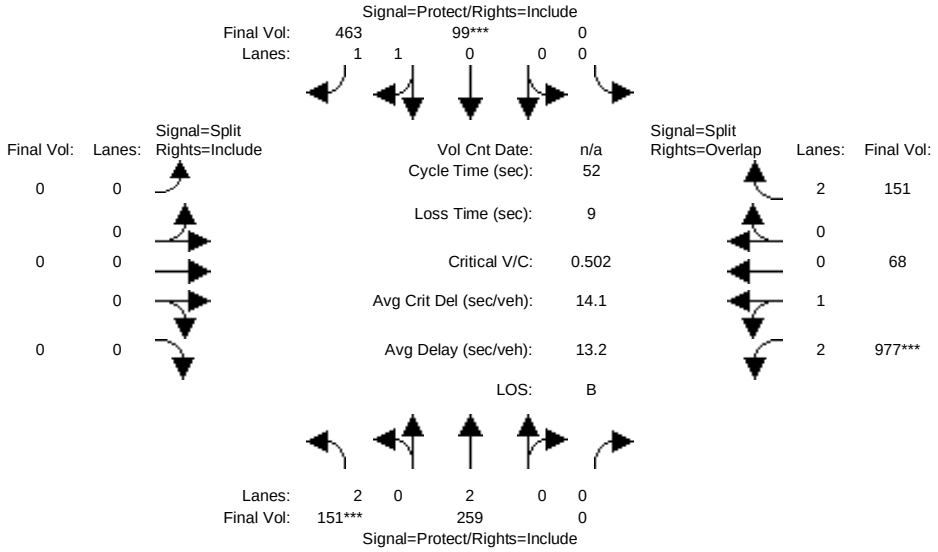
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #3028: (8) 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:	10	0	0	0	0	0	0	0	0	83	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	259	0	0	99	463	0	0	0	977	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:	151	259	0	0	99	463	0	0	0	977	68	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	259	0	0	99	463	0	0	0	977	68	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	259	0	0	99	463	0	0	0	977	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	2.82	0.18	2.00
Final Sat.:	3150	3800	0	0	634	2966	0	0	0	4625	322	3150
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	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	22.3	0.0	0.0	15.3	15.3	0.0	0.0	0.0	20.7	20.7	20.7
Volume/Cap:	0.36	0.16	0.00	0.00	0.53	0.53	0.00	0.00	0.00	0.53	0.53	0.12
Delay/Veh:	21.0	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:	21.0	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
HCM2kAvgQ:	1	1	0	0	4	4	0	0	0	6	6	1

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

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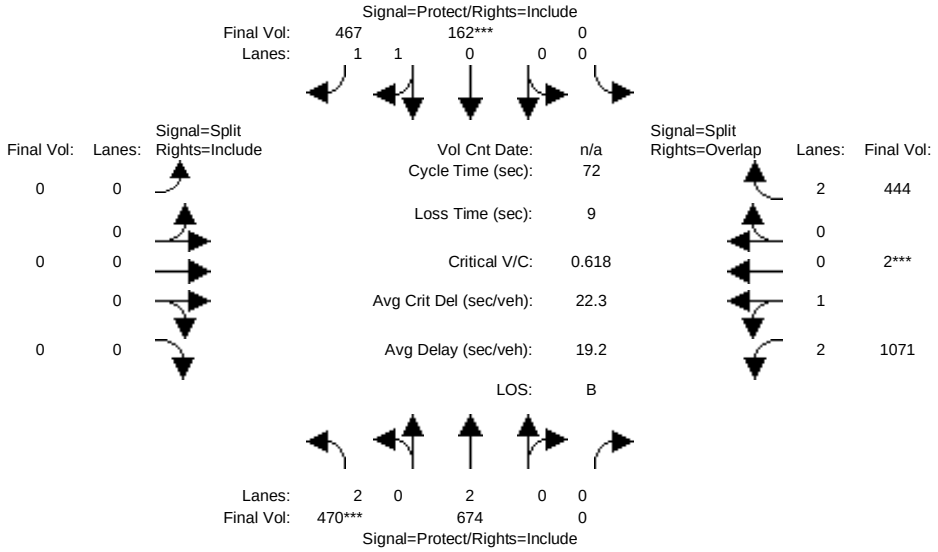
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #3028: (8) 237/GREAT AMERICA (N)



Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	7		10		0		0		10		10		0		0		0		10		10		10	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:																								
Base Vol:	414		674		0		0		162		467		0		0		0		1056		2		444	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	414		674		0		0		162		467		0		0		0		1056		2		444	
Added Vol:	56		0		0		0		0		0		0		0		0		15		0		0	
ATI:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	470		674		0		0		162		467		0		0		0		1071		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:	470		674		0		0		162		467		0		0		0		1071		2		444	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	470		674		0		0		162		467		0		0		0		1071		2		444	
PCE Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
MLF Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
FinalVolume:	470		674		0		0		162		467		0		0		0		1071		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:	0.15		0.18		0.00		0.00		0.17		0.17		0.00		0.00		0.00		0.22		0.22		0.14	
Crit Moves:	****								****												****			
Green Time:	17.4		37.7		0.0		0.0		20.4		20.4		0.0		0.0		0.0		25.3		25.3		25.3	
Volume/Cap:	0.62		0.34		0.00		0.00		0.62		0.62		0.00		0.00		0.00		0.62		0.62		0.40	
Delay/Veh:	25.9		10.0		0.0		0.0		23.6		23.6		0.0		0.0		0.0		20.1		20.1		17.9	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	25.9		10.0		0.0		0.0		23.6		23.6		0.0		0.0		0.0		20.1		20.1		17.9	
LOS by Move:	C		B		A		A		C		C		A		A		A		C		C		B	
HCM2kAvgQ:	6		4		0		0		6		6		0		0		0		8		8		5	

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

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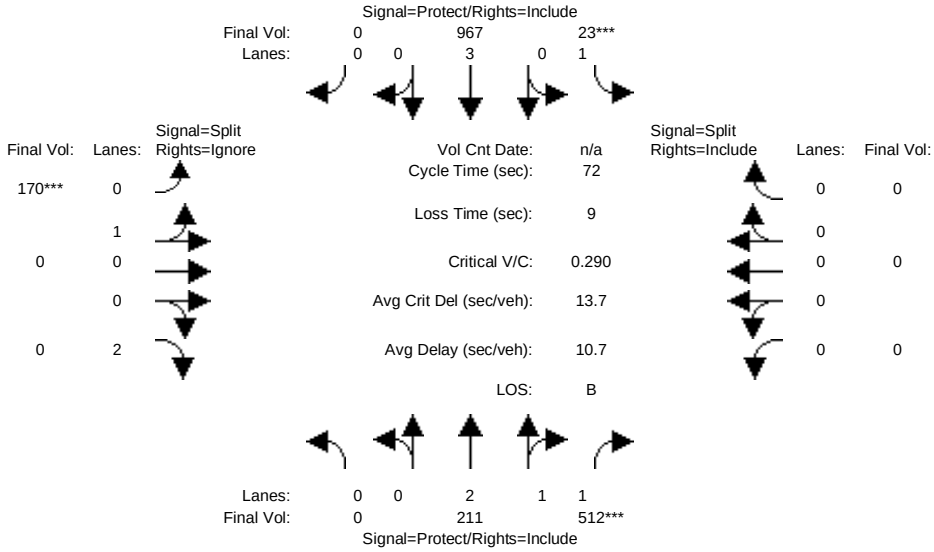
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #3029: (9) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	211	512	23	967	0	170	0	797	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	211	512	23	967	0	170	0	797	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	211	512	23	967	0	170	0	797	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	211	512	23	967	0	170	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	211	512	23	967	0	170	0	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	211	512	23	967	0	170	0	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1800	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.06	0.15	0.01	0.17	0.00	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	34.0	34.0	7.0	41.0	0.0	22.0	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.31	0.14	0.30	0.00	0.31	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.6	11.8	30.1	8.1	0.0	19.5	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.6	11.8	30.1	8.1	0.0	19.5	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	B	A	A	A	A	A
HCM2kAvgQ:	0	1	4	0	4	0	3	0	0	0	0	0

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

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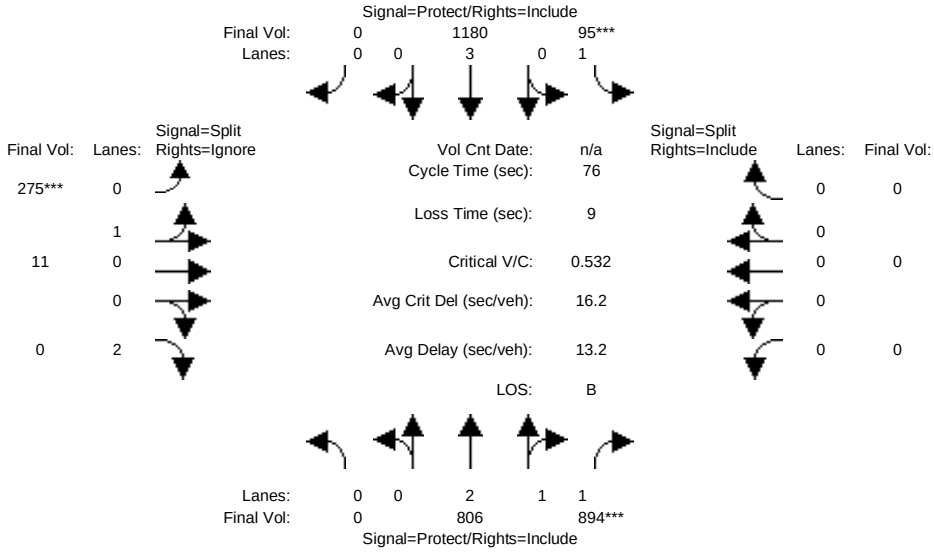
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #3029: (9) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	806	894	95	1180	0	275	11	271	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	806	894	95	1180	0	275	11	271	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	806	894	95	1180	0	275	11	271	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	806	894	95	1180	0	275	11	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	806	894	95	1180	0	275	11	0	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
FinalVolume:	0	806	894	95	1180	0	275	11	0	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.95	0.95	0.83	0.92	1.00	0.92
Lanes:	0.00	2.00	2.00	1.00	3.00	0.00	0.96	0.04	2.00	0.00	0.00	0.00
Final Sat.:	0	3800	3500	1750	5700	0	1731	69	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.26	0.05	0.21	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	36.5	36.5	7.8	44.3	0.0	22.7	22.7	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.44	0.53	0.53	0.36	0.00	0.53	0.53	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.1	13.9	35.4	8.4	0.0	23.2	23.2	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	13.1	13.9	35.4	8.4	0.0	23.2	23.2	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	6	8	2	5	0	6	6	0	0	0	0

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

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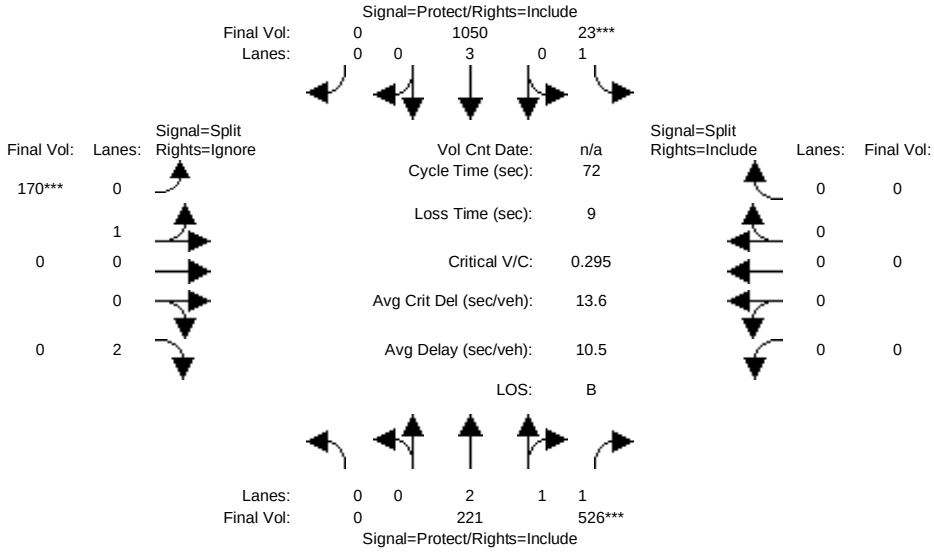
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #3029: (9) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	211	512	23	967	0	170	0	797	0	0	0
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	211	512	23	967	0	170	0	797	0	0	0
Added Vol:	0	10	14	0	83	0	0	0	67	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	221	526	23	1050	0	170	0	864	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
PHF Volume:	0	221	526	23	1050	0	170	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	221	526	23	1050	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	221	526	23	1050	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	0.18	0.00	0.09	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	34.4	34.4	7.0	41.4	0.0	21.6	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.12	0.31	0.14	0.32	0.00	0.31	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.4	11.6	30.1	8.0	0.0	19.8	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	10.4	11.6	30.1	8.0	0.0	19.8	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
HCM2kAvgQ:	0	1	4	0	4	0	3	0	0	0	0	0

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

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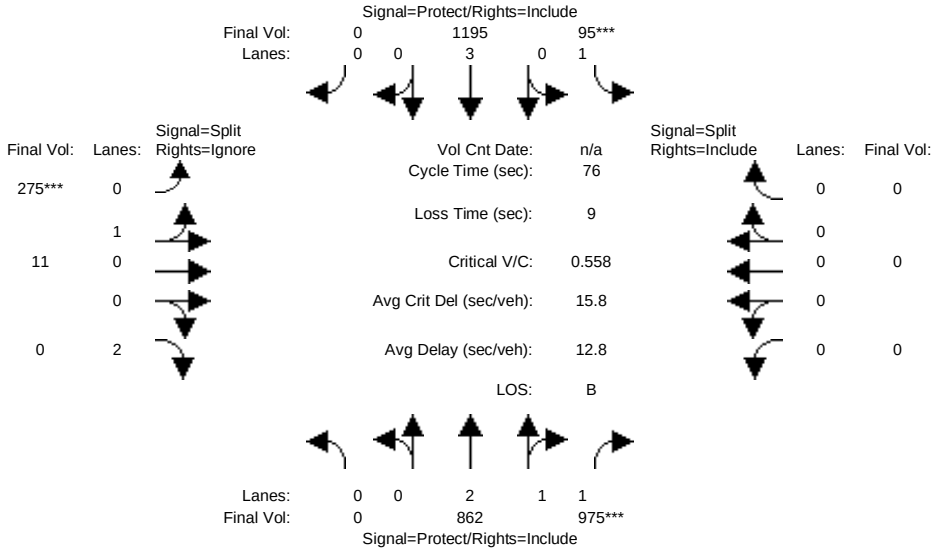
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #3029: (9) 237/GREAT AMERICA (S)



Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Min. Green:	0		10		10		7		10		0		10		10		10		0		0		0	
Y+R:	4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0		4.0	
Volume Module:																								
Base Vol:	0		806		894		95		1180		0		275		11		271		0		0		0	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		806		894		95		1180		0		275		11		271		0		0		0	
Added Vol:	0		56		81		0		15		0		0		0		12		0		0		0	
ATI:	0		0		0		0		0		0		0		0		0		0		0		0	
Initial Fut:	0		862		975		95		1195		0		275		11		283		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		862		975		95		1195		0		275		11		0		0		0		0	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
Reduced Vol:	0		862		975		95		1195		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		862		975		95		1195		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		0.23		0.28		0.05		0.21		0.00		0.16		0.16		0.00		0.00		0.00		0.00	
Crit Moves:					****		****						****											
Green Time:	0.0		38.0		38.0		7.4		45.4		0.0		21.6		21.6		0.0		0.0		0.0		0.0	
Volume/Cap:	0.00		0.45		0.56		0.56		0.35		0.00		0.56		0.56		0.00		0.00		0.00		0.00	
Delay/Veh:	0.0		12.4		13.4		36.8		7.9		0.0		24.5		24.5		0.0		0.0		0.0		0.0	
User DelAdj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
AdjDel/Veh:	0.0		12.4		13.4		36.8		7.9		0.0		24.5		24.5		0.0		0.0		0.0		0.0	
LOS by Move:	A		B		B		D		A		A		C		C		A		A		A		A	
HCM2kAvgQ:	0		6		8		2		5		0		7		7		0		0		0		0	

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

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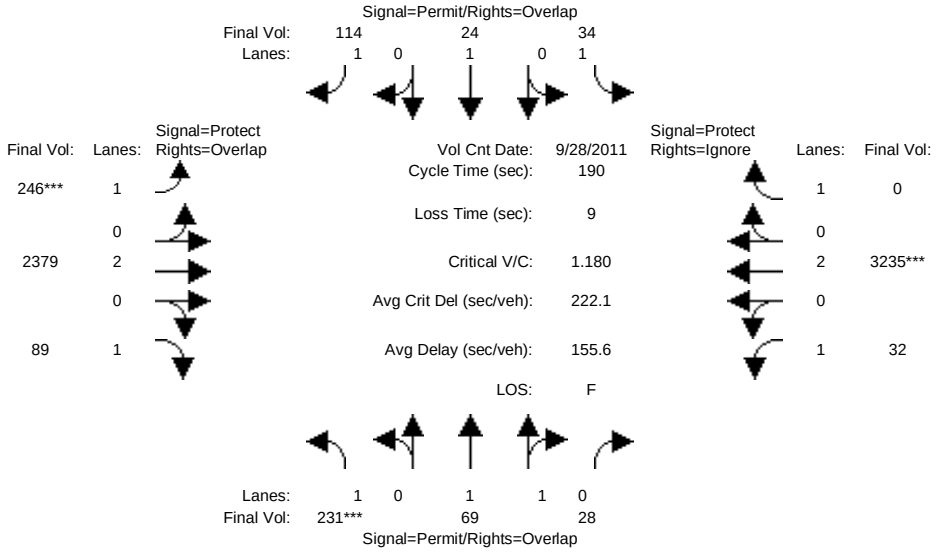
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #5325: (30) CENTRAL EXPWY/CORVIN DR-OAKMEAD PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	37	37	37	37	37	37	32	129	129	15	112	112
Y+R:	4.0	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: 28 Sep 2011 <<												
Base Vol:	231	69	28	34	24	114	246	2379	89	32	3235	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:	231	69	28	34	24	114	246	2379	89	32	3235	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:	231	69	28	34	24	114	246	2379	89	32	3235	272
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:	231	69	28	34	24	114	246	2379	89	32	3235	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	69	28	34	24	114	246	2379	89	32	3235	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:	231	69	28	34	24	114	246	2379	89	32	3235	0
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	1.41	0.59	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2631	1068	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.03	0.03	0.02	0.01	0.07	0.14	0.63	0.05	0.02	0.85	0.00
Crit Moves:	****						****				****	
Green Time:	37.0	37.0	52.0	37.0	37.0	69.0	32.0	129	129.0	15.0	112	0.0
Volume/Cap:	0.68	0.13	0.10	0.10	0.06	0.18	0.83	0.92	0.07	0.23	1.44	0.00
Delay/Veh:	76.4	63.3	51.5	63.0	62.5	41.3	105.0	69.3	24.9	83.0	241	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.4	63.3	51.5	63.0	62.5	41.3	105.0	69.3	24.9	83.0	241	0.0
LOS by Move:	E	E	D	E	E	D	F	E	C	F	F	A
HCM2kAvgQ:	14	2	2	2	1	5	17	69	4	2	151	0

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

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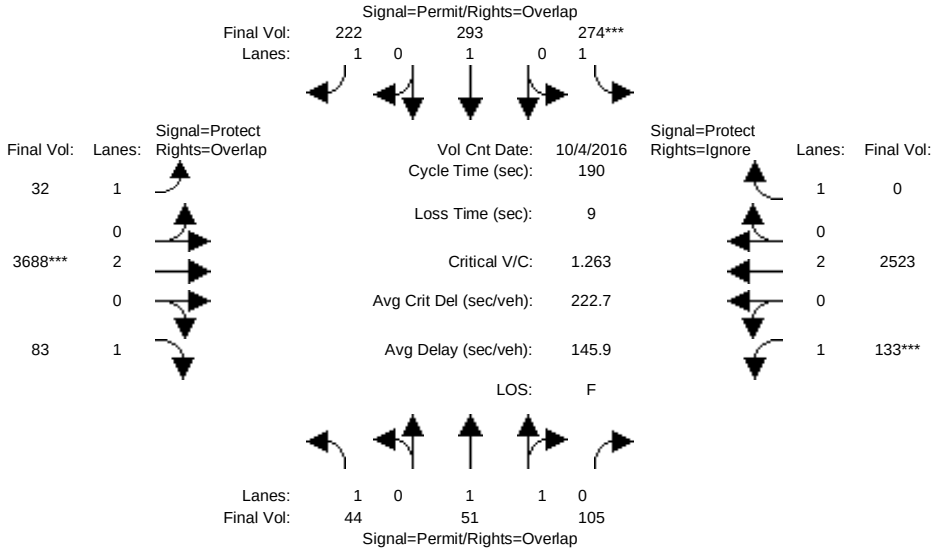
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #5325: (30) CENTRAL EXPWY/CORVIN DR-OAKMEAD PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	36	36	36	37	37	37	9	124	124	13	128	128
Y+R:	5.7	5.7	5.7	5.5	5.5	5.5	5.0	6.2	6.2	5.1	6.2	6.2
Volume Module: >> Count Date: 4 Oct 2016 << 5:00 - 6:00 PM												
Base Vol:	44	51	105	274	293	222	32	3688	83	133	2523	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	51	105	274	293	222	32	3688	83	133	2523	81
Added Vol:	0	0	0	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	51	105	274	293	222	32	3688	83	133	2523	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	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:	44	51	105	274	293	222	32	3688	83	133	2523	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	51	105	274	293	222	32	3688	83	133	2523	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:	44	51	105	274	293	222	32	3688	83	133	2523	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.06	0.16	0.15	0.13	0.02	0.97	0.05	0.08	0.66	0.00
Crit Moves:				****				****		****		
Green Time:	37.0	37.0	50.0	37.0	37.0	46.5	9.5	131	131.0	13.0	135	0.0
Volume/Cap:	0.13	0.14	0.23	0.80	0.79	0.52	0.37	1.41	0.07	1.11	0.94	0.00
Delay/Veh:	63.4	63.4	55.0	86.0	83.9	63.2	90.0	234	15.6	203.6	47.7	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:	63.4	63.4	55.0	86.0	83.9	63.2	90.0	234	15.6	203.6	47.7	0.0
LOS by Move:	E	E	E	F	F	E	F	F	B	F	D	A
HCM2kAvgQ:	2	2	5	18	18	12	2	167	3	13	71	0

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

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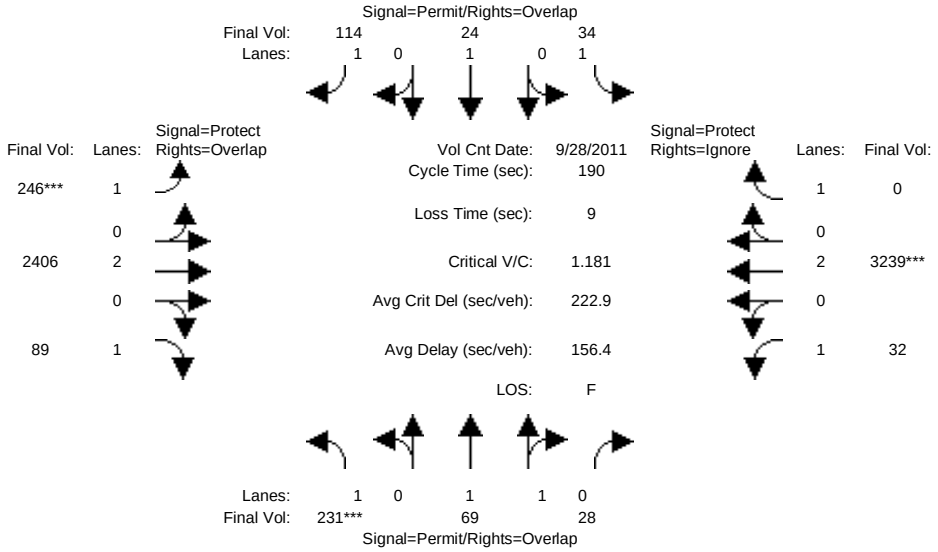
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #5325: (30) CENTRAL EXPWY/CORVIN DR-OAKMEAD PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	37	37	37	37	37	37	32	129	129	15	112	112
Y+R:	4.0	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: 28 Sep 2011 <<												
Base Vol:	231	69	28	34	24	114	246	2379	89	32	3235	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:	231	69	28	34	24	114	246	2379	89	32	3235	272
Added Vol:	0	0	0	0	0	0	0	27	0	0	4	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	69	28	34	24	114	246	2406	89	32	3239	272
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:	231	69	28	34	24	114	246	2406	89	32	3239	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	69	28	34	24	114	246	2406	89	32	3239	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:	231	69	28	34	24	114	246	2406	89	32	3239	0
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	1.41	0.59	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2631	1068	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.13	0.03	0.03	0.02	0.01	0.07	0.14	0.63	0.05	0.02	0.85	0.00
Crit Moves:	****						****				****	
Green Time:	37.0	37.0	52.0	37.0	37.0	69.0	32.0	129	129.0	15.0	112	0.0
Volume/Cap:	0.68	0.13	0.10	0.10	0.06	0.18	0.83	0.93	0.07	0.23	1.45	0.00
Delay/Veh:	76.4	63.3	51.5	63.0	62.5	41.3	105.0	71.3	24.9	83.0	242	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.4	63.3	51.5	63.0	62.5	41.3	105.0	71.3	24.9	83.0	242	0.0
LOS by Move:	E	E	D	E	E	D	F	E	C	F	F	A
HCM2kAvgQ:	14	2	2	2	1	5	17	70	4	2	151	0

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

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2000 HCM Operations (Future Volume Alternative)
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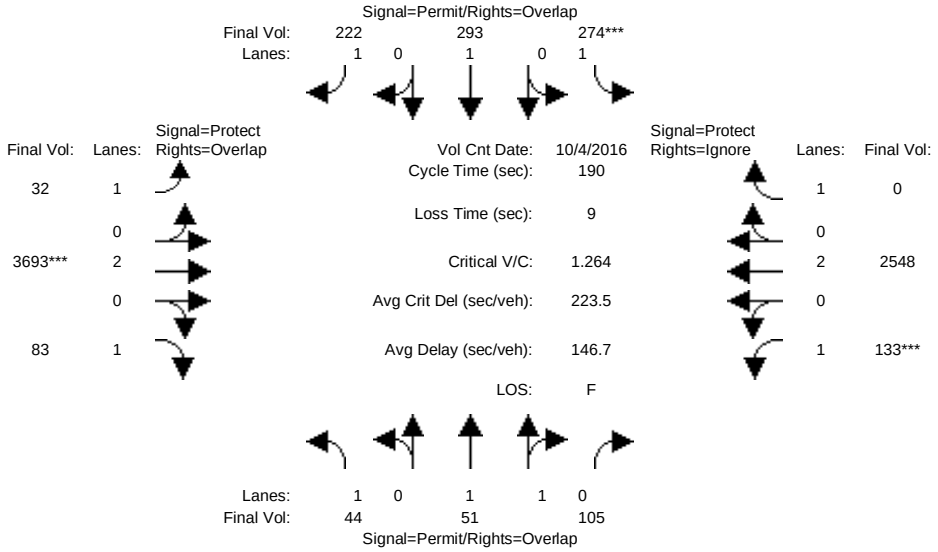
Intersection #5325: (30) CENTRAL EXPWY/CORVIN DR-OAKMEAD PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	36	36	36	37	37	37	9	124	124	13	128	128
Y+R:	5.7	5.7	5.7	5.5	5.5	5.5	5.0	6.2	6.2	5.1	6.2	6.2
Volume Module: >> Count Date: 4 Oct 2016 << 5:00 - 6:00 PM												
Base Vol:	44	51	105	274	293	222	32	3688	83	133	2523	81
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	44	51	105	274	293	222	32	3688	83	133	2523	81
Added Vol:	0	0	0	0	0	0	0	5	0	0	25	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	51	105	274	293	222	32	3693	83	133	2548	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	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:	44	51	105	274	293	222	32	3693	83	133	2548	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	51	105	274	293	222	32	3693	83	133	2548	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:	44	51	105	274	293	222	32	3693	83	133	2548	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.06	0.16	0.15	0.13	0.02	0.97	0.05	0.08	0.67	0.00
Crit Moves:				****				****		****		
Green Time:	37.0	37.0	50.0	37.0	37.0	46.5	9.5	131	131.0	13.0	135	0.0
Volume/Cap:	0.13	0.14	0.23	0.80	0.79	0.52	0.37	1.41	0.07	1.11	0.95	0.00
Delay/Veh:	63.4	63.4	55.0	86.0	83.9	63.2	90.0	234	15.6	203.6	49.5	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:	63.4	63.4	55.0	86.0	83.9	63.2	90.0	234	15.6	203.6	49.5	0.0
LOS by Move:	E	E	E	F	F	E	F	F	B	F	D	A
HCM2kAvgQ:	2	2	5	18	18	12	2	168	3	13	73	0

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

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2000 HCM Operations (Future Volume Alternative)
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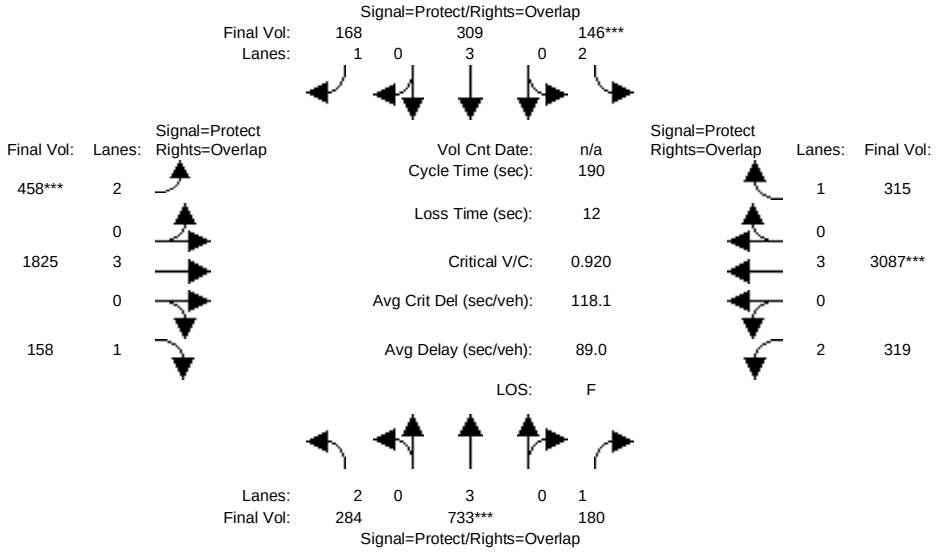
Intersection #5329: (20) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	42	42	15	35	35	32	101	101	20	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	284	733	180	146	309	168	458	1825	158	319	3087	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	733	180	146	309	168	458	1825	158	319	3087	315
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	733	180	146	309	168	458	1825	158	319	3087	315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	733	180	146	309	168	458	1825	158	319	3087	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	733	180	146	309	168	458	1825	158	319	3087	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	733	180	146	309	168	458	1825	158	319	3087	315
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.13	0.10	0.05	0.05	0.10	0.15	0.32	0.09	0.10	0.54	0.18
Crit Moves:		****		****			****				****	
Green Time:	22.0	42.0	62.0	15.0	35.0	67.0	32.0	101	123.0	20.0	89.0	104.0
Volume/Cap:	0.78	0.58	0.32	0.59	0.29	0.27	0.86	0.60	0.14	0.96	1.16	0.33
Delay/Veh:	91.9	66.8	48.4	88.1	67.0	44.3	90.6	39.6	19.5	123.8	136	31.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.9	66.8	48.4	88.1	67.0	44.3	90.6	39.6	19.5	123.8	136	31.2
LOS by Move:	F	E	D	F	E	D	F	D	B	F	F	C
HCM2kAvgQ:	9	12	8	5	5	7	18	28	6	15	77	14

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

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2000 HCM Operations (Future Volume Alternative)
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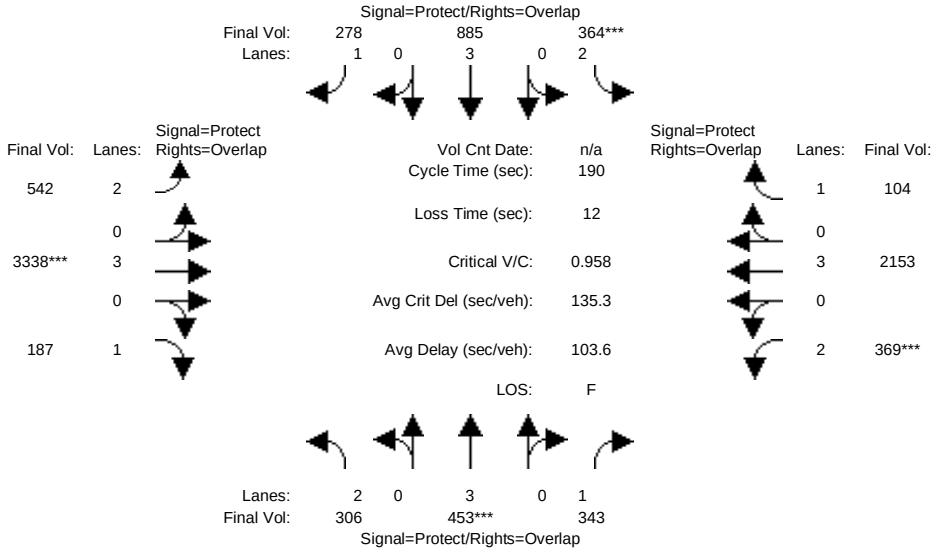
Intersection #5329: (20) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	7.3	6.3	6.3	7.3	6.1	6.1	5.5	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	306	453	343	364	885	278	542	3338	187	369	2153	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	453	343	364	885	278	542	3338	187	369	2153	104
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	453	343	364	885	278	542	3338	187	369	2153	104
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	306	453	343	364	885	278	542	3338	187	369	2153	104
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	453	343	364	885	278	542	3338	187	369	2153	104
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	453	343	364	885	278	542	3338	187	369	2153	104
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.08	0.20	0.12	0.16	0.16	0.17	0.59	0.11	0.12	0.38	0.06
Crit Moves:		****		****				****		****		
Green Time:	18.5	39.0	58.9	19.6	40.1	64.5	24.4	99.5	118.0	19.9	95.0	114.6
Volume/Cap:	1.00	0.39	0.63	1.12	0.74	0.47	1.34	1.12	0.17	1.12	0.76	0.10
Delay/Veh:	136.2	65.4	58.7	171.0	72.4	49.9	260.4	137	32.0	170.5	30.5	9.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	136.2	65.4	58.7	171.0	72.4	49.9	260.4	137	32.0	170.5	30.5	9.1
LOS by Move:	F	E	E	F	E	D	F	F	C	F	C	A
HCM2kAvgQ:	12	7	18	16	16	13	31	80	9	19	28	1

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

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2000 HCM Operations (Future Volume Alternative)
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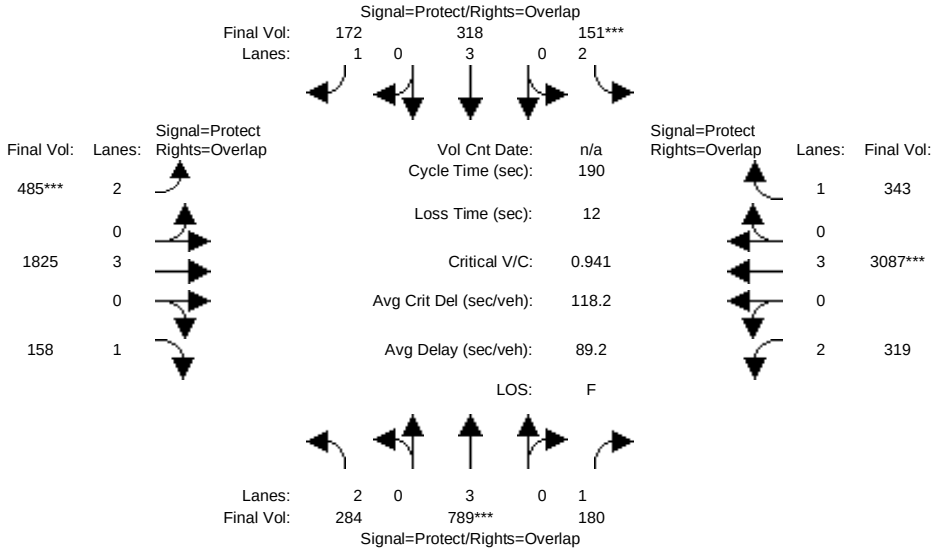
Intersection #5329: (20) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	42	42	15	35	35	32	101	101	20	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	284	733	180	146	309	168	458	1825	158	319	3087	315
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	733	180	146	309	168	458	1825	158	319	3087	315
Added Vol:	0	56	0	5	9	4	27	0	0	0	0	28
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	789	180	151	318	172	485	1825	158	319	3087	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:	1.00	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	789	180	151	318	172	485	1825	158	319	3087	343
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	789	180	151	318	172	485	1825	158	319	3087	343
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	789	180	151	318	172	485	1825	158	319	3087	343
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	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	0.14	0.10	0.05	0.06	0.10	0.15	0.32	0.09	0.10	0.54	0.20
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	0.63	0.32	0.61	0.30	0.28	0.91	0.60	0.14	0.96	1.16	0.36
Delay/Veh:	91.9	67.9	48.4	88.9	67.1	44.4	98.1	39.6	19.5	123.8	136	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:	91.9	67.9	48.4	88.9	67.1	44.4	98.1	39.6	19.5	123.8	136	31.8
LOS by Move:	F	E	D	F	E	D	F	D	B	F	F	C
HCM2kAvgQ:	9	13	8	5	5	7	20	28	6	15	77	15

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

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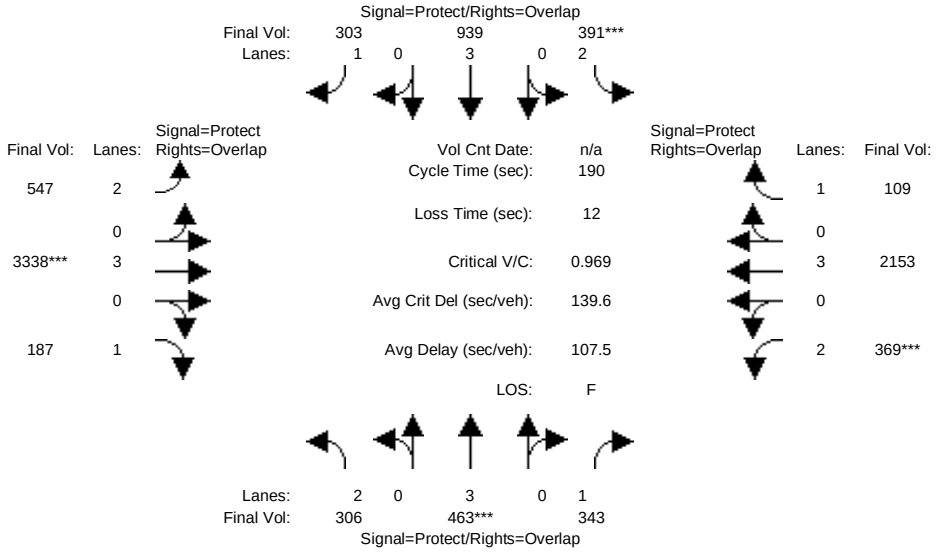
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #5329: (20) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	7.3	6.3	6.3	7.3	6.1	6.1	5.5	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	306	453	343	364	885	278	542	3338	187	369	2153	104
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	306	453	343	364	885	278	542	3338	187	369	2153	104
Added Vol:	0	10	0	27	54	25	5	0	0	0	0	5
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	306	463	343	391	939	303	547	3338	187	369	2153	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:	306	463	343	391	939	303	547	3338	187	369	2153	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	306	463	343	391	939	303	547	3338	187	369	2153	109
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	306	463	343	391	939	303	547	3338	187	369	2153	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	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	0.17	0.17	0.59	0.11	0.12	0.38	0.06
Crit Moves:		****		****				****		****		
Green Time:	18.9	39.0	58.7	20.9	41.0	64.1	23.1	98.4	117.3	19.7	95.0	115.9
Volume/Cap:	0.98	0.40	0.63	1.13	0.76	0.51	1.43	1.13	0.17	1.13	0.76	0.10
Delay/Veh:	129.6	65.5	58.9	173.1	72.9	51.2	297.5	142	32.4	175.0	30.5	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:	129.6	65.5	58.9	173.1	72.9	51.2	297.5	142	32.4	175.0	30.5	8.5
LOS by Move:	F	E	E	F	E	D	F	F	C	F	C	A
HCM2kAvgQ:	12	7	18	17	17	14	32	81	9	19	28	1

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

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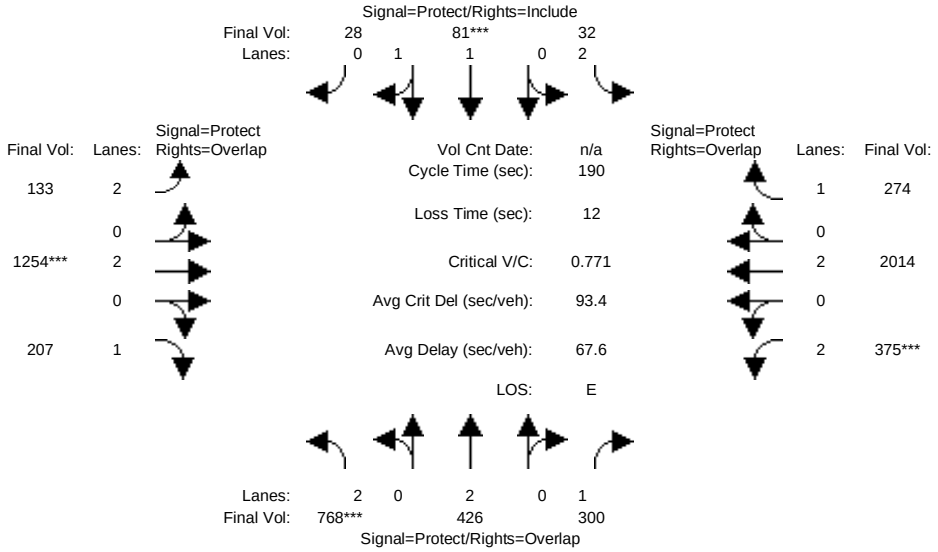
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #5332: (29) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	38	52	52	10	24	24	16	92	92	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	768	426	300	32	81	28	133	1458	207	375	2342	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	768	426	300	32	81	28	133	1458	207	375	2342	274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	768	426	300	32	81	28	133	1458	207	375	2342	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	768	426	300	32	81	28	133	1254	207	375	2014	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	768	426	300	32	81	28	133	1254	207	375	2014	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	768	426	300	32	81	28	133	1254	207	375	2014	274
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.47	0.53	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2749	950	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.11	0.17	0.01	0.03	0.03	0.04	0.33	0.12	0.12	0.53	0.16
Crit Moves:	****				****			****		****		
Green Time:	38.0	52.0	76.0	10.0	24.0	24.0	16.0	92.0	130.0	24.0	100	110.0
Volume/Cap:	1.22	0.41	0.43	0.19	0.23	0.23	0.50	0.68	0.17	0.94	1.01	0.27
Delay/Veh:	188.5	56.7	41.7	86.7	75.0	75.0	84.7	30.9	3.5	113.1	54.4	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	188.5	56.7	41.7	86.7	75.0	75.0	84.7	30.9	3.5	113.1	54.4	12.6
LOS by Move:	F	E	D	F	E	E	F	C	A	F	D	B
HCM2kAvgQ:	38	10	13	1	3	3	5	23	1	12	57	5

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

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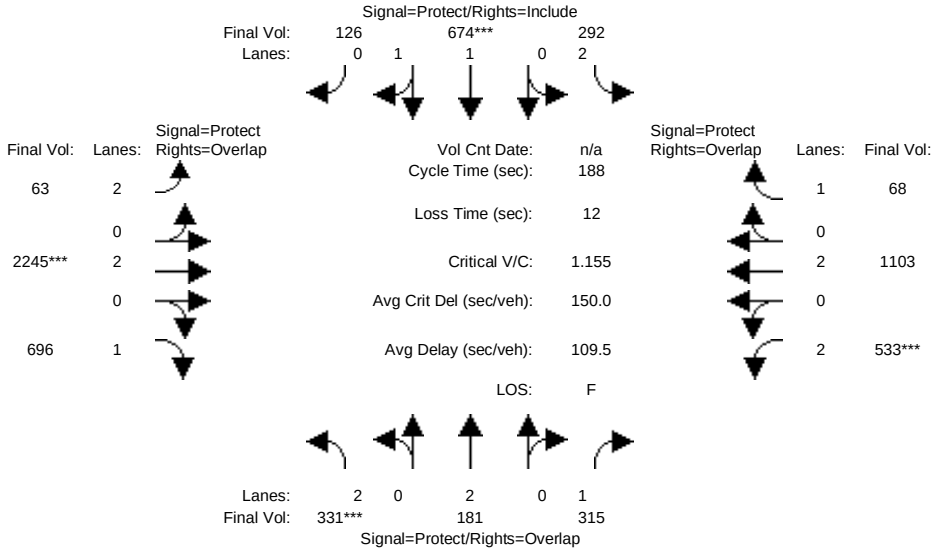
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #5332: (29) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	331	181	315	292	674	126	63	2878	696	533	1199	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	331	181	315	292	674	126	63	2878	696	533	1199	68
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	331	181	315	292	674	126	63	2878	696	533	1199	68
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	331	181	315	292	674	126	63	2245	696	533	1103	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	331	181	315	292	674	126	63	2245	696	533	1103	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	331	181	315	292	674	126	63	2245	696	533	1103	68
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.68	0.32	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3117	583	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.05	0.18	0.09	0.22	0.22	0.02	0.59	0.40	0.17	0.29	0.04
Crit Moves:	****				****			****		****		
Green Time:	18.0	39.0	66.4	14.0	35.0	35.0	13.2	95.6	113.6	27.4	110	123.8
Volume/Cap:	1.10	0.23	0.51	1.24	1.16	1.16	0.29	1.16	0.66	1.16	0.50	0.06
Delay/Veh:	165.5	62.1	48.7	227.7	165	164.7	83.7	137	35.8	174.7	14.2	4.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	165.5	62.1	48.7	227.7	165	164.7	83.7	137	35.8	174.7	14.2	4.7
LOS by Move:	F	E	D	F	F	F	F	F	D	F	B	A
HCM2kAvgQ:	15	4	15	14	30	30	2	84	34	24	11	1

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

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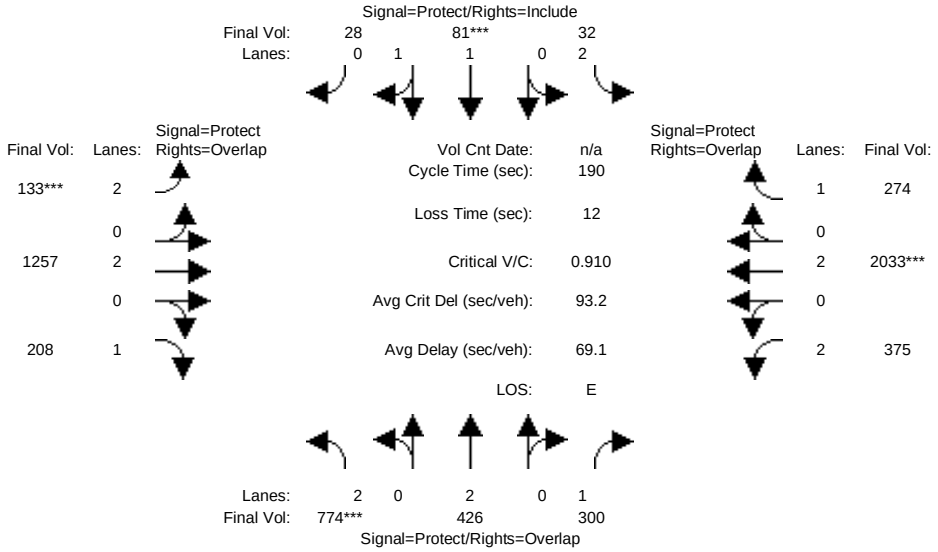
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #5332: (29) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	38	52	52	10	24	24	16	92	92	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	768	426	300	32	81	28	133	1458	207	375	2342	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	768	426	300	32	81	28	133	1458	207	375	2342	274
Added Vol:	6	0	0	0	0	0	0	4	1	0	22	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	774	426	300	32	81	28	133	1462	208	375	2364	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:	774	426	300	32	81	28	133	1257	208	375	2033	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	774	426	300	32	81	28	133	1257	208	375	2033	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	774	426	300	32	81	28	133	1257	208	375	2033	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:	0.25	0.11	0.17	0.01	0.03	0.03	0.04	0.33	0.12	0.12	0.54	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:	1.23	0.41	0.43	0.19	0.23	0.23	0.50	0.68	0.17	0.94	1.02	0.27
Delay/Veh:	192.4	56.7	41.7	86.7	75.0	75.0	84.7	30.9	3.5	113.1	56.9	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:	192.4	56.7	41.7	86.7	75.0	75.0	84.7	30.9	3.5	113.1	56.9	12.6
LOS by Move:	F	E	D	F	E	E	F	C	A	F	E	B
HCM2kAvgQ:	38	10	13	1	3	3	5	23	1	12	58	5

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

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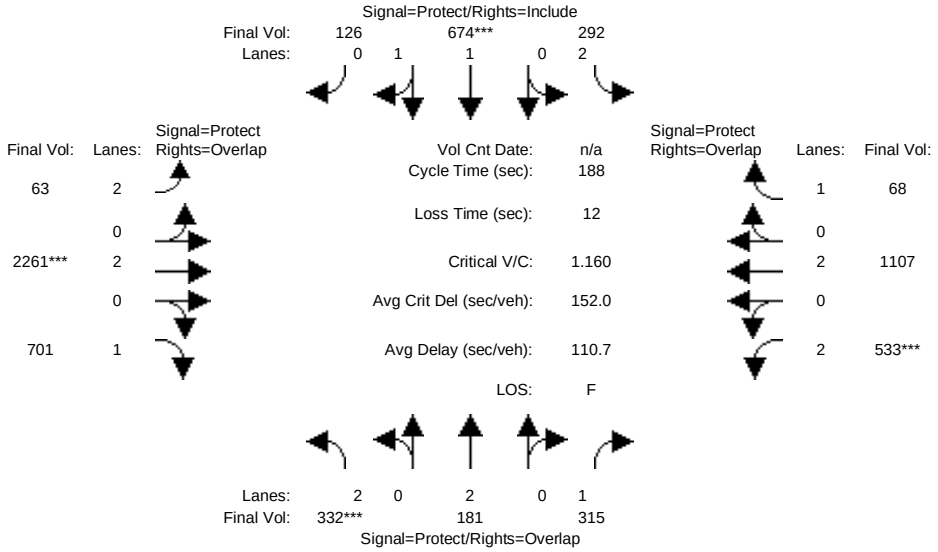
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #5332: (29) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	331	181	315	292	674	126	63	2878	696	533	1199	68
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	331	181	315	292	674	126	63	2878	696	533	1199	68
Added Vol:	1	0	0	0	0	0	0	21	5	0	4	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	332	181	315	292	674	126	63	2899	701	533	1203	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:	332	181	315	292	674	126	63	2261	701	533	1107	68
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	332	181	315	292	674	126	63	2261	701	533	1107	68
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	332	181	315	292	674	126	63	2261	701	533	1107	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	0.60	0.40	0.17	0.29	0.04
Crit Moves:	****				****			****		****		
Green Time:	18.0	39.0	66.2	14.0	35.0	35.0	13.2	95.8	113.8	27.2	110	123.8
Volume/Cap:	1.10	0.23	0.51	1.24	1.16	1.16	0.29	1.17	0.66	1.17	0.50	0.06
Delay/Veh:	166.6	62.1	48.8	227.7	165	164.7	83.7	139	35.9	177.4	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:	166.6	62.1	48.8	227.7	165	164.7	83.7	139	35.9	177.4	14.2	4.7
LOS by Move:	F	E	D	F	F	F	F	F	D	F	B	A
HCM2kAvgQ:	15	4	15	14	30	30	2	85	34	25	11	1

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

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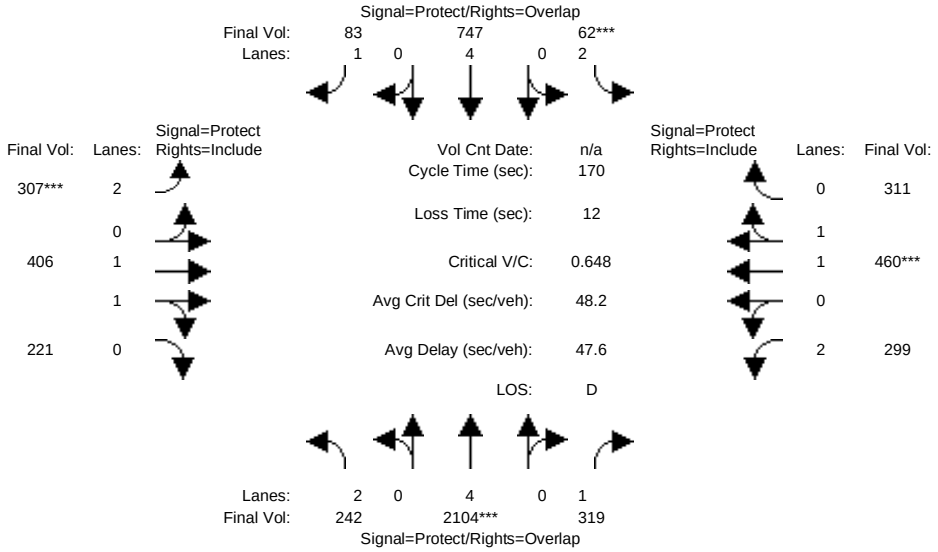
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	73	73	16	69	69	23	38	38	23	38	38
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3
Volume Module:												
Base Vol:	242	2104	319	62	747	83	307	406	221	299	460	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	2104	319	62	747	83	307	406	221	299	460	311
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	2104	319	62	747	83	307	406	221	299	460	311
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	242	2104	319	62	747	83	307	406	221	299	460	311
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	2104	319	62	747	83	307	406	221	299	460	311
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	2104	319	62	747	83	307	406	221	299	460	311
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.99	0.95	0.83	0.99	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.28	0.72	2.00	1.17	0.83
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2395	1304	3150	2206	1492
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.18	0.02	0.10	0.05	0.10	0.17	0.17	0.09	0.21	0.21
Crit Moves:		****		****			****				****	
Green Time:	18.4	73.0	99.0	16.0	70.6	93.6	23.0	43.0	43.0	26.0	46.0	46.0
Volume/Cap:	0.71	0.64	0.31	0.21	0.24	0.09	0.72	0.67	0.67	0.62	0.77	0.77
Delay/Veh:	80.0	38.7	18.3	71.5	32.3	18.1	76.3	59.0	59.0	69.8	60.9	60.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.0	38.7	18.3	71.5	32.3	18.1	76.3	59.0	59.0	69.8	60.9	60.9
LOS by Move:	E	D	B	E	C	B	E	E	E	E	E	E
HCM2kAvgQ:	7	22	12	2	7	3	9	15	15	9	19	19

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

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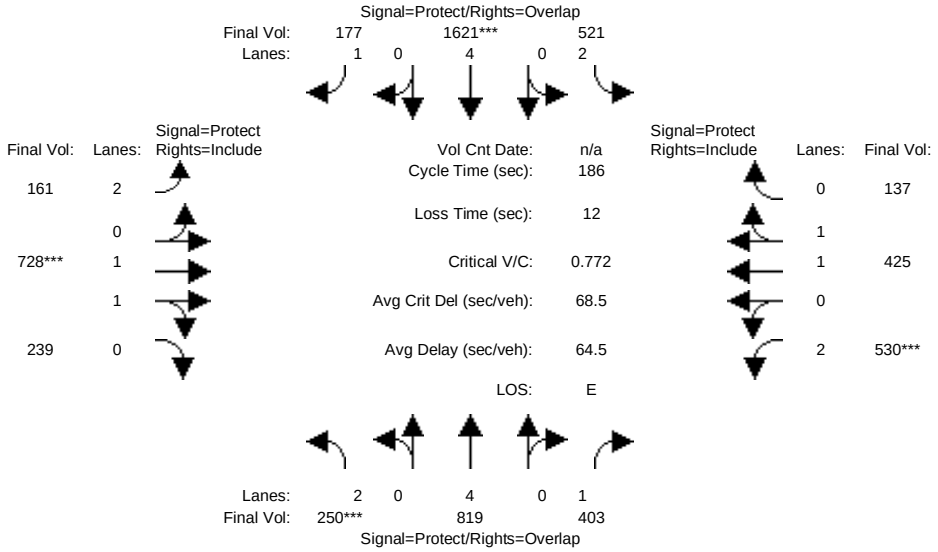
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	52	52	25	68	68	39	46	46	37	44	44
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2
Volume Module:												
Base Vol:	250	819	403	521	1621	177	161	728	239	530	425	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	819	403	521	1621	177	161	728	239	530	425	137
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	819	403	521	1621	177	161	728	239	530	425	137
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	250	819	403	521	1621	177	161	728	239	530	425	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	819	403	521	1621	177	161	728	239	530	425	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	819	403	521	1621	177	161	728	239	530	425	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	1.49	0.51	2.00	1.50	0.50
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2785	914	3150	2797	902
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.23	0.17	0.21	0.10	0.05	0.26	0.26	0.17	0.15	0.15
Crit Moves:	****				****			****		****		
Green Time:	19.0	54.7	91.7	32.3	68.0	108.9	40.9	50.0	50.0	37.0	46.1	46.1
Volume/Cap:	0.78	0.37	0.47	0.95	0.58	0.17	0.23	0.97	0.97	0.85	0.61	0.61
Delay/Veh:	92.8	52.1	31.5	102.7	47.9	17.9	59.8	89.3	89.3	82.1	63.3	63.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.8	52.1	31.5	102.7	47.9	17.9	59.8	89.3	89.3	82.1	63.3	63.3
LOS by Move:	F	D	C	F	D	B	E	F	F	F	E	E
HCM2kAvgQ:	9	10	19	20	20	7	4	31	31	18	14	14

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

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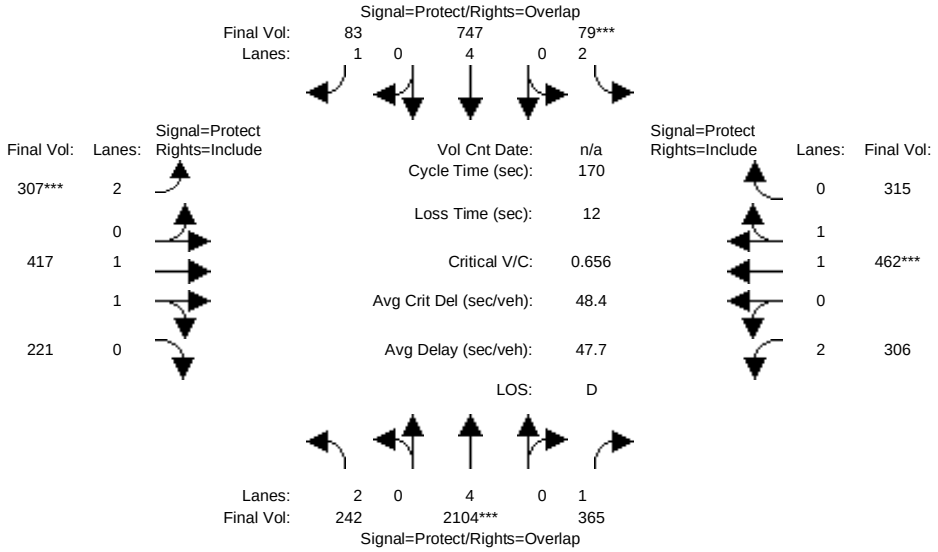
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	73	73	16	69	69	23	38	38	23	38	38
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3
Volume Module:												
Base Vol:	242	2104	319	62	747	83	307	406	221	299	460	311
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	242	2104	319	62	747	83	307	406	221	299	460	311
Added Vol:	0	0	46	17	0	0	0	11	0	7	2	4
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	242	2104	365	79	747	83	307	417	221	306	462	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:	242	2104	365	79	747	83	307	417	221	306	462	315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	242	2104	365	79	747	83	307	417	221	306	462	315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	242	2104	365	79	747	83	307	417	221	306	462	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	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	1.29	0.71	2.00	1.17	0.83
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2417	1281	3150	2199	1499
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.21	0.03	0.10	0.05	0.10	0.17	0.17	0.10	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	0.36	0.27	0.24	0.09	0.72	0.68	0.68	0.63	0.78	0.78
Delay/Veh:	80.0	38.7	18.9	72.0	32.3	18.1	76.3	59.4	59.4	70.3	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:	80.0	38.7	18.9	72.0	32.3	18.1	76.3	59.4	59.4	70.3	61.1	61.1
LOS by Move:	E	D	B	E	C	B	E	E	E	E	E	E
HCM2kAvgQ:	7	22	14	2	7	3	9	15	15	9	19	19

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

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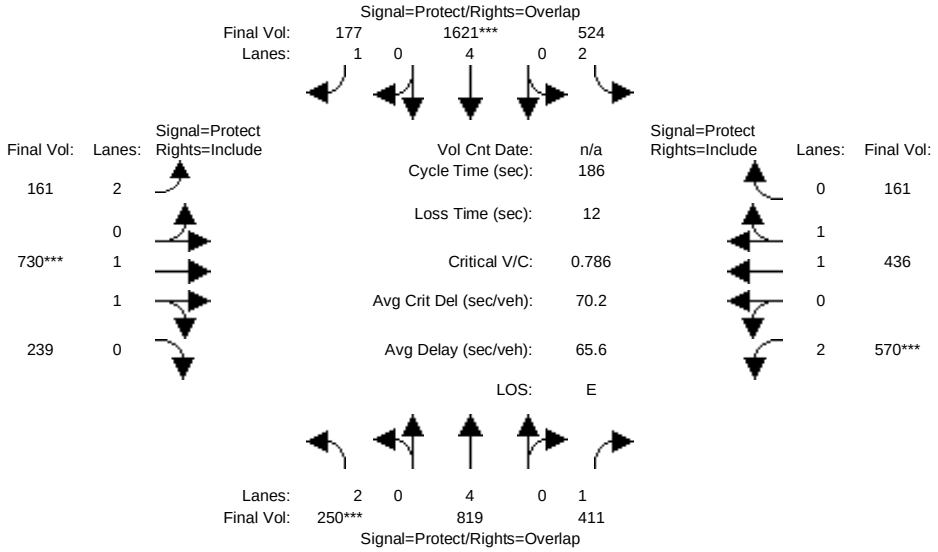
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	52	52	25	68	68	39	46	46	37	44	44
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2
Volume Module:												
Base Vol:	250	819	403	521	1621	177	161	728	239	530	425	137
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	250	819	403	521	1621	177	161	728	239	530	425	137
Added Vol:	0	0	8	3	0	0	0	2	0	40	11	24
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	250	819	411	524	1621	177	161	730	239	570	436	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:	1.00	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	411	524	1621	177	161	730	239	570	436	161
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	250	819	411	524	1621	177	161	730	239	570	436	161
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	250	819	411	524	1621	177	161	730	239	570	436	161
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	1.45	0.55
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2787	912	3150	2701	998
Capacity Analysis Module:												
Vol/Sat:	0.08	0.11	0.23	0.17	0.21	0.10	0.05	0.26	0.26	0.18	0.16	0.16
Crit Moves:	****				****			****		****		
Green Time:	19.0	54.5	91.5	32.5	68.0	108.9	40.9	50.0	50.0	37.0	46.1	46.1
Volume/Cap:	0.78	0.37	0.48	0.95	0.58	0.17	0.23	0.97	0.97	0.91	0.65	0.65
Delay/Veh:	92.8	52.2	31.8	103.1	47.9	17.9	59.8	89.8	89.8	90.2	64.4	64.4
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:	92.8	52.2	31.8	103.1	47.9	17.9	59.8	89.8	89.8	90.2	64.4	64.4
LOS by Move:	F	D	C	F	D	B	E	F	F	F	E	E
HCM2kAvgQ:	9	10	19	20	20	7	4	31	31	21	15	15

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

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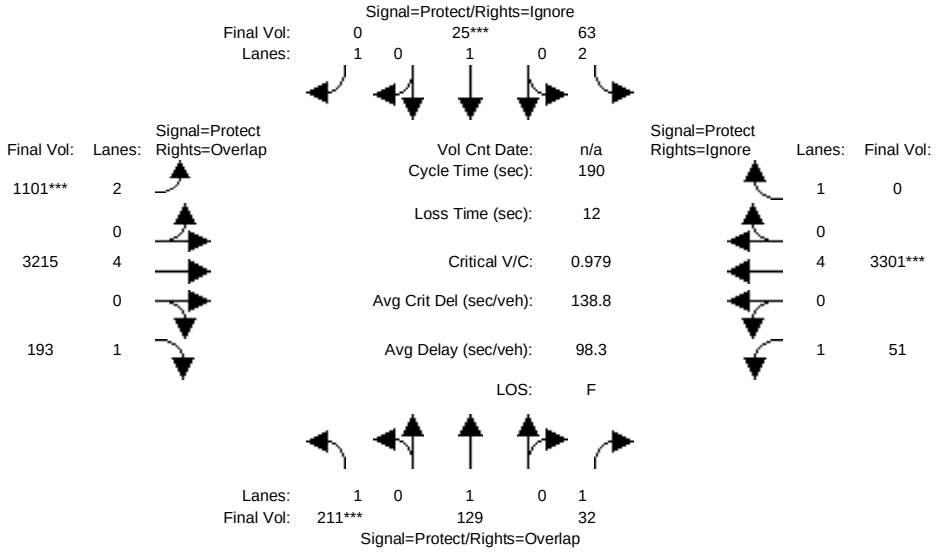
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background AM

Intersection #5805: (27) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	32	32	32	12	12	12	60	122	122	12	74	74
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:												
Base Vol:	211	129	32	63	25	323	1101	3215	193	51	3301	633
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	129	32	63	25	323	1101	3215	193	51	3301	633
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	129	32	63	25	323	1101	3215	193	51	3301	633
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	211	129	32	63	25	0	1101	3215	193	51	3301	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	211	129	32	63	25	0	1101	3215	193	51	3301	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	211	129	32	63	25	0	1101	3215	193	51	3301	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.12	0.07	0.02	0.02	0.01	0.00	0.35	0.42	0.11	0.03	0.43	0.00
Crit Moves:	****				****		****				****	
Green Time:	32.0	32.0	44.0	12.0	12.0	0.0	60.0	122	154.0	12.0	74.0	0.0
Volume/Cap:	0.72	0.40	0.08	0.32	0.21	0.00	1.11	0.66	0.14	0.46	1.12	0.00
Delay/Veh:	82.8	71.3	57.2	86.0	85.4	0.0	147.5	46.7	14.8	92.8	140	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.8	71.3	57.2	86.0	85.4	0.0	147.5	46.7	14.8	92.8	140	0.0
LOS by Move:	F	E	E	F	F	A	F	D	B	F	F	A
HCM2kAvgQ:	14	7	2	2	2	0	49	41	9	4	60	0

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

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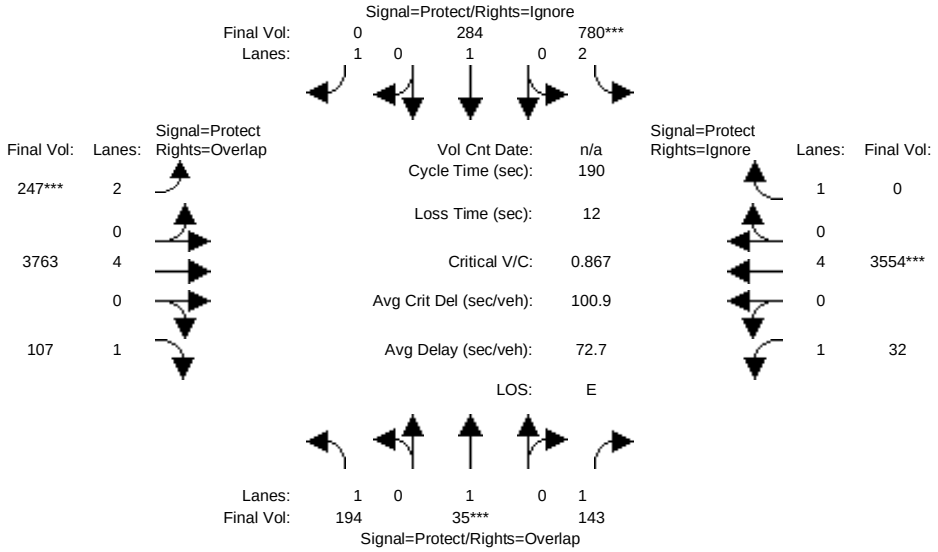
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background PM

Intersection #5805: (27) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	26	26	39	39	39	24	95	95	9	80	80
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:4:45 - 5:45 PM												
Base Vol:	194	35	143	780	284	845	247	3763	107	32	3554	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	35	143	780	284	845	247	3763	107	32	3554	152
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	35	143	780	284	845	247	3763	107	32	3554	152
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	194	35	143	780	284	0	247	3763	107	32	3554	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	194	35	143	780	284	0	247	3763	107	32	3554	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	194	35	143	780	284	0	247	3763	107	32	3554	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.02	0.08	0.25	0.15	0.00	0.08	0.50	0.06	0.02	0.47	0.00
Crit Moves:		****		****			****				****	
Green Time:	28.1	26.0	35.3	44.3	42.2	0.0	24.0	98.4	126.5	9.3	83.7	0.0
Volume/Cap:	0.75	0.13	0.44	1.06	0.67	0.00	0.62	0.96	0.09	0.37	1.06	0.00
Delay/Veh:	89.0	72.3	69.5	123.6	71.8	0.0	81.7	39.2	4.4	90.2	97.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.0	72.3	69.5	123.6	71.8	0.0	81.7	39.2	4.4	90.2	97.5	0.0
LOS by Move:	F	E	E	F	E	A	F	D	A	F	F	A
HCM2kAvgQ:	13	2	8	34	16	0	9	54	1	2	61	0

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

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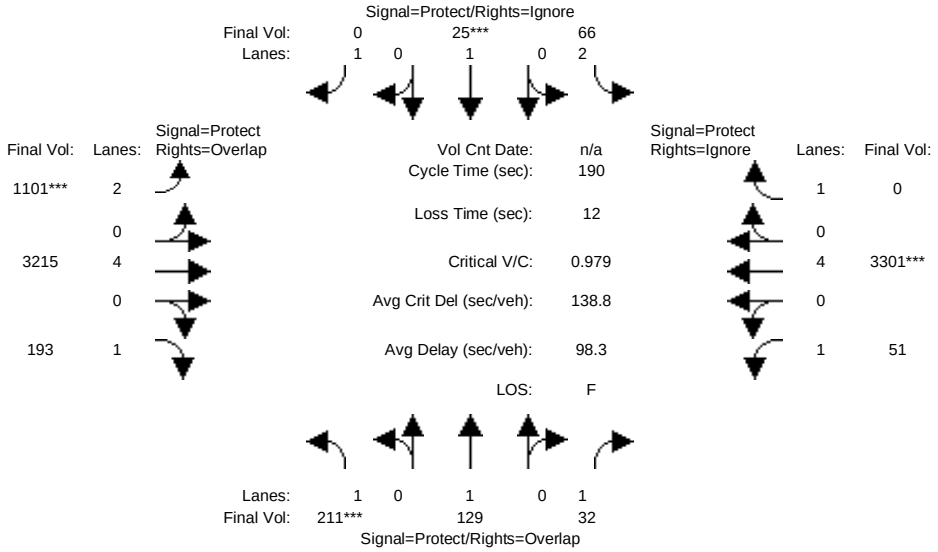
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj AM

Intersection #5805: (27) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	32	32	32	12	12	12	60	122	122	12	74	74
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:												
Base Vol:	211	129	32	63	25	323	1101	3215	193	51	3301	633
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	211	129	32	63	25	323	1101	3215	193	51	3301	633
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	18
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	211	129	32	66	25	323	1101	3215	193	51	3301	651
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	66	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	66	25	0	1101	3215	193	51	3301	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	211	129	32	66	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	0.33	0.21	0.00	1.11	0.66	0.14	0.46	1.12	0.00
Delay/Veh:	82.8	71.3	57.2	86.1	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	86.1	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
HCM2kAvgQ:	14	7	2	2	2	0	49	41	9	4	60	0

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

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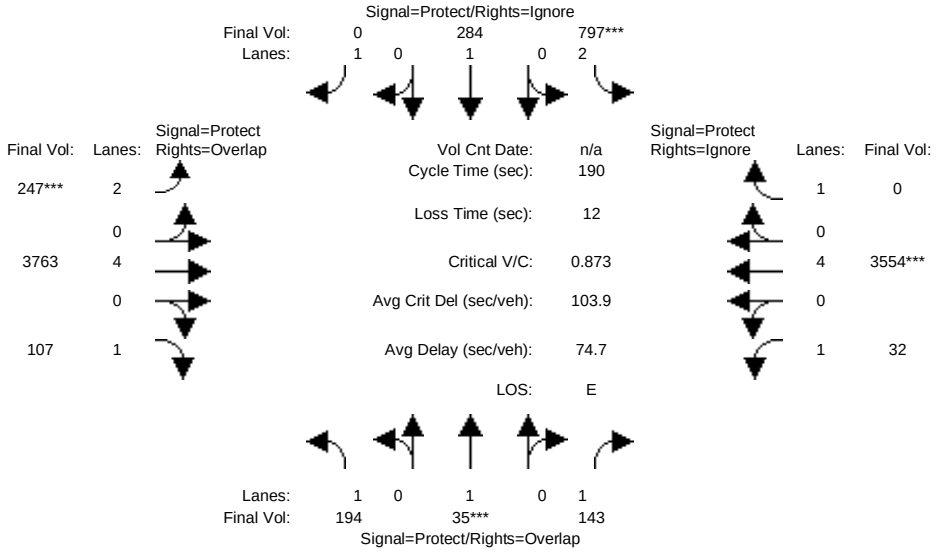
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background + Prj PM

Intersection #5805: (27) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	26	26	39	39	39	24	95	95	9	80	80
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:4:45 - 5:45 PM												
Base Vol:	194	35	143	780	284	845	247	3763	107	32	3554	152
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	194	35	143	780	284	845	247	3763	107	32	3554	152
Added Vol:	0	0	0	17	0	0	0	0	0	0	0	3
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	194	35	143	797	284	845	247	3763	107	32	3554	155
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	797	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	797	284	0	247	3763	107	32	3554	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	194	35	143	797	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:	28.4	26.0	35.3	44.9	42.6	0.0	24.0	97.8	126.2	9.3	83.1	0.0
Volume/Cap:	0.74	0.13	0.44	1.07	0.67	0.00	0.62	0.96	0.09	0.37	1.07	0.00
Delay/Veh:	88.2	72.3	69.6	125.8	71.3	0.0	81.7	40.5	4.5	90.3	101	0.0
User DelAdj:	1.00	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	72.3	69.6	125.8	71.3	0.0	81.7	40.5	4.5	90.3	101	0.0
LOS by Move:	F	E	E	F	E	A	F	D	A	F	F	A
HCM2kAvgQ:	13	2	8	35	15	0	9	55	1	2	62	0

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

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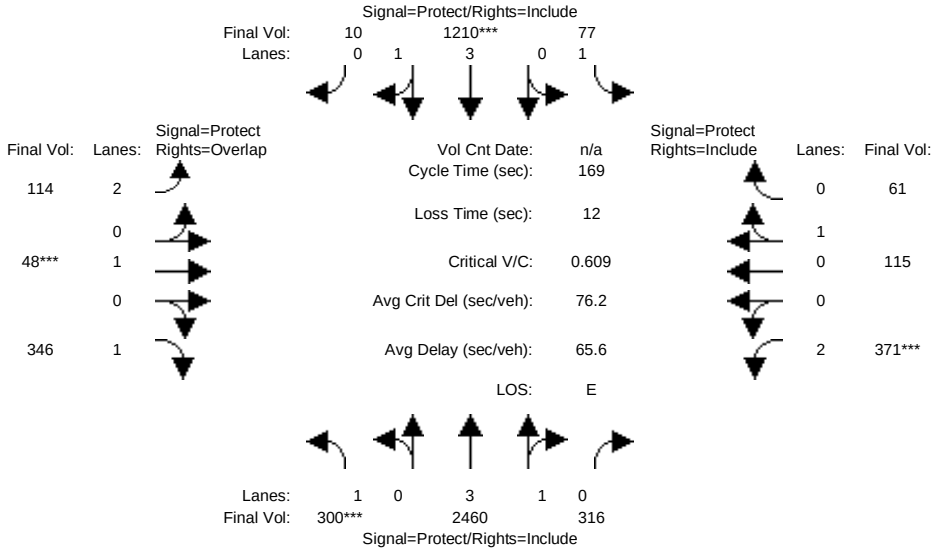
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

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



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	33	71	71	12	50	50	12	37	37	26	51	51
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module:												
Base Vol:	300	2460	316	77	1210	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	2460	316	77	1210	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	2460	316	77	1210	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	2460	316	77	1210	10	114	48	346	371	115	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	2460	316	77	1210	10	114	48	346	371	115	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	2460	316	77	1210	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	3.53	0.47	1.00	3.97	0.03	2.00	1.00	1.00	2.00	0.65	0.35
Final Sat.:	1750	6645	854	1750	7438	61	1575	760	1225	2205	470	250
Capacity Analysis Module:												
Vol/Sat:	0.17	0.37	0.37	0.04	0.16	0.16	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	0.88	0.88	0.64	0.56	0.56	1.06	0.29	0.68	1.08	0.80	0.80
Delay/Veh:	87.6	54.8	54.8	87.2	53.7	53.7	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	54.8	54.8	87.2	53.7	53.7	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
HCM2kAvgQ:	17	35	35	4	14	14	6	2	16	17	11	11

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

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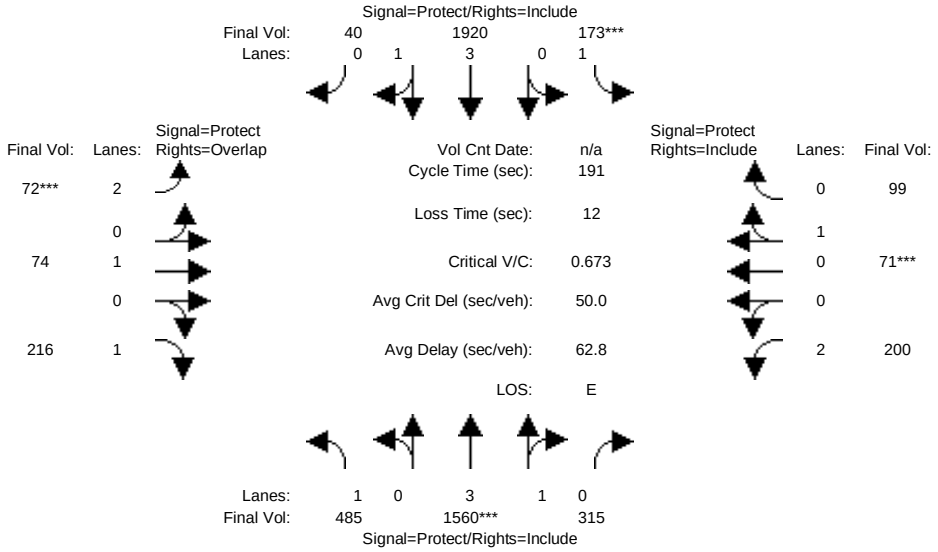
Great America Parkway Office
City of Santa Clara

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

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



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	59	89	89	28	58	58	13	30	30	20	37	37
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module:												
Base Vol:	485	1560	315	173	1920	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	1560	315	173	1920	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	1560	315	173	1920	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	1560	315	173	1920	40	72	74	216	200	71	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1560	315	173	1920	40	72	74	216	200	71	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	485	1560	315	173	1920	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	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	3.30	0.70	1.00	3.91	0.09	2.00	1.00	1.00	2.00	0.42	0.58
Final Sat.:	1750	6238	1260	1750	7347	153	1575	760	1225	2205	301	419
Capacity Analysis Module:												
Vol/Sat:	0.28	0.25	0.25	0.10	0.26	0.26	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	0.54	0.54	0.68	0.87	0.87	0.68	0.61	0.38	0.86	1.20	1.20
Delay/Veh:	80.8	29.7	29.7	84.9	70.9	70.9	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	29.7	29.7	84.9	70.9	70.9	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
HCM2kAvgQ:	30	15	15	10	28	28	4	5	9	9	16	16

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

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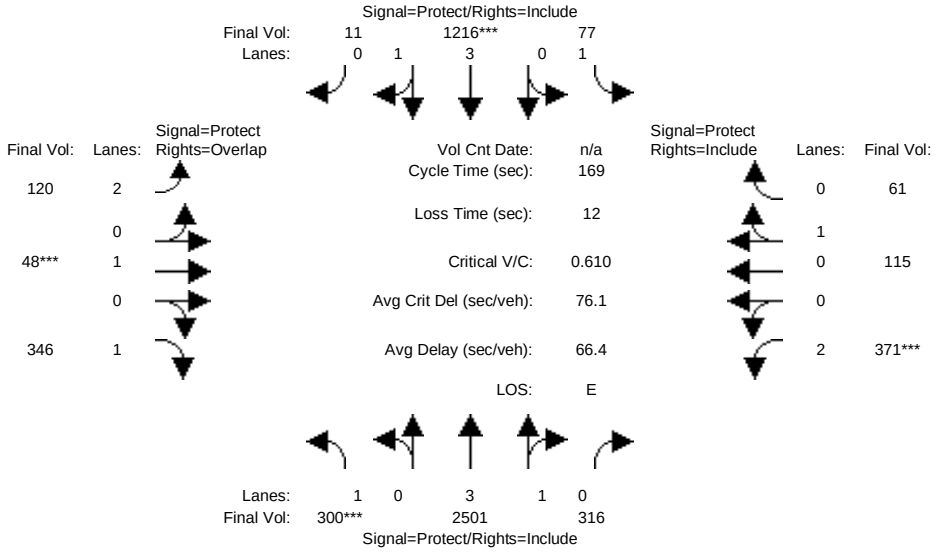
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj AM

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



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	33	71	71	12	50	50	12	37	37	26	51	51
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module:												
Base Vol:	300	2460	316	77	1210	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	2460	316	77	1210	10	114	48	346	371	115	61
Added Vol:	0	41	0	0	6	1	6	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	300	2501	316	77	1216	11	120	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	2501	316	77	1216	11	120	48	346	371	115	61
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	2501	316	77	1216	11	120	48	346	371	115	61
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	2501	316	77	1216	11	120	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	3.53	0.47	1.00	3.96	0.04	2.00	1.00	1.00	2.00	0.65	0.35
Final Sat.:	1750	6657	841	1750	7433	67	1575	760	1225	2205	470	250
Capacity Analysis Module:												
Vol/Sat:	0.17	0.38	0.38	0.04	0.16	0.16	0.08	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	0.89	0.89	0.64	0.56	0.56	1.12	0.29	0.68	1.08	0.80	0.80
Delay/Veh:	87.6	55.7	55.7	87.2	53.8	53.8	201.8	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	55.7	55.7	87.2	53.8	53.8	201.8	56.3	44.4	143.4	72.9	72.9
LOS by Move:	F	E	E	F	D	D	F	E	D	F	E	E
HCM2kAvgQ:	17	36	36	4	14	14	7	2	16	17	11	11

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

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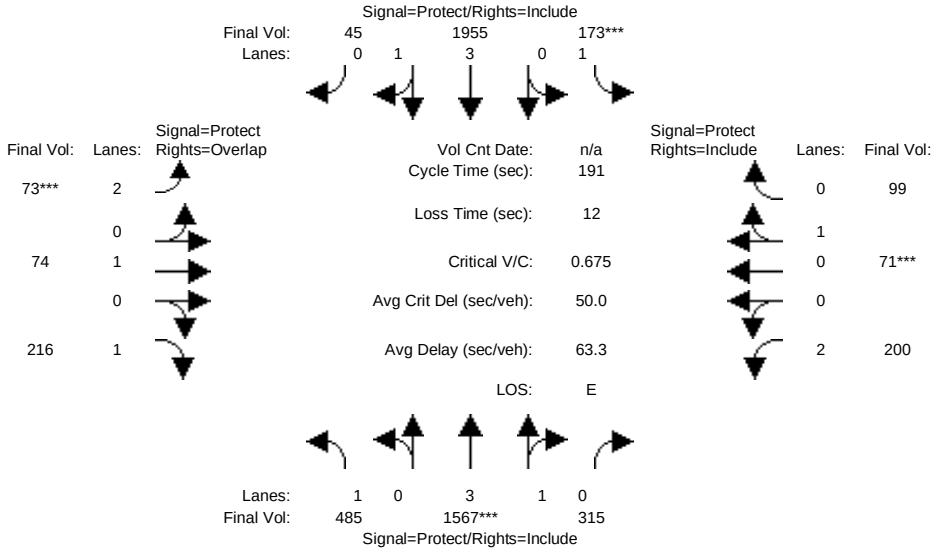
Intersection #25: (2) Lawrence Expwy & Lakehaven Dr/Sandia Ave



Street Name:	Lawrence Expwy						Lakehaven Dr/Sandia Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	59	89	89	28	58	58	13	30	30	20	37	37
Y+R:	6.1	6.2	6.2	5.6	6.2	6.2	5.5	6.0	6.0	5.6	6.1	6.1
Volume Module:												
Base Vol:	485	1560	315	173	1920	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	1560	315	173	1920	40	72	74	216	200	71	99
Added Vol:	0	7	0	0	35	5	1	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	485	1567	315	173	1955	45	73	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	1567	315	173	1955	45	73	74	216	200	71	99
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	485	1567	315	173	1955	45	73	74	216	200	71	99
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	485	1567	315	173	1955	45	73	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	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	3.30	0.70	1.00	3.91	0.09	2.00	1.00	1.00	2.00	0.42	0.58
Final Sat.:	1750	6243	1255	1750	7331	169	1575	760	1225	2205	301	419
Capacity Analysis Module:												
Vol/Sat:	0.28	0.25	0.25	0.10	0.27	0.27	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	0.54	0.54	0.68	0.88	0.88	0.69	0.61	0.38	0.86	1.20	1.20
Delay/Veh:	80.8	29.7	29.7	84.9	72.1	72.1	104.2	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	29.7	29.7	84.9	72.1	72.1	104.2	84.0	33.6	109.6	216	215.6
LOS by Move:	F	C	C	F	E	E	F	F	C	F	F	F
HCM2kAvgQ:	30	15	15	10	29	29	4	5	9	9	16	16

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

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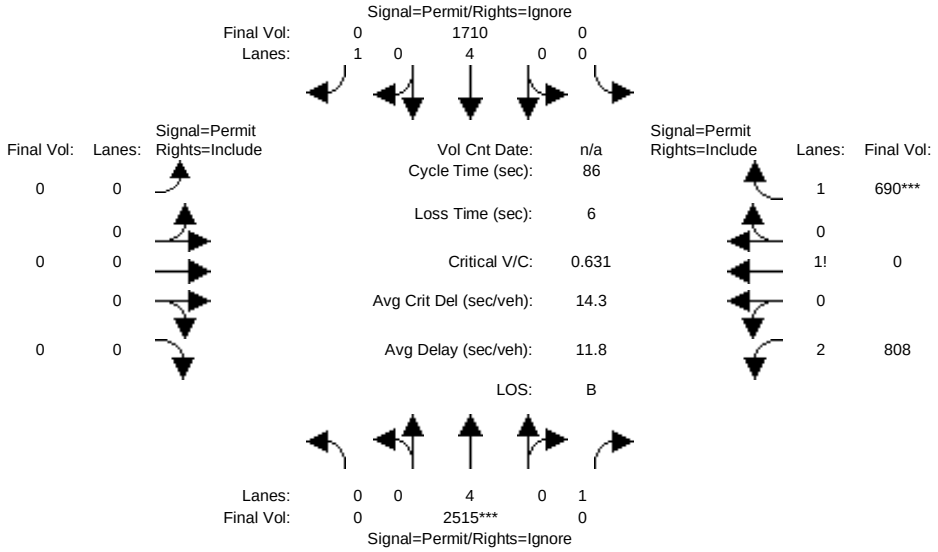
Cumulative AM

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



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	23	23	23
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0
Volume Module:												
Base Vol:	0	2515	643	0	1710	510	0	0	0	808	0	690
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2515	643	0	1710	510	0	0	0	808	0	690
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2515	643	0	1710	510	0	0	0	808	0	690
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	2515	0	0	1710	0	0	0	0	808	0	690
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2515	0	0	1710	0	0	0	0	808	0	690
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2515	0	0	1710	0	0	0	0	808	0	690
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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	2.46	0.00	1.54
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3910	0	2691
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.21	0.00	0.26
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	0.55	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.77	0.00	0.79
Delay/Veh:	0.0	5.7	0.0	0.0	4.9	0.0	0.0	0.0	0.0	31.1	0.0	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:	0.0	5.7	0.0	0.0	4.9	0.0	0.0	0.0	0.0	31.1	0.0	28.7
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	6	0	0	3	0	0	0	0	12	0	14

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

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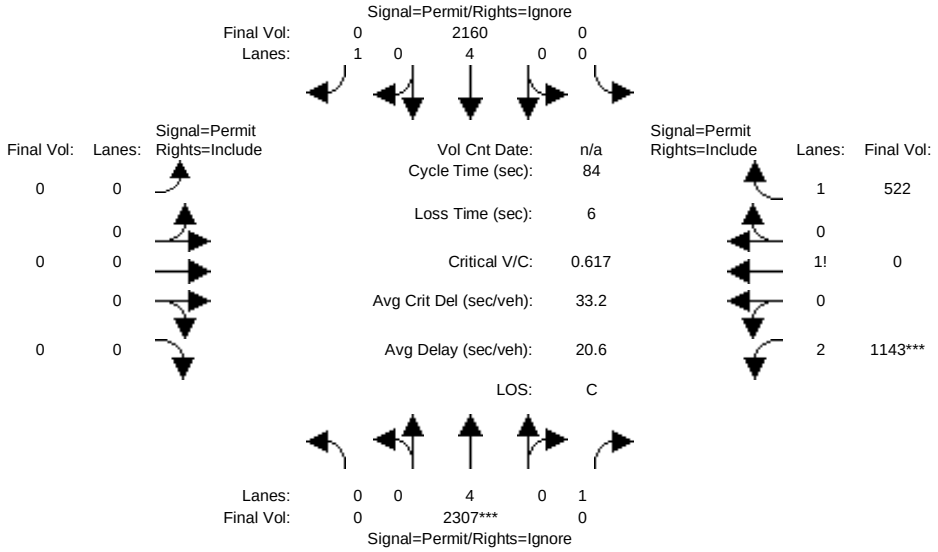
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

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	2307	392	0	2160	352	0	0	0	1143	0	522
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2307	392	0	2160	352	0	0	0	1143	0	522
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2307	392	0	2160	352	0	0	0	1143	0	522
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	2307	0	0	2160	0	0	0	0	1143	0	522
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2307	0	0	2160	0	0	0	0	1143	0	522
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2307	0	0	2160	0	0	0	0	1143	0	522
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	4237	0	2430
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.28	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	0.49	0.00	0.00	0.46	0.00	0.00	0.00	0.00	1.03	0.00	0.82
Delay/Veh:	0.0	12.7	0.0	0.0	4.7	0.0	0.0	0.0	0.0	61.4	0.0	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:	0.0	12.7	0.0	0.0	4.7	0.0	0.0	0.0	0.0	61.4	0.0	31.9
LOS by Move:	A	B	A	A	A	A	A	A	A	E	A	C
HCM2kAvgQ:	0	11	0	0	4	0	0	0	0	21	0	12

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

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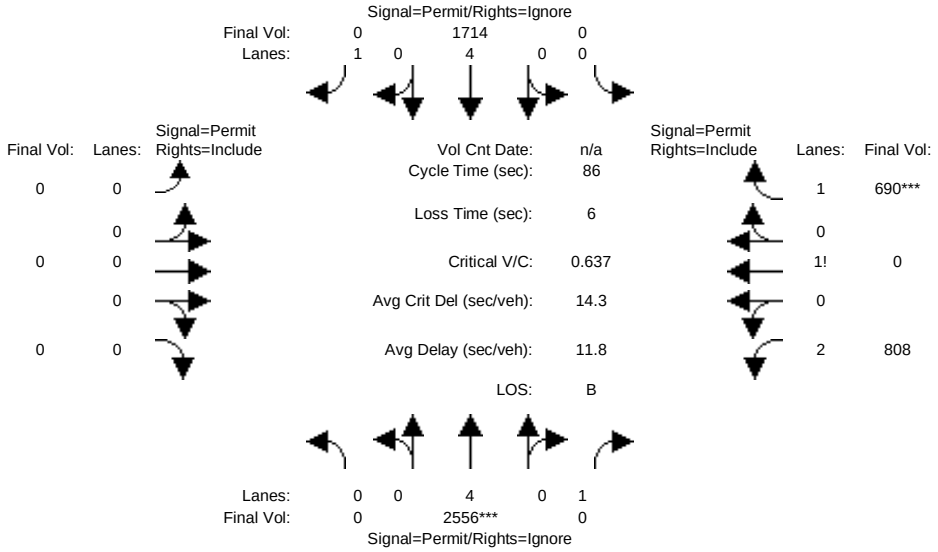
Intersection #26: (3) Lawrence Expwy & US 101 NB Ramps



Street Name:	Lawrence Expwy						US 101 NB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	52	0	0	52	0	0	0	0	23	23	23
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	0.0	0.0	0.0	5.0	0.0	5.0
Volume Module:												
Base Vol:	0	2515	643	0	1710	510	0	0	0	808	0	690
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2515	643	0	1710	510	0	0	0	808	0	690
Added Vol:	0	41	0	0	4	2	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2556	643	0	1714	512	0	0	0	808	0	690
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	2556	0	0	1714	0	0	0	0	808	0	690
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2556	0	0	1714	0	0	0	0	808	0	690
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2556	0	0	1714	0	0	0	0	808	0	690
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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	2.46	0.00	1.54
Final Sat.:	0	7600	1750	0	7600	1750	0	0	0	3910	0	2691
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.23	0.00	0.00	0.00	0.00	0.21	0.00	0.26
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	0.56	0.00	0.00	0.37	0.00	0.00	0.00	0.00	0.77	0.00	0.79
Delay/Veh:	0.0	5.8	0.0	0.0	4.9	0.0	0.0	0.0	0.0	31.1	0.0	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:	0.0	5.8	0.0	0.0	4.9	0.0	0.0	0.0	0.0	31.1	0.0	28.7
LOS by Move:	A	A	A	A	A	A	A	A	A	C	A	C
HCM2kAvgQ:	0	6	0	0	3	0	0	0	0	12	0	14

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

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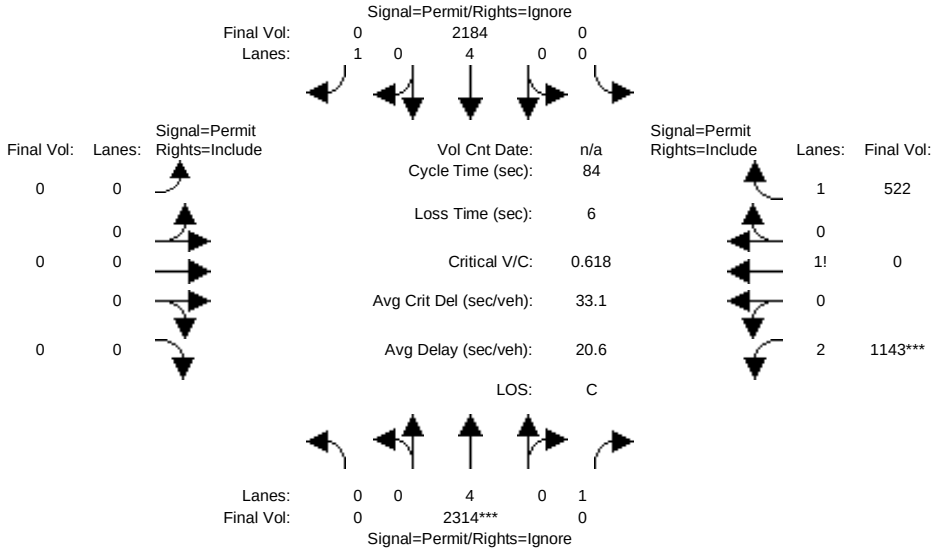
Intersection #26: (3) Lawrence Expwy & US 101 NB Ramps



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	2307	392	0	2160	352	0	0	0	1143	0	522
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2307	392	0	2160	352	0	0	0	1143	0	522
Added Vol:	0	7	0	0	24	11	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2314	392	0	2184	363	0	0	0	1143	0	522
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	2314	0	0	2184	0	0	0	0	1143	0	522
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2314	0	0	2184	0	0	0	0	1143	0	522
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2314	0	0	2184	0	0	0	0	1143	0	522
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	4237	0	2430
Capacity Analysis Module:												
Vol/Sat:	0.00	0.30	0.00	0.00	0.29	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	0.49	0.00	0.00	0.47	0.00	0.00	0.00	0.00	1.03	0.00	0.82
Delay/Veh:	0.0	12.8	0.0	0.0	4.7	0.0	0.0	0.0	0.0	61.4	0.0	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:	0.0	12.8	0.0	0.0	4.7	0.0	0.0	0.0	0.0	61.4	0.0	31.9
LOS by Move:	A	B	A	A	A	A	A	A	A	E	A	C
HCM2kAvgQ:	0	11	0	0	4	0	0	0	0	21	0	12

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

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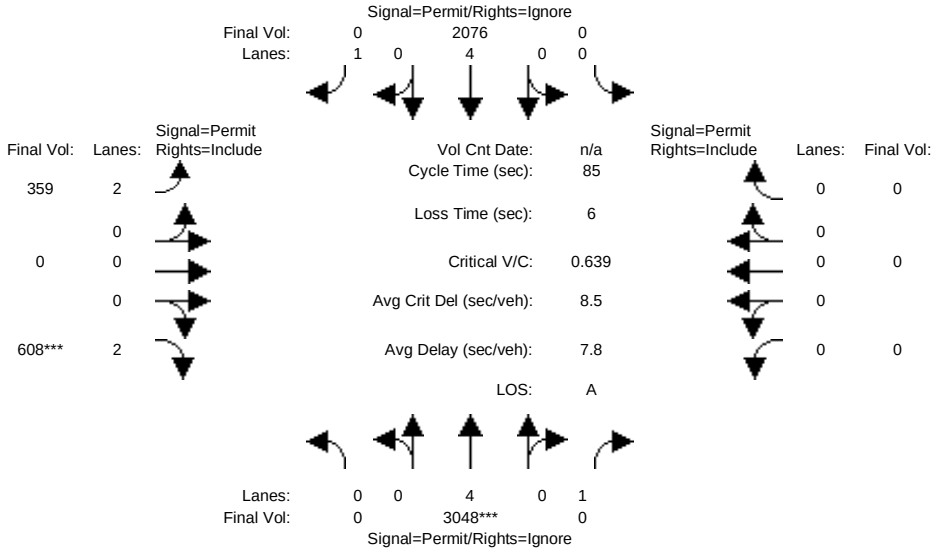
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

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



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	3048	852	0	2076	342	359	0	608	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	3048	852	0	2076	342	359	0	608	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	3048	852	0	2076	342	359	0	608	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	3048	0	0	2076	0	359	0	608	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3048	0	0	2076	0	359	0	608	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3048	0	0	2076	0	359	0	608	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	0.40	0.00	0.00	0.27	0.00	0.11	0.00	0.19	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	0.57	0.00	0.00	0.39	0.00	0.72	0.00	0.87	0.00	0.00	0.00
Delay/Veh:	0.0	1.5	0.0	0.0	1.3	0.0	38.9	0.0	43.6	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:	0.0	1.5	0.0	0.0	1.3	0.0	38.9	0.0	43.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	3	0	0	2	0	7	0	13	0	0	0

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

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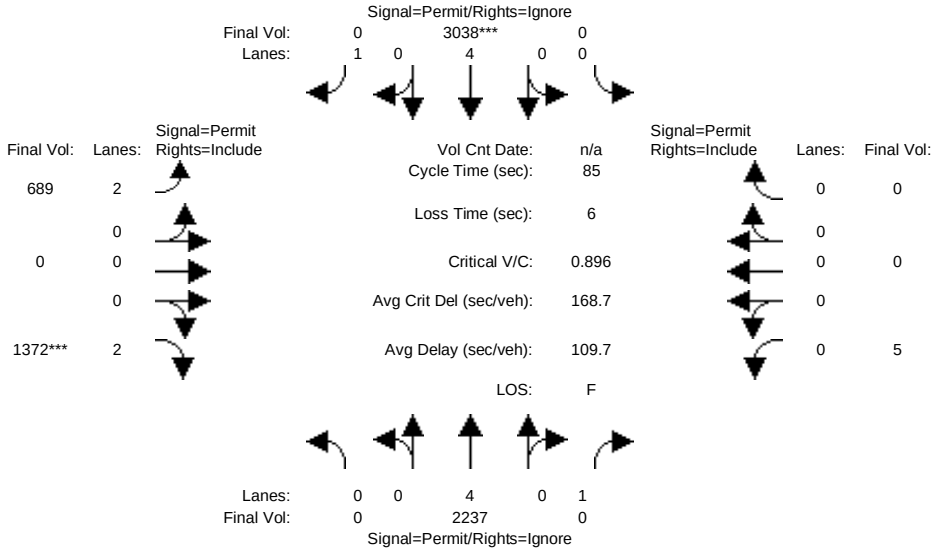
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

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



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	2237	495	0	3038	264	689	0	1372	5	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	2237	495	0	3038	264	689	0	1372	5	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	2237	495	0	3038	264	689	0	1372	5	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	2237	0	0	3038	0	689	0	1372	5	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2237	0	0	3038	0	689	0	1372	5	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2237	0	0	3038	0	689	0	1372	5	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	1.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	1750	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.40	0.00	0.22	0.00	0.44	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	17.4	0.0	0.0
Volume/Cap:	0.00	0.39	0.00	0.00	0.53	0.00	1.06	0.00	2.12	0.01	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	88.0	0.0	542.1	27.9	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	542.1	27.9	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	C	A	A
HCM2kAvgQ:	0	1	0	0	1	0	19	0	77	0	0	0

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

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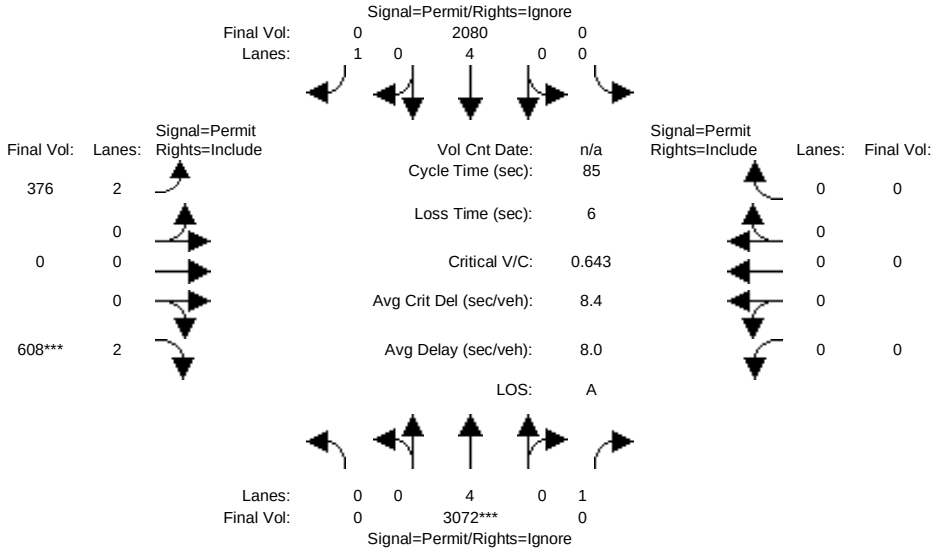
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj AM

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



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	60	0	0	60	0	14	14	14	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	3048	852	0	2076	342	359	0	608	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	3048	852	0	2076	342	359	0	608	0	0	0
Added Vol:	0	24	0	0	4	0	17	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3072	852	0	2080	342	376	0	608	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	3072	0	0	2080	0	376	0	608	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3072	0	0	2080	0	376	0	608	0	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3072	0	0	2080	0	376	0	608	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	0.40	0.00	0.00	0.27	0.00	0.12	0.00	0.19	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	0.57	0.00	0.00	0.39	0.00	0.75	0.00	0.87	0.00	0.00	0.00
Delay/Veh:	0.0	1.5	0.0	0.0	1.3	0.0	40.5	0.0	43.6	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:	0.0	1.5	0.0	0.0	1.3	0.0	40.5	0.0	43.6	0.0	0.0	0.0
LOS by Move:	A	A	A	A	A	A	D	A	D	A	A	A
HCM2kAvgQ:	0	3	0	0	2	0	8	0	13	0	0	0

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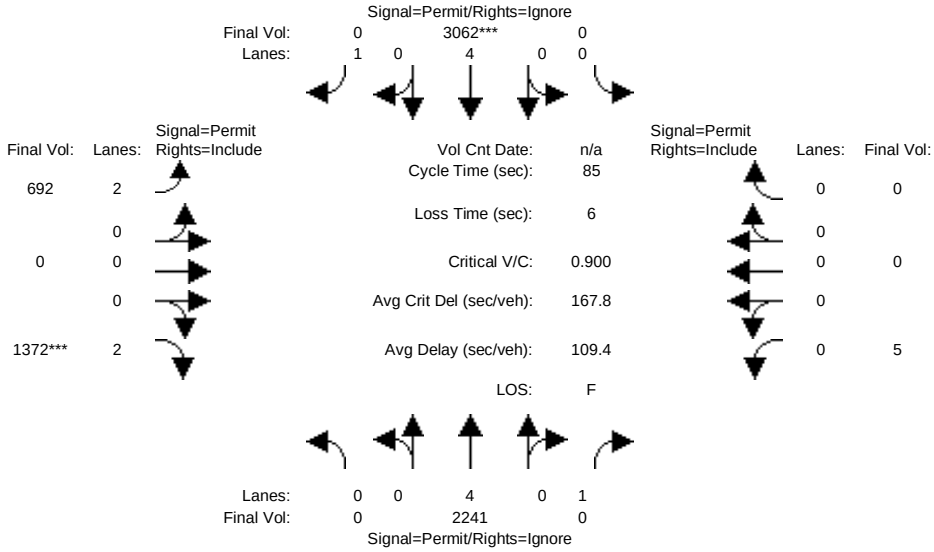
Intersection #27: (4) Lawrence Expwy & US 101 SB Ramps



Street Name:	Lawrence Expwy						US 101 SB Ramps					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	64	0	0	64	0	18	18	18	0	0	0
Y+R:	0.0	6.2	0.0	0.0	6.2	0.0	5.5	0.0	5.5	0.0	0.0	0.0
Volume Module:												
Base Vol:	0	2237	495	0	3038	264	689	0	1372	5	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	2237	495	0	3038	264	689	0	1372	5	0	0
Added Vol:	0	4	0	0	24	0	3	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2241	495	0	3062	264	692	0	1372	5	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	2241	0	0	3062	0	692	0	1372	5	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2241	0	0	3062	0	692	0	1372	5	0	0
PCE Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2241	0	0	3062	0	692	0	1372	5	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	1.00	0.00	0.00
Final Sat.:	0	7600	1750	0	7600	1750	3150	0	3150	1750	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.29	0.00	0.00	0.40	0.00	0.22	0.00	0.44	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	17.4	0.0	0.0
Volume/Cap:	0.00	0.40	0.00	0.00	0.54	0.00	1.07	0.00	2.12	0.01	0.00	0.00
Delay/Veh:	0.0	0.1	0.0	0.0	0.1	0.0	89.5	0.0	542.1	27.9	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	89.5	0.0	542.1	27.9	0.0	0.0
LOS by Move:	A	A	A	A	A	A	F	A	F	C	A	A
HCM2kAvgQ:	0	1	0	0	1	0	19	0	77	0	0	0

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

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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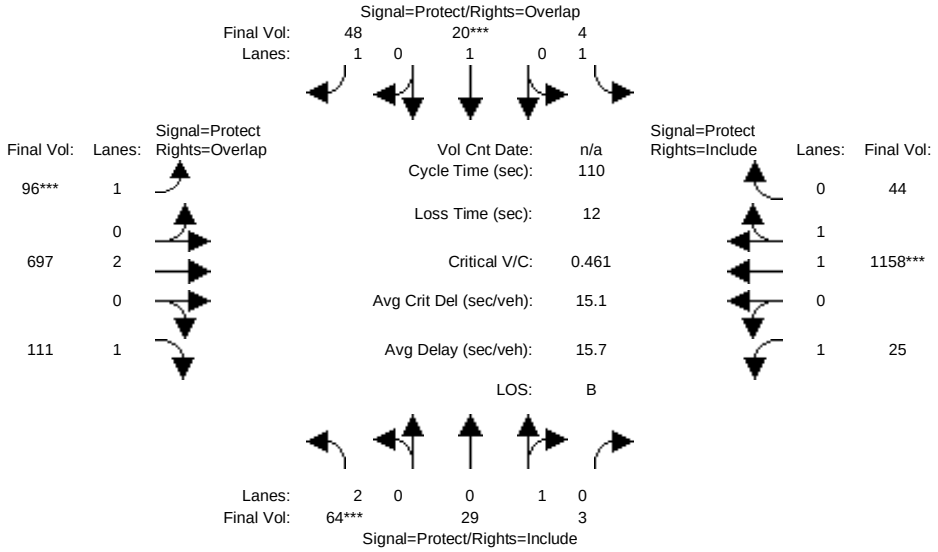
Intersection #40: (5) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module:												
Base Vol:	61	28	3	4	19	46	91	662	105	24	1100	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	662	105	24	1100	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	662	105	24	1100	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	697	111	25	1158	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	29	3	4	20	48	96	697	111	25	1158	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	29	3	4	20	48	96	697	111	25	1158	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	3564	136
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.00	0.01	0.03	0.05	0.18	0.06	0.01	0.32	0.32
Crit Moves:	****				****		****				****	
Green Time:	6.0	8.0	8.0	6.0	8.0	20.1	12.1	60.1	66.1	23.9	71.9	71.9
Volume/Cap:	0.37	0.25	0.25	0.04	0.14	0.15	0.50	0.34	0.11	0.07	0.50	0.50
Delay/Veh:	51.6	49.2	49.2	49.5	48.3	38.0	48.1	13.9	9.4	34.3	9.9	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:	51.6	49.2	49.2	49.5	48.3	38.0	48.1	13.9	9.4	34.3	9.9	9.9
LOS by Move:	D	D	D	D	D	D	D	B	A	C	A	A
HCM2kAvgQ:	2	1	1	0	1	2	3	6	2	1	10	10

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

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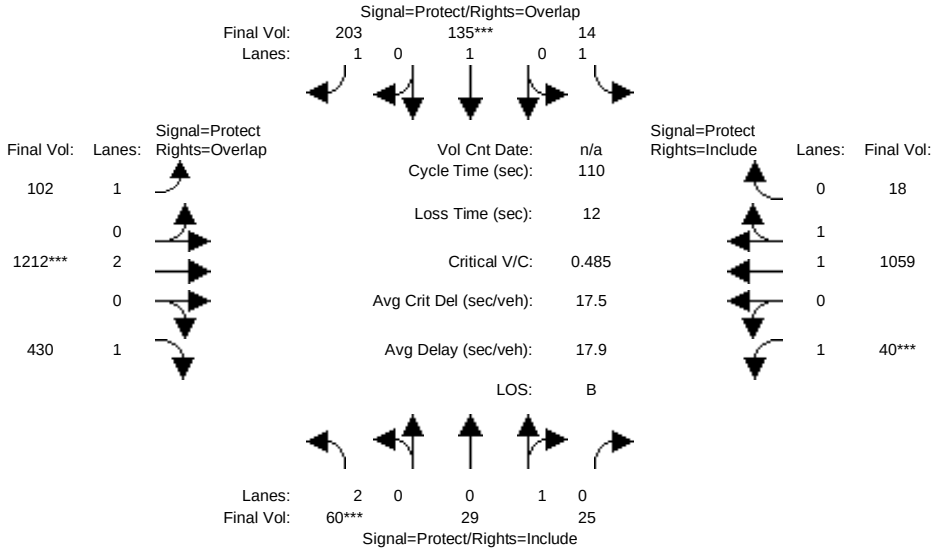
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #40: (5) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module:												
Base Vol:	58	28	24	14	131	197	99	1176	417	39	1027	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	1176	417	39	1027	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	1176	417	39	1027	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	1212	430	40	1059	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	29	25	14	135	203	102	1212	430	40	1059	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	29	25	14	135	203	102	1212	430	40	1059	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	1.97	0.03
Final Sat.:	3150	969	831	1750	1900	1750	1750	3800	1750	1750	3640	60
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.01	0.07	0.12	0.06	0.32	0.25	0.02	0.29	0.29
Crit Moves:	****				****			****		****		
Green Time:	6.0	12.2	12.2	9.1	15.3	30.6	15.3	68.7	74.7	8.0	61.4	61.4
Volume/Cap:	0.35	0.27	0.27	0.10	0.51	0.42	0.42	0.51	0.36	0.32	0.52	0.52
Delay/Veh:	51.3	45.6	45.6	46.9	45.6	33.0	44.4	11.6	7.7	49.8	15.4	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:	51.3	45.6	45.6	46.9	45.6	33.0	44.4	11.6	7.7	49.8	15.4	15.4
LOS by Move:	D	D	D	D	D	C	D	B	A	D	B	B
HCM2kAvgQ:	2	2	2	1	5	6	3	11	7	1	11	11

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

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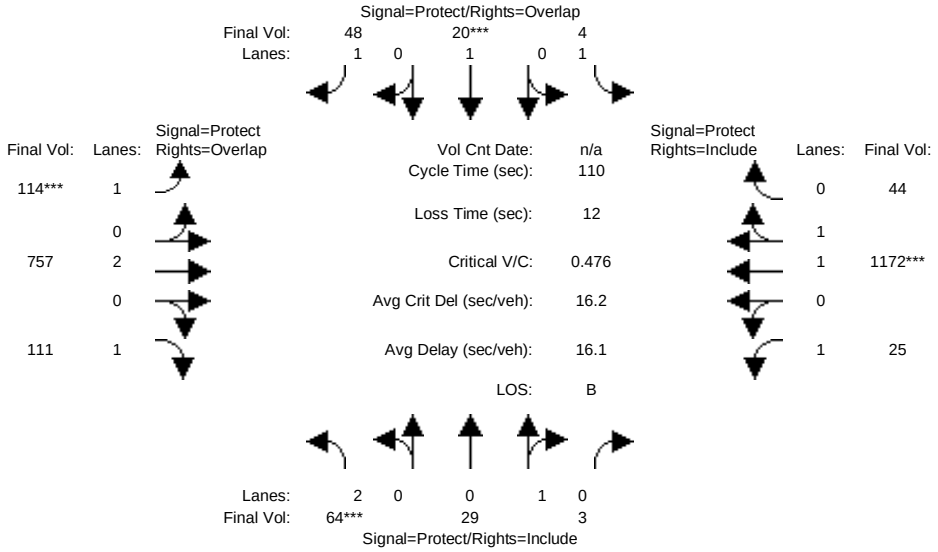
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj AM

Intersection #40: (5) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module:												
Base Vol:	61	28	3	4	19	46	91	662	105	24	1100	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	662	105	24	1100	42
Added Vol:	0	0	0	0	0	0	17	57	0	0	13	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	61	28	3	4	19	46	108	719	105	24	1113	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	114	757	111	25	1172	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	29	3	4	20	48	114	757	111	25	1172	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	29	3	4	20	48	114	757	111	25	1172	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	1.93	0.07
Final Sat.:	3150	1626	174	1750	1900	1750	1750	3800	1750	1750	3565	135
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.02	0.00	0.01	0.03	0.06	0.20	0.06	0.01	0.33	0.33
Crit Moves:	****				****		****				****	
Green Time:	6.0	8.0	8.0	6.0	8.0	21.9	13.9	61.5	67.5	22.5	70.1	70.1
Volume/Cap:	0.37	0.25	0.25	0.04	0.14	0.14	0.52	0.36	0.10	0.07	0.52	0.52
Delay/Veh:	51.6	49.2	49.2	49.5	48.3	36.5	47.0	13.4	8.8	35.4	11.0	11.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	51.6	49.2	49.2	49.5	48.3	36.5	47.0	13.4	8.8	35.4	11.0	11.0
LOS by Move:	D	D	D	D	D	D	D	B	A	D	B	B
HCM2kAvgQ:	2	1	1	0	1	1	4	7	2	1	11	11

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

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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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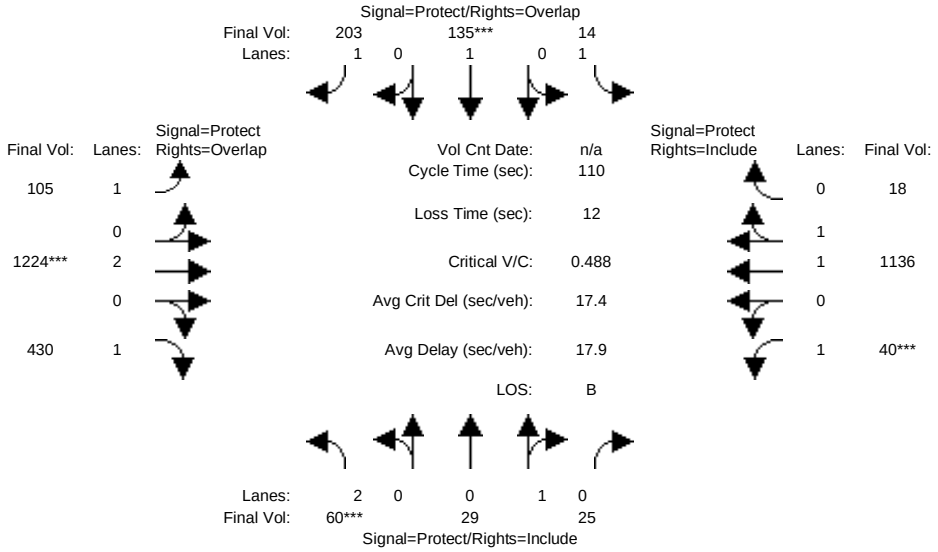
Intersection #40: (5) Patrick Henry/Tasman



Street Name:	Patrick Henry						Tasman					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	8	8	6	8	8	8	15	15	8	8	8
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	6.1	6.1	6.1	6.1	6.1	6.1
Volume Module:												
Base Vol:	58	28	24	14	131	197	99	1176	417	39	1027	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	1176	417	39	1027	17
Added Vol:	0	0	0	0	0	0	3	11	0	0	75	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	58	28	24	14	131	197	102	1187	417	39	1102	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	105	1224	430	40	1136	18
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	60	29	25	14	135	203	105	1224	430	40	1136	18
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	60	29	25	14	135	203	105	1224	430	40	1136	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	1.97	0.03
Final Sat.:	3150	969	831	1750	1900	1750	1750	3800	1750	1750	3644	56
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.01	0.07	0.12	0.06	0.32	0.25	0.02	0.31	0.31
Crit Moves:	****				****			****		****		
Green Time:	6.0	12.1	12.1	9.1	15.2	29.7	14.5	68.8	74.8	8.0	62.3	62.3
Volume/Cap:	0.35	0.27	0.27	0.10	0.51	0.43	0.45	0.51	0.36	0.32	0.55	0.55
Delay/Veh:	51.3	45.6	45.6	47.0	45.7	33.8	45.5	11.6	7.6	49.8	15.4	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:	51.3	45.6	45.6	47.0	45.7	33.8	45.5	11.6	7.6	49.8	15.4	15.4
LOS by Move:	D	D	D	D	D	C	D	B	A	D	B	B
HCM2kAvgQ:	2	2	2	1	5	6	4	11	7	1	12	12

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

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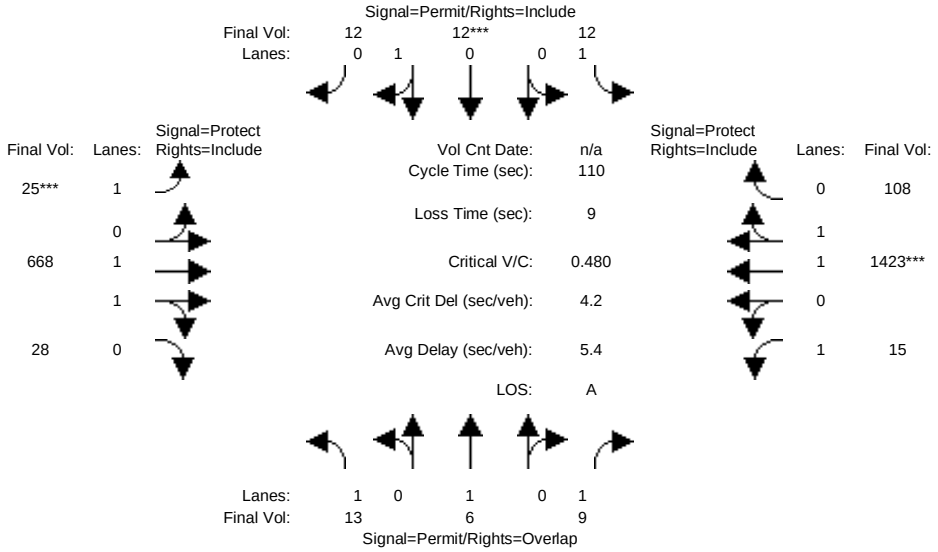
City of Santa Clara

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

Intersection #41: (6) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	12	6	8	11	11	11	23	621	26	14	1323	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	621	26	14	1323	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	621	26	14	1323	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	668	28	15	1423	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	6	9	12	12	12	25	668	28	15	1423	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	668	28	15	1423	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	1.92	0.08	1.00	1.86	0.14
Final Sat.:	1750	1900	1750	1750	900	900	1750	3551	149	1750	3440	260
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.01	0.01	0.01	0.01	0.19	0.19	0.01	0.41	0.41
Crit Moves:					****		****				****	
Green Time:	4.0	4.0	19.7	4.0	4.0	4.0	5.0	81.3	81.3	15.7	92.0	92.0
Volume/Cap:	0.20	0.09	0.03	0.18	0.36	0.36	0.31	0.25	0.25	0.06	0.49	0.49
Delay/Veh:	52.9	51.8	37.3	52.7	55.1	55.1	53.1	4.7	4.7	40.9	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	37.3	52.7	55.1	55.1	53.1	4.7	4.7	40.9	2.6	2.6
LOS by Move:	D	D	D	D	E	E	D	A	A	D	A	A
HCM2kAvgQ:	1	0	0	1	1	1	1	4	4	0	7	7

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

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2000 HCM Operations (Future Volume Alternative)
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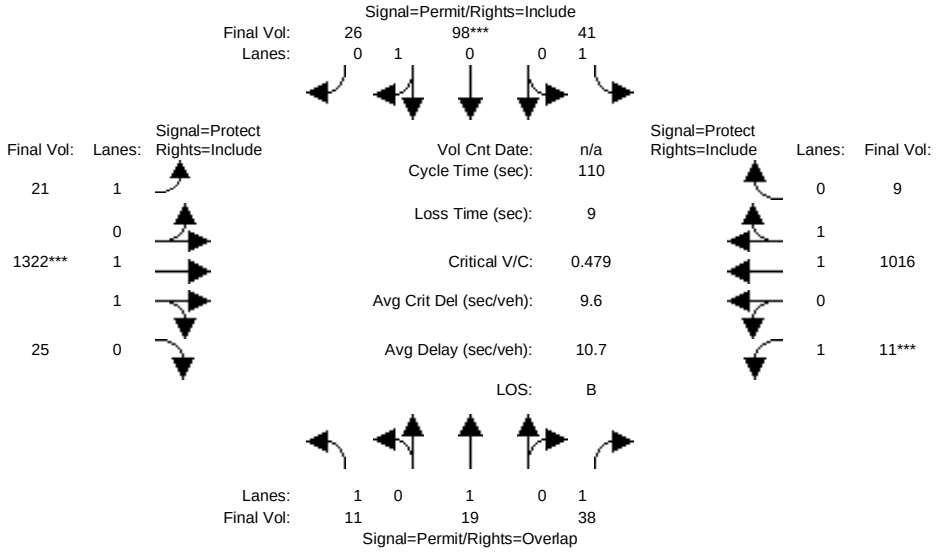
Intersection #41: (6) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	11	18	36	39	94	25	20	1269	24	11	975	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	1269	24	11	975	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	1269	24	11	975	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	1322	25	11	1016	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	19	38	41	98	26	21	1322	25	11	1016	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	1322	25	11	1016	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	3631	69	1750	3666	34
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.02	0.07	0.07	0.01	0.36	0.36	0.01	0.28	0.28
Crit Moves:					****			****		****		
Green Time:	15.4	15.4	19.4	15.4	15.4	15.4	12.1	81.6	81.6	4.0	73.5	73.5
Volume/Cap:	0.05	0.07	0.12	0.17	0.49	0.49	0.11	0.49	0.49	0.18	0.41	0.41
Delay/Veh:	41.0	41.2	38.3	41.9	45.2	45.2	44.4	5.9	5.9	52.8	8.5	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:	41.0	41.2	38.3	41.9	45.2	45.2	44.4	5.9	5.9	52.8	8.5	8.5
LOS by Move:	D	D	D	D	D	D	D	A	A	D	A	A
HCM2kAvgQ:	0	1	1	1	5	5	1	9	9	0	8	8

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

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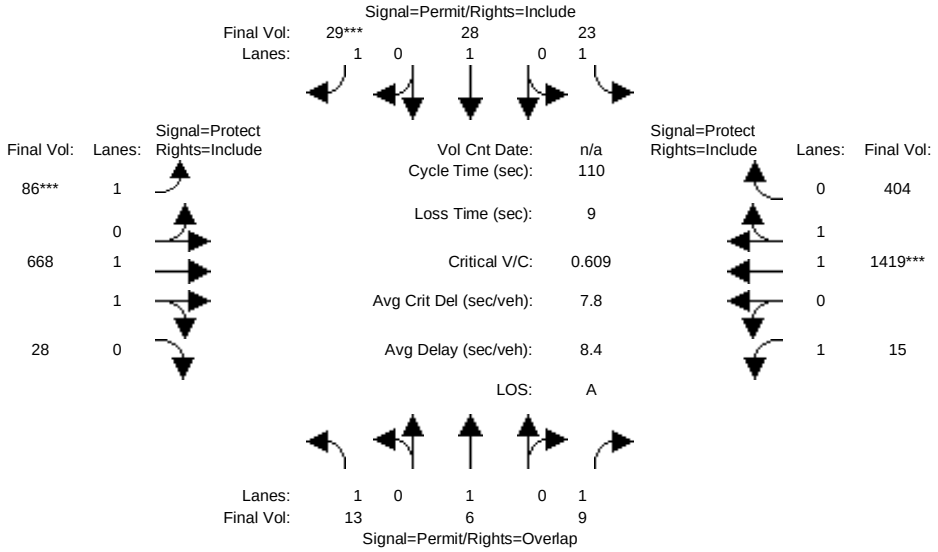
Intersection #41: (6) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	12	6	8	11	11	11	23	621	26	14	1323	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	621	26	14	1323	100
Added Vol:	0	0	0	10	15	16	57	0	0	0	-3	276
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	6	8	21	26	27	80	621	26	14	1320	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:	0.93	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	23	28	29	86	668	28	15	1419	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	13	6	9	23	28	29	86	668	28	15	1419	404
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	23	28	29	86	668	28	15	1419	404
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.92	0.08	1.00	1.54	0.46
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3551	149	1750	2879	820
Capacity Analysis Module:												
Vol/Sat:	0.01	0.00	0.00	0.01	0.01	0.02	0.05	0.19	0.19	0.01	0.49	0.49
Crit Moves:						****	****				****	
Green Time:	4.0	4.0	19.7	4.0	4.0	4.0	8.8	81.3	81.3	15.7	88.2	88.2
Volume/Cap:	0.20	0.09	0.03	0.34	0.40	0.46	0.61	0.25	0.25	0.06	0.61	0.61
Delay/Veh:	52.9	51.8	37.3	54.9	55.7	57.0	56.9	4.7	4.7	40.9	4.6	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:	52.9	51.8	37.3	54.9	55.7	57.0	56.9	4.7	4.7	40.9	4.6	4.6
LOS by Move:	D	D	D	D	E	E	E	A	A	D	A	A
HCM2kAvgQ:	1	0	0	1	1	2	3	4	4	0	12	12

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

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Great America Parkway Office
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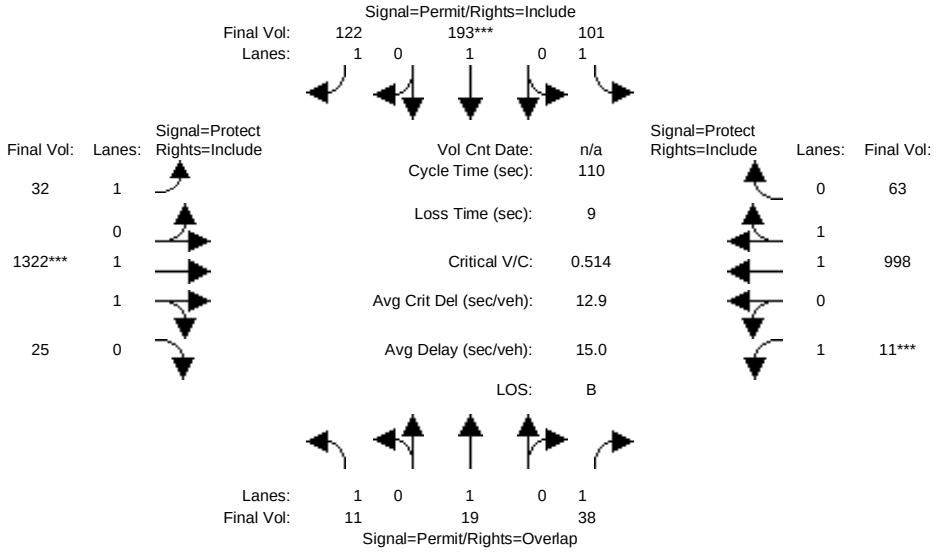
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj PM

Intersection #41: (6) Old Ironsides/Tasman



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	6	6	4	4	4	5	10	10	4	10	10
Y+R:	6.0	6.0	6.0	6.0	6.0	6.0	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	11	18	36	39	94	25	20	1269	24	11	975	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	1269	24	11	975	9
Added Vol:	0	0	0	58	91	92	11	0	0	0	-17	51
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	11	18	36	97	185	117	31	1269	24	11	958	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:	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	101	193	122	32	1322	25	11	998	63
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	11	19	38	101	193	122	32	1322	25	11	998	63
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	11	19	38	101	193	122	32	1322	25	11	998	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	0.92	1.00	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.96	0.04	1.00	1.88	0.12
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3631	69	1750	3482	218
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.02	0.06	0.10	0.07	0.02	0.36	0.36	0.01	0.29	0.29
Crit Moves:					****			****		****		
Green Time:	21.1	21.1	25.1	21.1	21.1	21.1	10.9	75.9	75.9	4.0	68.9	68.9
Volume/Cap:	0.03	0.05	0.09	0.30	0.53	0.36	0.19	0.53	0.53	0.18	0.46	0.46
Delay/Veh:	36.2	36.3	33.6	38.6	41.4	39.2	46.0	8.5	8.5	52.8	10.9	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:	36.2	36.3	33.6	38.6	41.4	39.2	46.0	8.5	8.5	52.8	10.9	10.9
LOS by Move:	D	D	C	D	D	D	D	A	A	D	B	B
HCM2kAvgQ:	0	1	1	3	6	4	1	11	11	0	9	9

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

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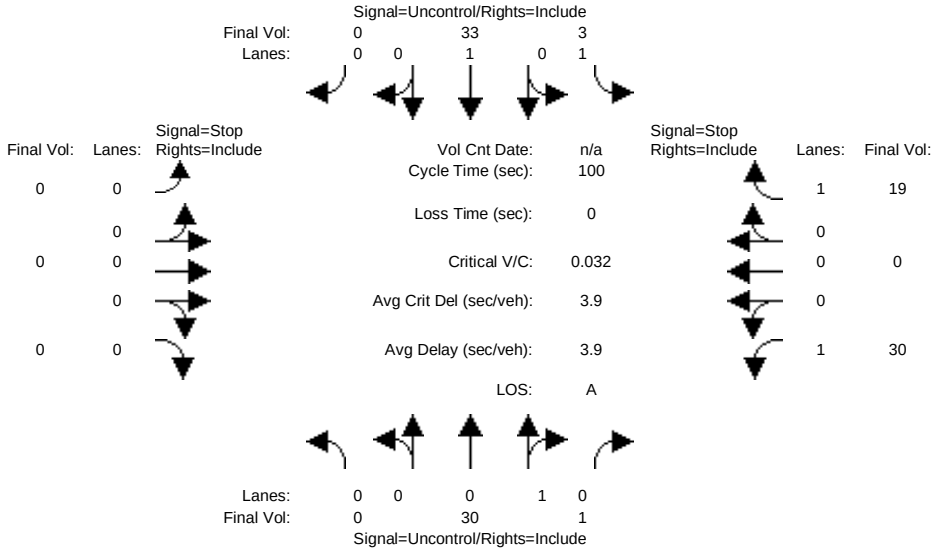
City of Santa Clara

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

Intersection #42: (7) Old Ironsides Dr & Old Glory Ln




```
Street Name:         Old Ironsides Dr                    Old Glory Ln
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   27     1     3   30     0     0    0     0    27    0    17
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0   27     1     3   30     0     0    0     0    27    0    17
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   27     1     3   30     0     0    0     0    27    0    17
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90
PHF Volume:     0   30     1     3   33     0     0    0     0    30    0    19
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   30     1     3   33     0     0    0     0    30    0    19
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx    31 xxxx xxxxx  xxxx xxxx xxxxx    71 xxxx    31
Potent Cap.: xxxx xxxx xxxxx  1594 xxxx xxxxx  xxxx xxxx xxxxx   939 xxxx  1050
Move Cap.:   xxxx xxxx xxxxx  1594 xxxx xxxxx  xxxx xxxx xxxxx   937 xxxx  1050
Volume/Cap:  xxxx xxxx  xxxx  0.00 xxxx  xxxx  xxxx xxxx  xxxx  0.03 xxxx  0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   0.1
Control Del:xxxxx xxxx xxxxx   7.3 xxxx xxxxx xxxxx xxxx xxxxx   9.0 xxxx   8.5
LOS by Move:    *    *     *     A    *     *     *    *     *     A    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              8.8
ApproachLOS:         *                *                *                A
Note: Queue reported is the number of cars per lane.
```

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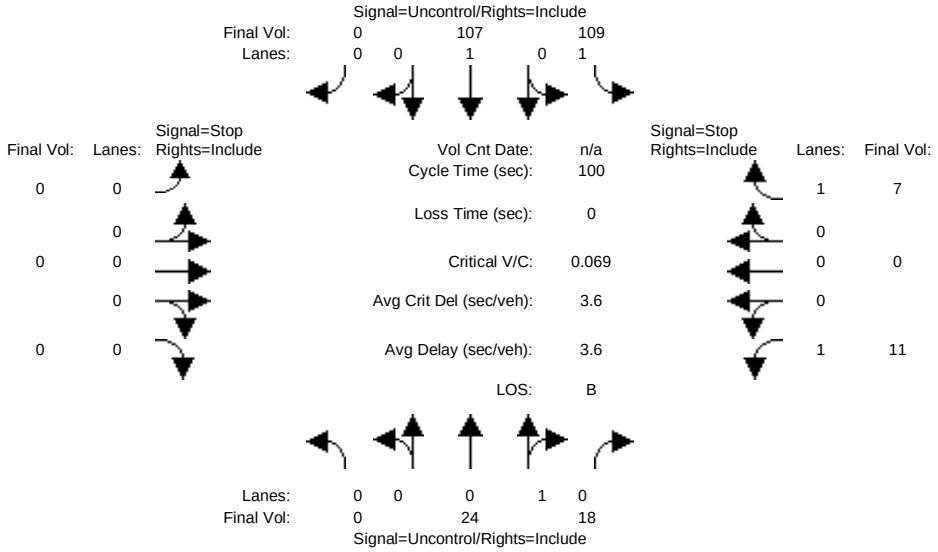
Cumulative PM

Intersection #42: (7) Old Ironsides Dr & Old Glory Ln




```
Street Name:         Old Ironsides Dr                    Old Glory Ln
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   22    16    98   96     0     0    0     0    10    0     6
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0   22    16    98   96     0     0    0     0    10    0     6
Added Vol:      0    0     0     0    0     0     0    0     0     0    0     0
ATI:            0    0     0     0    0     0     0    0     0     0    0     0
Initial Fut:    0   22    16    98   96     0     0    0     0    10    0     6
User Adj:    1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
PHF Adj:     0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90  0.90 0.90  0.90
PHF Volume:     0   24    18   109  107     0     0    0     0    11    0     7
Reduct Vol:     0    0     0     0    0     0     0    0     0     0    0     0
FinalVolume:    0   24    18   109  107     0     0    0     0    11    0     7
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx    42 xxxx xxxxx  xxxx xxxx xxxxx   358 xxxx    33
Potent Cap.: xxxx xxxx xxxxx  1580 xxxx xxxxx  xxxx xxxx xxxxx   645 xxxx  1046
Move Cap.:   xxxx xxxx xxxxx  1580 xxxx xxxxx  xxxx xxxx xxxxx   611 xxxx  1046
Volume/Cap:  xxxx xxxx  xxxx  0.07 xxxx  xxxx  xxxx xxxx  xxxx  0.02 xxxx  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.2 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   0.0
Control Del:xxxxx xxxx xxxxx   7.4 xxxx xxxxx xxxxx xxxx xxxxx  11.0 xxxx   8.5
LOS by Move:    *    *     *     A    *     *     *    *     *     B    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             10.1
ApproachLOS:         *                *                *                B
Note: Queue reported is the number of cars per lane.
```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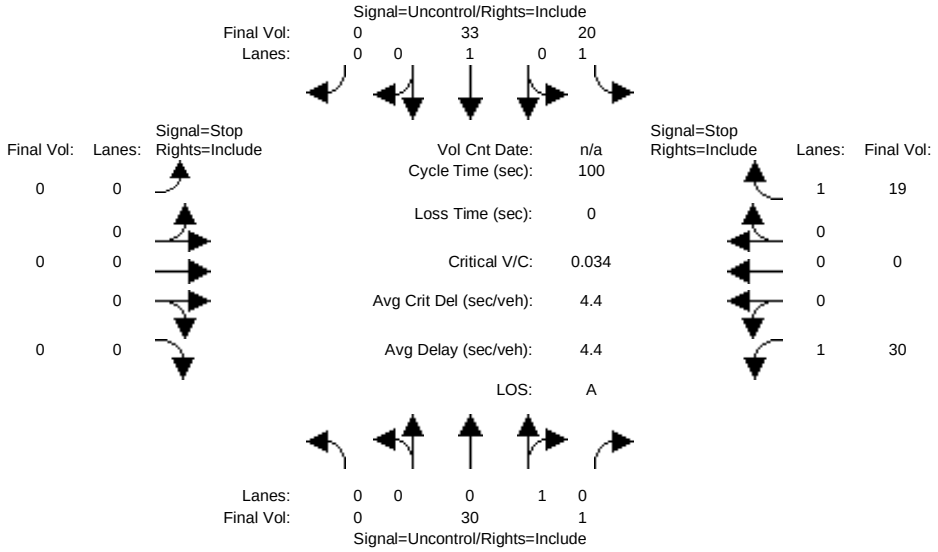
2000 HCM Unsignalized (Future Volume Alternative)
Cumul + Prj AM

Intersection #42: (7) Old Ironsides Dr & Old Glory Ln




```
Street Name:         Old Ironsides Dr                    Old Glory Ln
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   27     1     3   30     0     0    0     0    27    0    17
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0   27     1     3   30     0     0    0     0    27    0    17
Added Vol:      0    0     0    15    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    18   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    20   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    20   33     0     0    0     0    30    0    19
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx    31 xxxx xxxxx  xxxx xxxx xxxxx   104 xxxx    31
Potent Cap.: xxxx xxxx xxxxx  1594 xxxx xxxxx  xxxx xxxx xxxxx   899 xxxx  1050
Move Cap.:   xxxx xxxx xxxxx  1594 xxxx xxxxx  xxxx xxxx xxxxx   890 xxxx  1050
Volume/Cap:  xxxx xxxx  xxxx  0.01 xxxx  xxxx  xxxx xxxx  xxxx  0.03 xxxx  0.02
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.0 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   0.1
Control Del:xxxxx xxxx xxxxx   7.3 xxxx xxxxx xxxxx xxxx xxxxx   9.2 xxxx   8.5
LOS by Move:    *    *     *     A    *     *     *    *     *     A    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx              8.9
ApproachLOS:         *                *                *                A
Note: Queue reported is the number of cars per lane.
```

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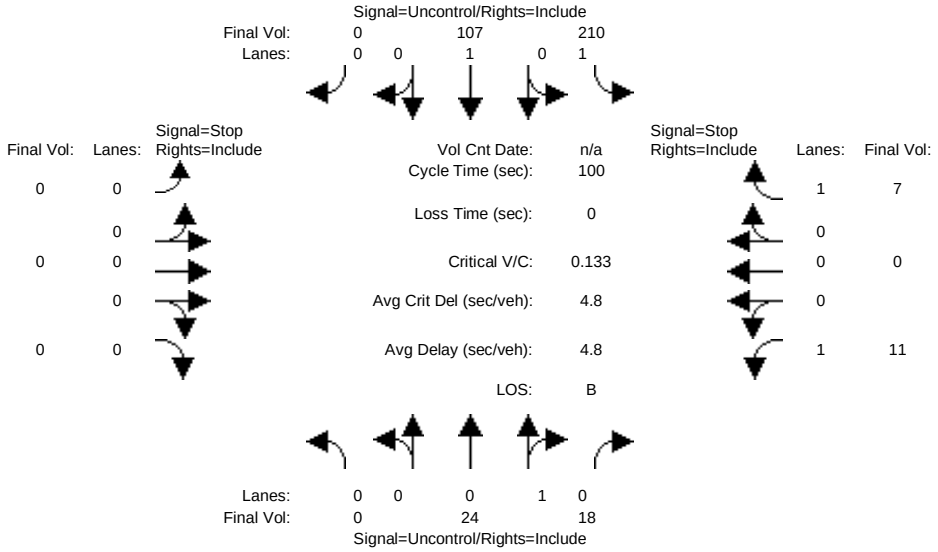
Cumul + Prj PM

Intersection #42: (7) Old Ironsides Dr & Old Glory Ln




```
Street Name:         Old Ironsides Dr                    Old Glory Ln
Approach:      North Bound      South Bound       East Bound       West Bound
Movement:     L  -  T  -  R    L  -  T  -  R    L  -  T  -  R    L  -  T  -  R
------------|---------------||---------------||---------------||---------------|
Volume Module:
Base Vol:       0   22    16    98   96     0     0    0     0    10    0     6
Growth Adj:  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00  1.00 1.00  1.00
Initial Bse:    0   22    16    98   96     0     0    0     0    10    0     6
Added Vol:      0    0     0    91    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   189   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   210  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   210  107     0     0    0     0    11    0     7
------------|---------------||---------------||---------------||---------------|
Critical Gap Module:
Critical Gp:xxxxx xxxx xxxxx   4.1 xxxx xxxxx xxxxx xxxx xxxxx   6.4 xxxx   6.2
FollowUpTim:xxxxx xxxx xxxxx   2.2 xxxx xxxxx xxxxx xxxx xxxxx   3.5 xxxx   3.3
------------|---------------||---------------||---------------||---------------|
Capacity Module:
Cnflict Vol: xxxx xxxx xxxxx    42 xxxx xxxxx  xxxx xxxx xxxxx   560 xxxx    33
Potent Cap.: xxxx xxxx xxxxx  1580 xxxx xxxxx  xxxx xxxx xxxxx   493 xxxx  1046
Move Cap.:   xxxx xxxx xxxxx  1580 xxxx xxxxx  xxxx xxxx xxxxx   443 xxxx  1046
Volume/Cap:  xxxx xxxx  xxxx  0.13 xxxx  xxxx  xxxx xxxx  xxxx  0.03 xxxx  0.01
------------|---------------||---------------||---------------||---------------|
Level Of Service Module:
2Way95thQ:   xxxx xxxx xxxxx   0.5 xxxx xxxxx  xxxx xxxx xxxxx   0.1 xxxx   0.0
Control Del:xxxxx xxxx xxxxx   7.6 xxxx xxxxx xxxxx xxxx xxxxx  13.3 xxxx   8.5
LOS by Move:    *    *     *     A    *     *     *    *     *     B    *     A
Movement:     LT - LTR - RT    LT - LTR - RT    LT - LTR - RT    LT - LTR - RT
Shared Cap.: xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx  xxxx xxxx xxxxx
SharedQueue:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shrd ConDel:xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx xxxxx xxxx xxxxx
Shared LOS:     *    *     *     *    *     *     *    *     *     *    *     *
ApproachDel:    xxxxxx           xxxxxx           xxxxxx             11.5
ApproachLOS:         *                *                *                B
Note: Queue reported is the number of cars per lane.
```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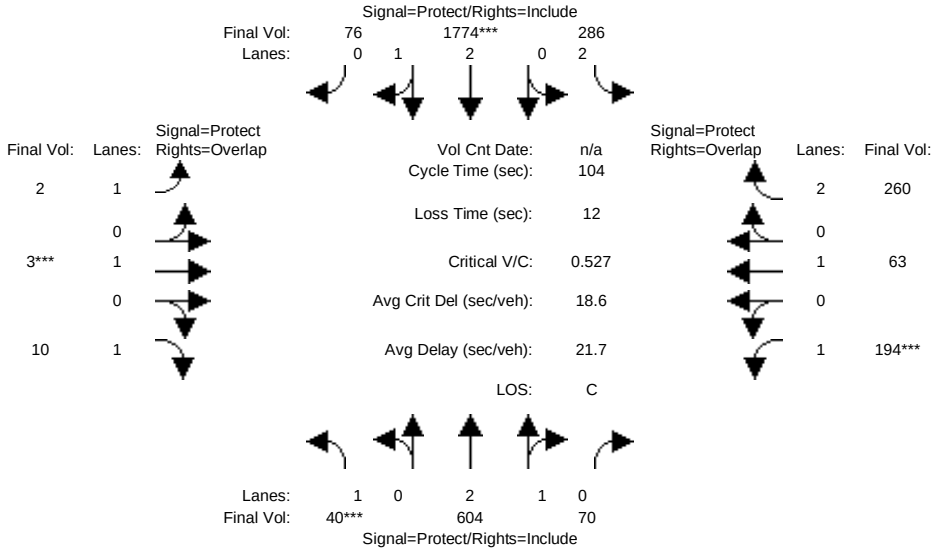
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #47: (10) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	36	544	63	257	1597	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	544	63	257	1597	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	544	63	257	1597	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	604	70	286	1774	76	2	3	10	194	63	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	604	70	286	1774	76	2	3	10	194	63	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	604	70	286	1774	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	2.68	0.32	2.00	2.87	0.13	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	5018	581	3150	5371	229	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.02	0.12	0.12	0.09	0.33	0.33	0.00	0.00	0.01	0.11	0.03	0.08
Crit Moves:	****				****			****		****		
Green Time:	4.0	35.6	35.6	26.8	58.3	58.3	13.2	10.0	14.0	19.6	16.5	43.2
Volume/Cap:	0.59	0.35	0.35	0.35	0.59	0.59	0.01	0.02	0.04	0.59	0.21	0.20
Delay/Veh:	62.0	25.7	25.7	31.8	15.3	15.3	39.7	42.6	39.2	41.3	38.5	19.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.0	25.7	25.7	31.8	15.3	15.3	39.7	42.6	39.2	41.3	38.5	19.4
LOS by Move:	E	C	C	C	B	B	D	D	D	D	D	B
HCM2kAvgQ:	1	5	5	4	13	13	0	0	0	7	2	3

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

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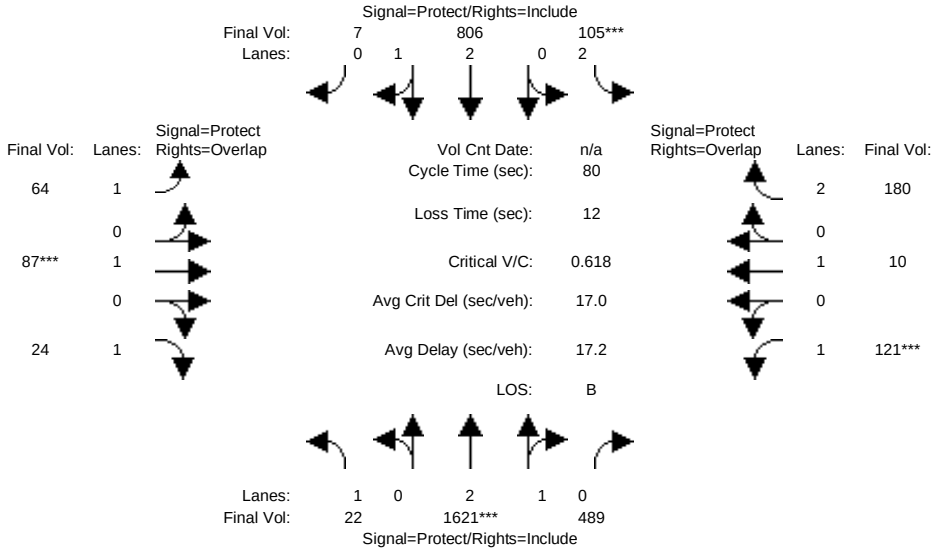
Great America Parkway Office
City of Santa Clara

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

Intersection #47: (10) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	21	1524	460	99	758	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	1524	460	99	758	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	1524	460	99	758	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	1621	489	105	806	7	64	87	24	121	10	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1621	489	105	806	7	64	87	24	121	10	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1621	489	105	806	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	2.28	0.72	2.00	2.97	0.03	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4300	1298	3150	5549	51	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.01	0.38	0.38	0.03	0.15	0.15	0.04	0.05	0.01	0.07	0.01	0.06
Crit Moves:		****		****				****		****		
Green Time:	12.8	43.9	43.9	6.0	37.1	37.1	8.0	10.0	22.8	8.1	10.0	16.0
Volume/Cap:	0.08	0.69	0.69	0.45	0.31	0.31	0.36	0.37	0.05	0.69	0.04	0.28
Delay/Veh:	28.7	13.7	13.7	36.7	13.5	13.5	34.9	33.1	20.8	45.5	30.8	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:	28.7	13.7	13.7	36.7	13.5	13.5	34.9	33.1	20.8	45.5	30.8	27.4
LOS by Move:	C	B	B	D	B	B	C	C	C	D	C	C
HCM2kAvgQ:	0	13	13	1	4	4	2	2	0	5	0	2

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

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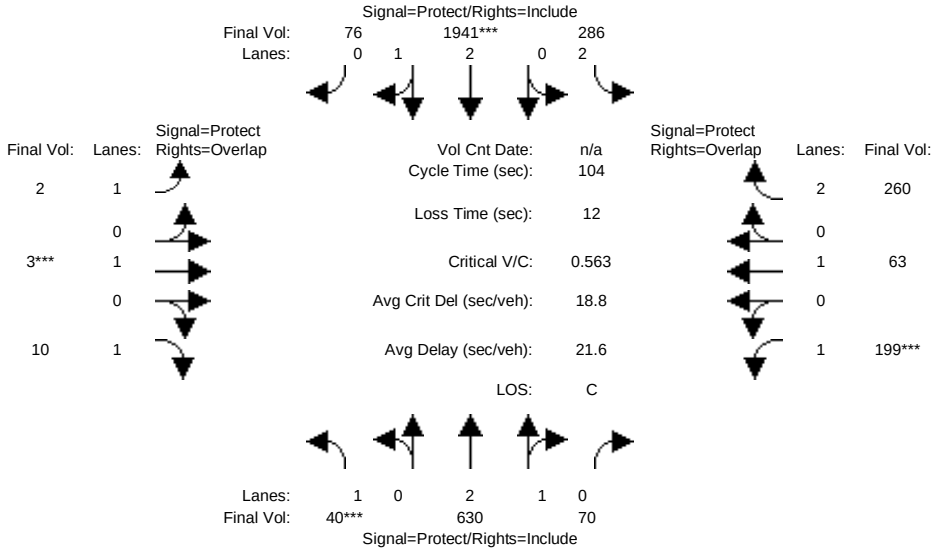
Great America Parkway Office
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj AM

Intersection #47: (10) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	36	544	63	257	1597	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	544	63	257	1597	68	2	3	9	175	57	234
Added Vol:	0	23	0	0	150	0	0	0	0	4	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	36	567	63	257	1747	68	2	3	9	179	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	630	70	286	1941	76	2	3	10	199	63	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	40	630	70	286	1941	76	2	3	10	199	63	260
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	40	630	70	286	1941	76	2	3	10	199	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	2.69	0.31	2.00	2.88	0.12	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	5039	560	3150	5390	210	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.09	0.36	0.36	0.00	0.00	0.01	0.11	0.03	0.08
Crit Moves:	****				****			****		****		
Green Time:	4.0	36.7	36.7	26.6	59.3	59.3	12.8	10.0	14.0	18.7	16.0	42.6
Volume/Cap:	0.59	0.35	0.35	0.35	0.63	0.63	0.01	0.02	0.04	0.63	0.22	0.20
Delay/Veh:	62.7	25.0	25.0	31.9	15.4	15.4	40.1	42.6	39.2	43.6	38.9	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:	62.7	25.0	25.0	31.9	15.4	15.4	40.1	42.6	39.2	43.6	38.9	19.9
LOS by Move:	E	C	C	C	B	B	D	D	D	D	D	B
HCM2kAvgQ:	1	5	5	4	15	15	0	0	0	7	2	3

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

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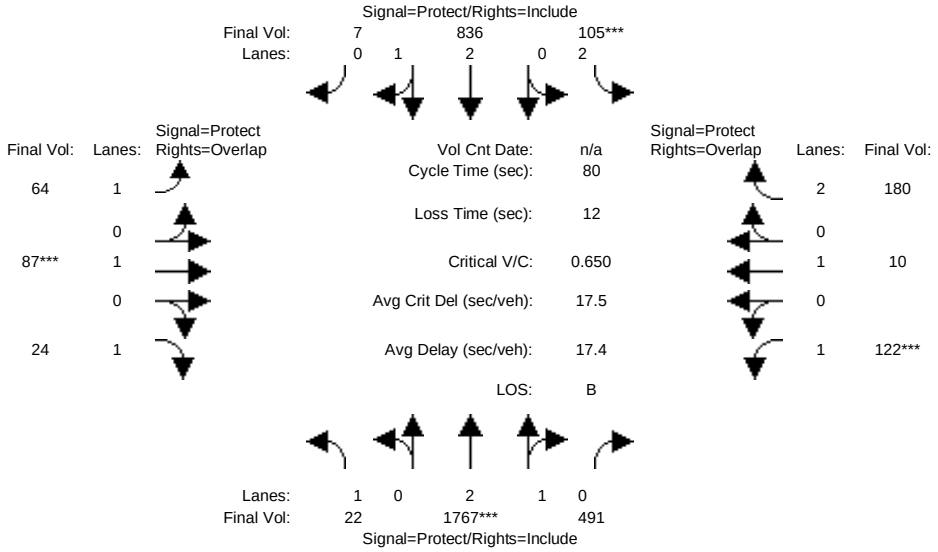
Great America Parkway Office
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj PM

Intersection #47: (10) Great America Pkwy & Great America Way



Street Name:	Great America Pkwy						Great America Way					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	6	10	10	4	10	10	6	5	5
Y+R:	5.0	6.7	6.7	5.0	6.7	6.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	21	1524	460	99	758	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	1524	460	99	758	7	60	82	23	114	9	169
Added Vol:	0	137	2	0	28	0	0	0	0	1	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	21	1661	462	99	786	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	1767	491	105	836	7	64	87	24	122	10	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	22	1767	491	105	836	7	64	87	24	122	10	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	22	1767	491	105	836	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	2.32	0.68	2.00	2.97	0.03	1.00	1.00	1.00	1.00	1.00	2.00
Final Sat.:	1750	4380	1218	3150	5551	49	1750	1900	1750	1750	1900	3150
Capacity Analysis Module:												
Vol/Sat:	0.01	0.40	0.40	0.03	0.15	0.15	0.04	0.05	0.01	0.07	0.01	0.06
Crit Moves:		****		****				****		****		
Green Time:	12.5	44.3	44.3	6.0	37.8	37.8	7.9	10.0	22.5	7.7	9.8	15.8
Volume/Cap:	0.08	0.73	0.73	0.45	0.32	0.32	0.37	0.37	0.05	0.73	0.04	0.29
Delay/Veh:	28.9	14.2	14.2	36.7	13.2	13.2	35.1	33.1	21.0	50.0	31.0	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:	28.9	14.2	14.2	36.7	13.2	13.2	35.1	33.1	21.0	50.0	31.0	27.6
LOS by Move:	C	B	B	D	B	B	D	C	C	D	C	C
HCM2kAvgQ:	0	14	14	1	4	4	2	2	0	5	0	2

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

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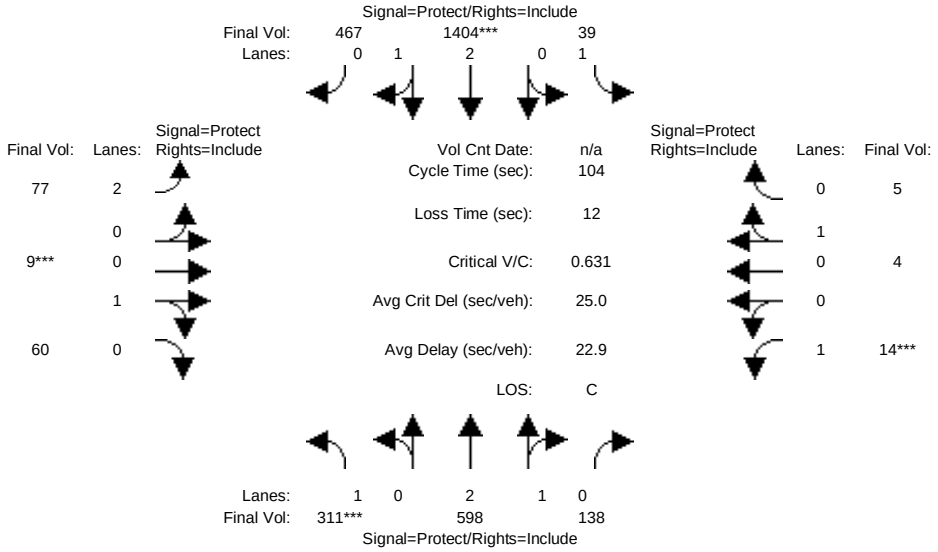
Great America Parkway Office
City of Santa Clara

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

Intersection #48: (11) 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:	289	556	128	36	1306	434	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:	289	556	128	36	1306	434	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:	289	556	128	36	1306	434	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:	311	598	138	39	1404	467	77	9	60	14	4	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	598	138	39	1404	467	77	9	60	14	4	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	311	598	138	39	1404	467	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	0.99	0.95	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.42	0.58	1.00	2.22	0.78	2.00	0.13	0.87	1.00	0.44	0.56
Final Sat.:	1750	4551	1048	1750	4201	1396	3150	225	1575	1750	800	1000
Capacity Analysis Module:												
Vol/Sat:	0.18	0.13	0.13	0.02	0.33	0.33	0.02	0.04	0.04	0.01	0.01	0.01
Crit Moves:	****				****			****		****		
Green Time:	26.7	56.4	56.4	20.6	50.3	50.3	5.4	10.0	10.0	5.0	9.6	9.6
Volume/Cap:	0.69	0.24	0.24	0.11	0.69	0.69	0.48	0.40	0.40	0.17	0.06	0.06
Delay/Veh:	39.5	12.6	12.6	34.3	21.6	21.6	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:	39.5	12.6	12.6	34.3	21.6	21.6	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
HCM2kAvgQ:	10	4	4	1	15	15	2	3	3	1	0	0

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

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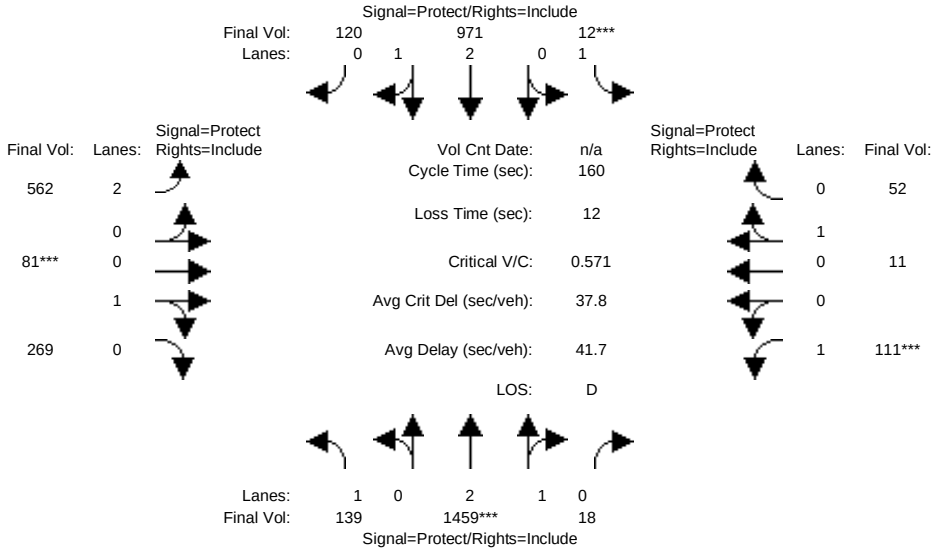
Great America Parkway Office
City of Santa Clara

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

Intersection #48: (11) GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	132	1386	17	11	922	114	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	1386	17	11	922	114	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	1386	17	11	922	114	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	1459	18	12	971	120	562	81	269	111	11	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1459	18	12	971	120	562	81	269	111	11	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	1459	18	12	971	120	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	2.66	0.34	2.00	0.23	0.77	1.00	0.17	0.83
Final Sat.:	1750	5532	68	1750	4983	616	3150	416	1384	1750	305	1495
Capacity Analysis Module:												
Vol/Sat:	0.08	0.26	0.26	0.01	0.19	0.19	0.18	0.19	0.19	0.06	0.03	0.03
Crit Moves:		****		****				****		****		
Green Time:	22.4	72.3	72.3	5.0	54.9	54.9	53.8	53.4	53.4	17.3	16.9	16.9
Volume/Cap:	0.57	0.58	0.58	0.21	0.57	0.57	0.53	0.58	0.58	0.58	0.33	0.33
Delay/Veh:	67.4	33.0	33.0	77.5	43.3	43.3	43.5	45.6	45.6	72.5	67.2	67.2
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:	67.4	33.0	33.0	77.5	43.3	43.3	43.5	45.6	45.6	72.5	67.2	67.2
LOS by Move:	E	C	C	E	D	D	D	D	D	E	E	E
HCM2kAvgQ:	7	18	18	1	14	14	13	15	15	6	3	3

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

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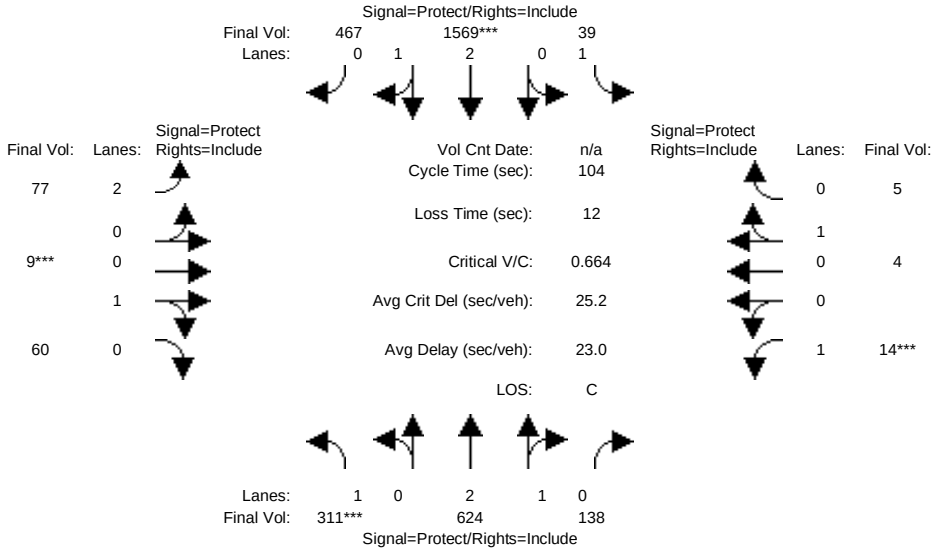
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj AM

Intersection #48: (11) 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:	289	556	128	36	1306	434	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:	289	556	128	36	1306	434	72	8	56	13	4	5
Added Vol:	0	24	0	0	153	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	289	580	128	36	1459	434	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:	311	624	138	39	1569	467	77	9	60	14	4	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	624	138	39	1569	467	77	9	60	14	4	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	311	624	138	39	1569	467	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	0.99	0.95	0.83	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.44	0.56	1.00	2.29	0.71	2.00	0.13	0.87	1.00	0.44	0.56
Final Sat.:	1750	4586	1012	1750	4314	1283	3150	225	1575	1750	800	1000
Capacity Analysis Module:												
Vol/Sat:	0.18	0.14	0.14	0.02	0.36	0.36	0.02	0.04	0.04	0.01	0.01	0.01
Crit Moves:	****				****			****		****		
Green Time:	25.3	56.9	56.9	20.1	51.7	51.7	5.4	10.0	10.0	5.0	9.6	9.6
Volume/Cap:	0.73	0.25	0.25	0.11	0.73	0.73	0.48	0.40	0.40	0.17	0.06	0.06
Delay/Veh:	42.6	12.4	12.4	34.7	21.7	21.7	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:	42.6	12.4	12.4	34.7	21.7	21.7	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
HCM2kAvgQ:	10	4	4	1	17	17	2	3	3	1	0	0

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

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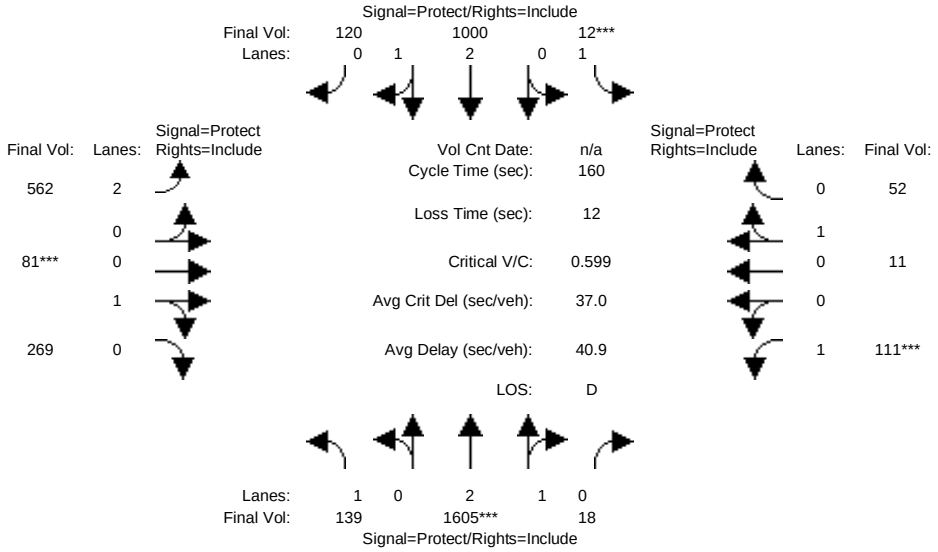
Intersection #48: (11) GREAT AMERICA / ALVISO



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	5	10	10	5	10	10	5	10	10	5	9	9
Y+R:	5.0	5.7	5.7	5.0	5.7	5.7	4.5	5.1	5.1	4.5	5.1	5.1
Volume Module:												
Base Vol:	132	1386	17	11	922	114	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	1386	17	11	922	114	534	77	256	105	10	49
Added Vol:	0	139	0	0	28	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	1525	17	11	950	114	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	1605	18	12	1000	120	562	81	269	111	11	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	1605	18	12	1000	120	562	81	269	111	11	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	139	1605	18	12	1000	120	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	2.97	0.03	1.00	2.67	0.33	2.00	0.23	0.77	1.00	0.17	0.83
Final Sat.:	1750	5538	62	1750	4999	600	3150	416	1384	1750	305	1495
Capacity Analysis Module:												
Vol/Sat:	0.08	0.29	0.29	0.01	0.20	0.20	0.18	0.19	0.19	0.06	0.03	0.03
Crit Moves:		****		****				****		****		
Green Time:	22.9	75.7	75.7	5.0	57.7	57.7	51.2	50.8	50.8	16.5	16.1	16.1
Volume/Cap:	0.55	0.61	0.61	0.21	0.55	0.55	0.56	0.61	0.61	0.61	0.34	0.34
Delay/Veh:	66.5	31.7	31.7	77.5	41.2	41.2	45.7	48.2	48.2	74.8	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:	66.5	31.7	31.7	77.5	41.2	41.2	45.7	48.2	48.2	74.8	68.1	68.1
LOS by Move:	E	C	C	E	D	D	D	D	D	E	E	E
HCM2kAvgQ:	7	20	20	1	14	14	14	15	15	6	3	3

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

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Great America Parkway Office
City of Santa Clara

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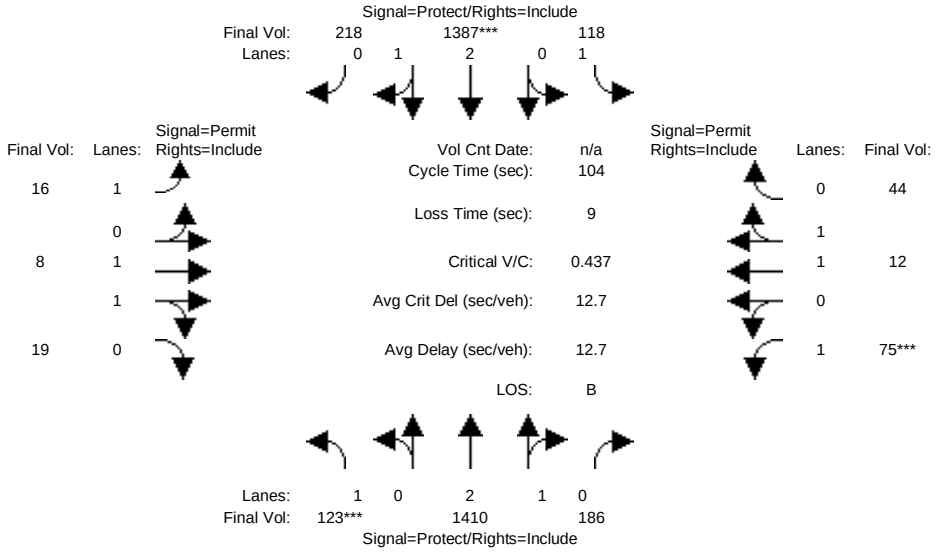
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #51: (12) GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	112	1283	169	107	1262	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	1283	169	107	1262	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	1283	169	107	1262	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	1410	186	118	1387	218	16	8	19	75	12	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1410	186	118	1387	218	16	8	19	75	12	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	123	1410	186	118	1387	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	2.64	0.36	1.00	2.58	0.42	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4947	652	1750	4840	759	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.28	0.28	0.07	0.29	0.29	0.01	0.00	0.01	0.04	0.01	0.03
Crit Moves:	****				****					****		
Green Time:	16.6	68.0	68.0	16.0	67.4	67.4	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.44	0.44	0.44	0.44	0.44	0.44	0.09	0.04	0.10	0.40	0.06	0.24
Delay/Veh:	40.7	8.8	8.8	41.0	9.1	9.1	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:	40.7	8.8	8.8	41.0	9.1	9.1	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
HCM2kAvgQ:	4	8	8	4	8	8	1	0	1	3	0	2

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

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Great America Parkway Office
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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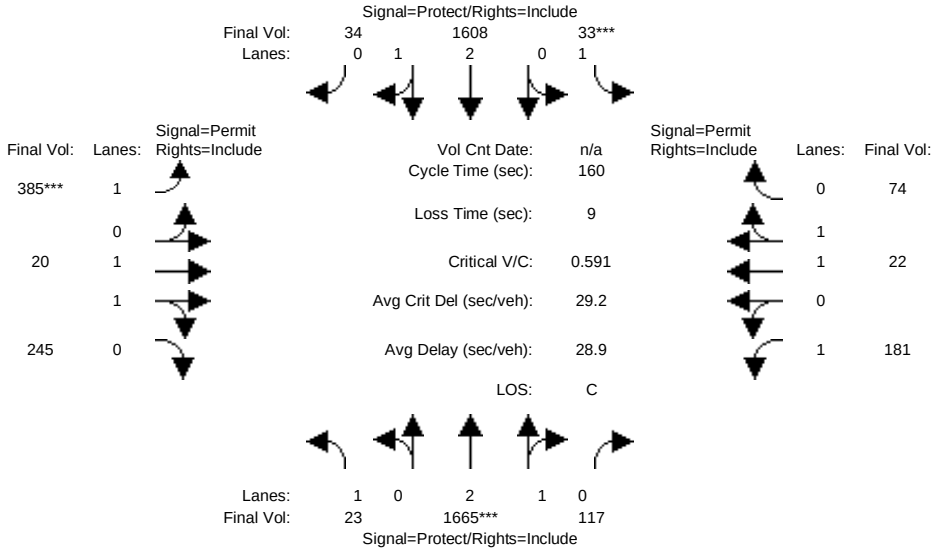
Intersection #51: (12) GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	22	1598	112	32	1544	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	1598	112	32	1544	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	1598	112	32	1544	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	1665	117	33	1608	34	385	20	245	181	22	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	1665	117	33	1608	34	385	20	245	181	22	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	23	1665	117	33	1608	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	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.80	0.20	1.00	2.93	0.07	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5233	367	1750	5483	117	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.02	0.29	0.29	0.22	0.01	0.14	0.10	0.01	0.04
Crit Moves:		****		****			****					
Green Time:	7.2	86.2	86.2	5.2	84.2	84.2	59.7	59.7	59.7	59.7	59.7	59.7
Volume/Cap:	0.29	0.59	0.59	0.59	0.56	0.56	0.59	0.03	0.38	0.28	0.03	0.11
Delay/Veh:	76.0	25.3	25.3	91.9	25.7	25.7	41.8	31.8	36.9	35.3	31.8	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:	76.0	25.3	25.3	91.9	25.7	25.7	41.8	31.8	36.9	35.3	31.8	32.9
LOS by Move:	E	C	C	F	C	C	D	C	D	D	C	C
HCM2kAvgQ:	1	19	19	2	18	18	16	1	9	7	1	2

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

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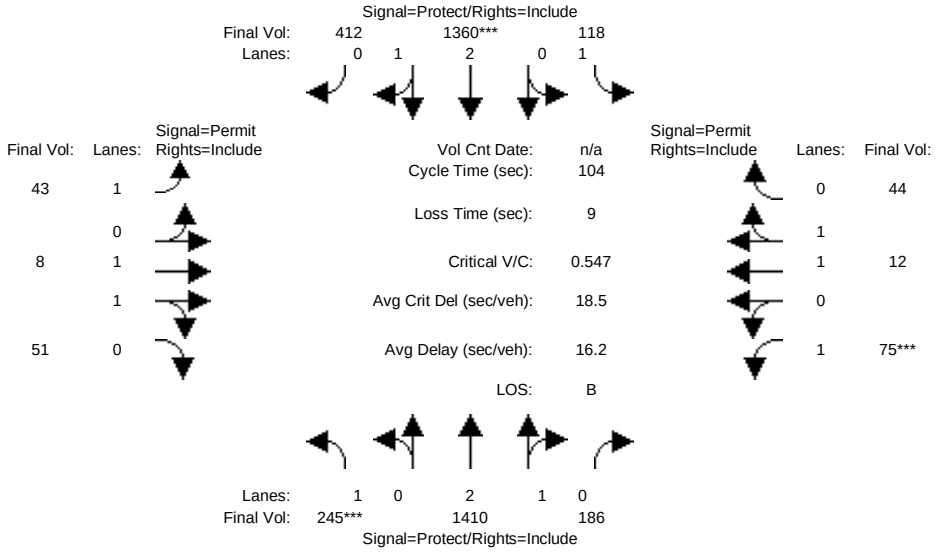
Intersection #51: (12) GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	112	1283	169	107	1262	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	1283	169	107	1262	198	15	7	17	68	11	40
Added Vol:	111	0	0	0	-24	177	24	0	29	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	223	1283	169	107	1238	375	39	7	46	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:	245	1410	186	118	1360	412	43	8	51	75	12	44
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	1410	186	118	1360	412	43	8	51	75	12	44
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	1410	186	118	1360	412	43	8	51	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	2.64	0.36	1.00	2.28	0.72	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	4947	652	1750	4296	1301	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.28	0.07	0.32	0.32	0.02	0.00	0.03	0.04	0.01	0.03
Crit Moves:	****				****					****		
Green Time:	25.8	68.0	68.0	16.0	58.2	58.2	11.0	11.0	11.0	11.0	11.0	11.0
Volume/Cap:	0.57	0.44	0.44	0.44	0.57	0.57	0.23	0.04	0.27	0.40	0.06	0.24
Delay/Veh:	36.0	8.8	8.8	41.0	15.0	15.0	43.3	41.8	43.5	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:	36.0	8.8	8.8	41.0	15.0	15.0	43.3	41.8	43.5	44.9	41.9	43.2
LOS by Move:	D	A	A	D	B	B	D	D	D	D	D	D
HCM2kAvgQ:	7	8	8	4	12	12	2	0	2	3	0	2

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

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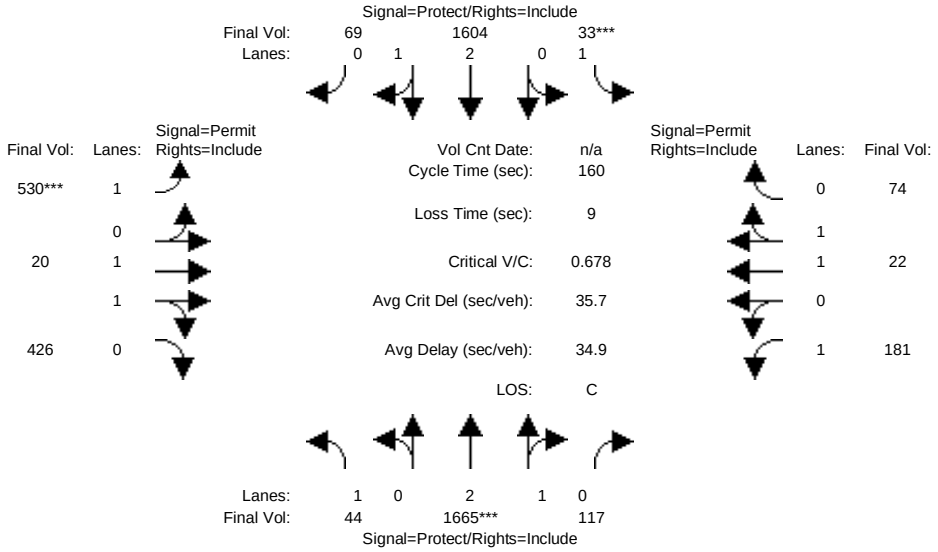
Intersection #51: (12) GREAT AMERICA / BUNKER HILL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	4	10	10	4	10	10	11	11	11	11	11	11
Y+R:	4.0	6.7	6.7	4.0	6.7	6.7	5.1	5.1	5.1	5.1	5.1	5.1
Volume Module:												
Base Vol:	22	1598	112	32	1544	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	1598	112	32	1544	33	370	19	235	174	21	71
Added Vol:	20	0	0	0	-4	33	139	0	174	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	1598	112	32	1540	66	509	19	409	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:	44	1665	117	33	1604	69	530	20	426	181	22	74
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	1665	117	33	1604	69	530	20	426	181	22	74
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	1665	117	33	1604	69	530	20	426	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	2.80	0.20	1.00	2.87	0.13	1.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	5233	367	1750	5370	230	1750	1900	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.02	0.30	0.30	0.30	0.01	0.24	0.10	0.01	0.04
Crit Moves:		****		****			****					
Green Time:	6.1	75.0	75.0	4.5	73.4	73.4	71.5	71.5	71.5	71.5	71.5	71.5
Volume/Cap:	0.65	0.68	0.68	0.68	0.65	0.65	0.68	0.02	0.55	0.23	0.03	0.09
Delay/Veh:	96.3	33.8	33.8	109.0	34.0	34.0	37.6	24.8	33.1	27.5	24.8	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:	96.3	33.8	33.8	109.0	34.0	34.0	37.6	24.8	33.1	27.5	24.8	25.6
LOS by Move:	F	C	C	F	C	C	D	C	C	C	C	C
HCM2kAvgQ:	2	22	22	2	21	21	22	1	16	6	1	2

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

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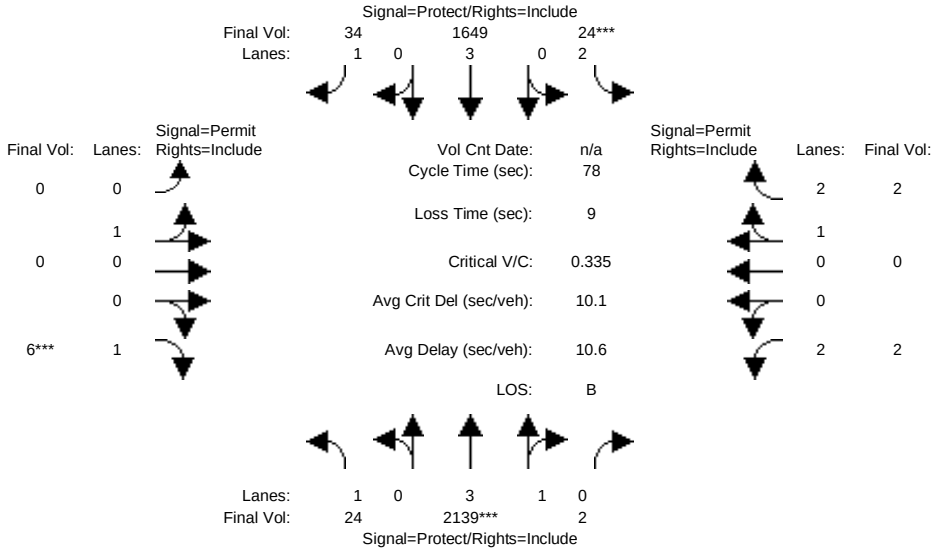
Intersection #53: (14) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	22	1925	2	22	1484	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	1925	2	22	1484	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	1925	2	22	1484	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	2139	2	24	1649	34	0	0	6	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	2139	2	24	1649	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	2139	2	24	1649	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	7492	8	3150	5700	1750	0	1800	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.01	0.29	0.29	0.01	0.29	0.02	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	11.6	45.0	45.0	10.0	43.4	43.4	0.0	0.0	14.0	14.0	0.0	14.0
Volume/Cap:	0.09	0.49	0.49	0.06	0.52	0.04	0.00	0.00	0.02	0.00	0.00	0.00
Delay/Veh:	28.9	9.9	9.9	29.9	10.9	7.8	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:	28.9	9.9	9.9	29.9	10.9	7.8	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
HCM2kAvgQ:	1	8	8	0	8	0	0	0	0	0	0	0

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

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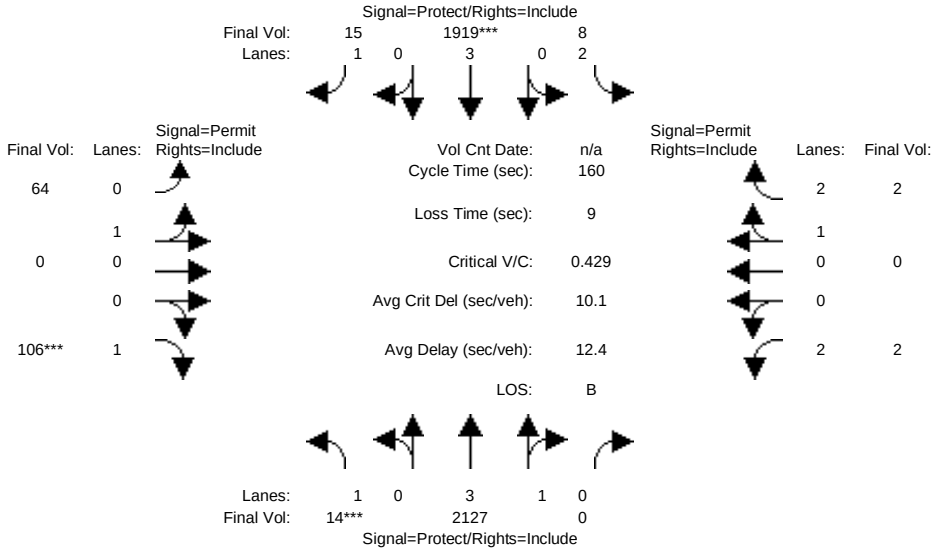
Intersection #53: (14) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	13	2021	0	8	1823	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	2021	0	8	1823	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	2021	0	8	1823	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	2127	0	8	1919	15	64	0	106	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	2127	0	8	1919	15	64	0	106	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	2127	0	8	1919	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	0.28	0.00	0.00	0.34	0.01	0.04	0.00	0.06	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	6.0	106	0.0	23.3	123	122.8	22.2	0.0	22.2	22.2	0.0	22.2
Volume/Cap:	0.21	0.43	0.00	0.02	0.44	0.01	0.26	0.00	0.44	0.00	0.00	0.00
Delay/Veh:	76.3	13.0	0.0	58.6	6.6	4.4	62.1	0.0	64.5	59.4	0.0	59.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.3	13.0	0.0	58.6	6.6	4.4	62.1	0.0	64.5	59.4	0.0	59.4
LOS by Move:	E	B	A	E	A	A	E	A	E	E	A	E
HCM2kAvgQ:	1	12	0	0	11	0	3	0	5	0	0	0

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

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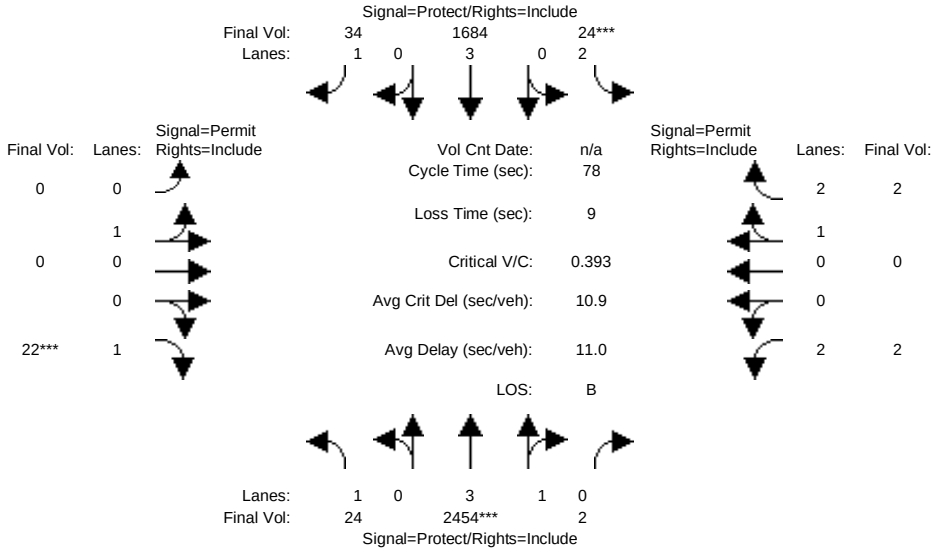
Intersection #53: (14) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	22	1925	2	22	1484	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	1925	2	22	1484	31	0	0	5	2	0	2
Added Vol:	0	284	0	0	32	0	0	0	15	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	2209	2	22	1516	31	0	0	20	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	2454	2	24	1684	34	0	0	22	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	24	2454	2	24	1684	34	0	0	22	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	2454	2	24	1684	34	0	0	22	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	7493	7	3150	5700	1750	0	1800	1750	3150	0	5400
Capacity Analysis Module:												
Vol/Sat:	0.01	0.33	0.33	0.01	0.30	0.02	0.00	0.00	0.01	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	11.4	45.0	45.0	10.0	43.6	43.6	0.0	0.0	14.0	14.0	0.0	14.0
Volume/Cap:	0.10	0.57	0.57	0.06	0.53	0.04	0.00	0.00	0.07	0.00	0.00	0.00
Delay/Veh:	29.0	10.6	10.6	29.9	10.9	7.7	0.0	0.0	26.7	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:	29.0	10.6	10.6	29.9	10.9	7.7	0.0	0.0	26.7	26.3	0.0	26.3
LOS by Move:	C	B	B	C	B	A	A	A	C	C	A	C
HCM2kAvgQ:	1	9	9	0	8	0	0	0	1	0	0	0

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

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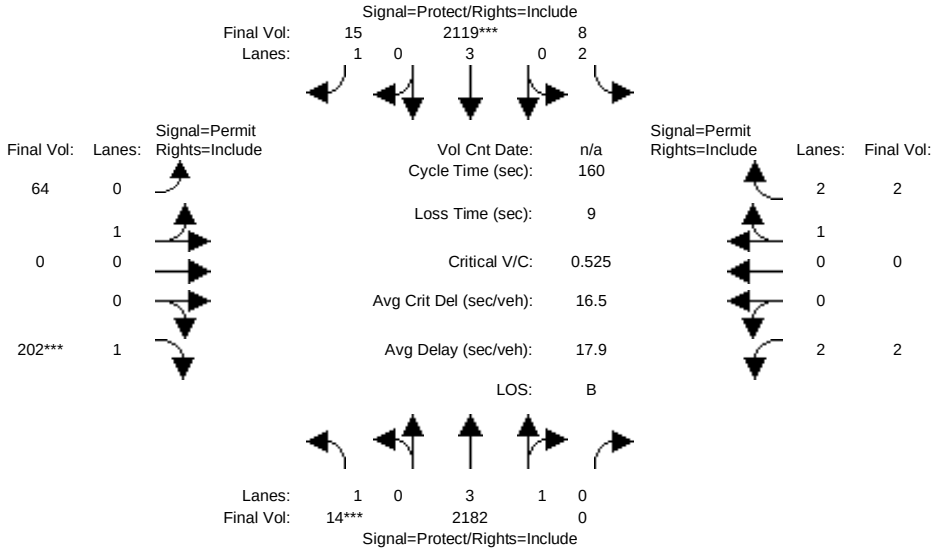
Intersection #53: (14) GREAT AMERICA / OLD GLORY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	10	10	10	10	10	14	14	14	12	12	12
Y+R:	4.0	5.7	5.7	4.0	5.7	5.7	4.6	4.6	4.6	4.6	4.6	4.6
Volume Module:												
Base Vol:	13	2021	0	8	1823	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	2021	0	8	1823	14	61	0	101	2	0	2
Added Vol:	0	52	0	0	190	0	0	0	91	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	13	2073	0	8	2013	14	61	0	192	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	2182	0	8	2119	15	64	0	202	2	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	14	2182	0	8	2119	15	64	0	202	2	0	2
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	14	2182	0	8	2119	15	64	0	202	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	0.29	0.00	0.00	0.37	0.01	0.04	0.00	0.12	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	6.0	96.0	0.0	20.6	111	110.6	34.4	0.0	34.4	34.4	0.0	34.4
Volume/Cap:	0.21	0.48	0.00	0.02	0.54	0.01	0.17	0.00	0.54	0.00	0.00	0.00
Delay/Veh:	76.3	18.1	0.0	60.9	12.3	7.7	51.4	0.0	57.3	49.4	0.0	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:	76.3	18.1	0.0	60.9	12.3	7.7	51.4	0.0	57.3	49.4	0.0	49.3
LOS by Move:	E	B	A	E	B	A	D	A	E	D	A	D
HCM2kAvgQ:	1	15	0	0	17	0	3	0	10	0	0	0

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

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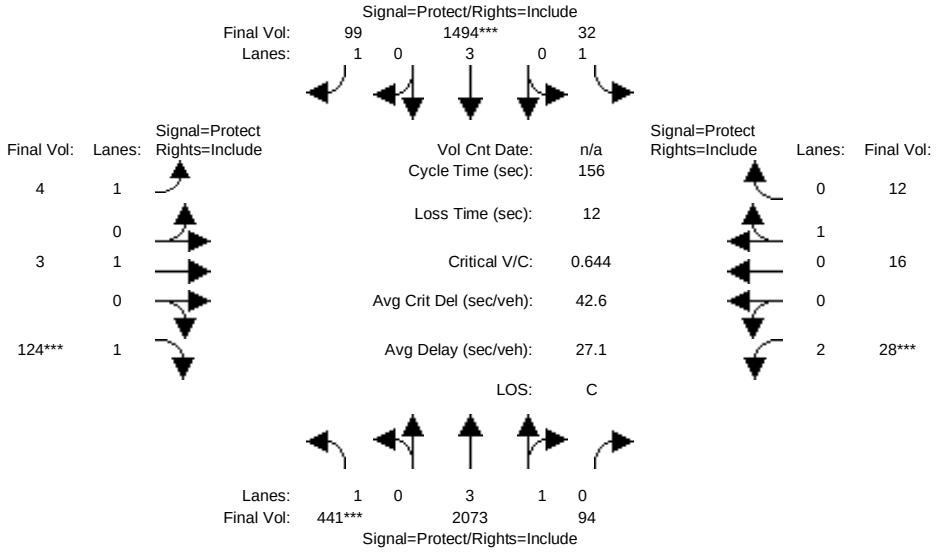
Intersection #54: (15) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1
Volume Module:												
Base Vol:	397	1866	85	29	1345	89	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:	397	1866	85	29	1345	89	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:	397	1866	85	29	1345	89	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:	441	2073	94	32	1494	99	4	3	124	28	16	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	2073	94	32	1494	99	4	3	124	28	16	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	441	2073	94	32	1494	99	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	3.82	0.18	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.56	0.44
Final Sat.:	1750	7173	327	1750	5700	1750	1750	1900	1750	3150	1008	792
Capacity Analysis Module:												
Vol/Sat:	0.25	0.29	0.29	0.02	0.26	0.06	0.00	0.00	0.07	0.01	0.02	0.02
Crit Moves:	****				****				****	****		
Green Time:	59.4	107	107.0	14.2	61.8	61.8	7.6	16.8	16.8	6.0	15.2	15.2
Volume/Cap:	0.66	0.42	0.42	0.20	0.66	0.14	0.05	0.02	0.66	0.23	0.16	0.16
Delay/Veh:	42.5	10.9	10.9	66.2	39.3	30.2	71.0	62.3	75.4	73.7	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:	42.5	10.9	10.9	66.2	39.3	30.2	71.0	62.3	75.4	73.7	65.0	65.0
LOS by Move:	D	B	B	E	D	C	E	E	E	E	E	E
HCM2kAvgQ:	18	11	11	1	19	3	0	0	7	1	1	1

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

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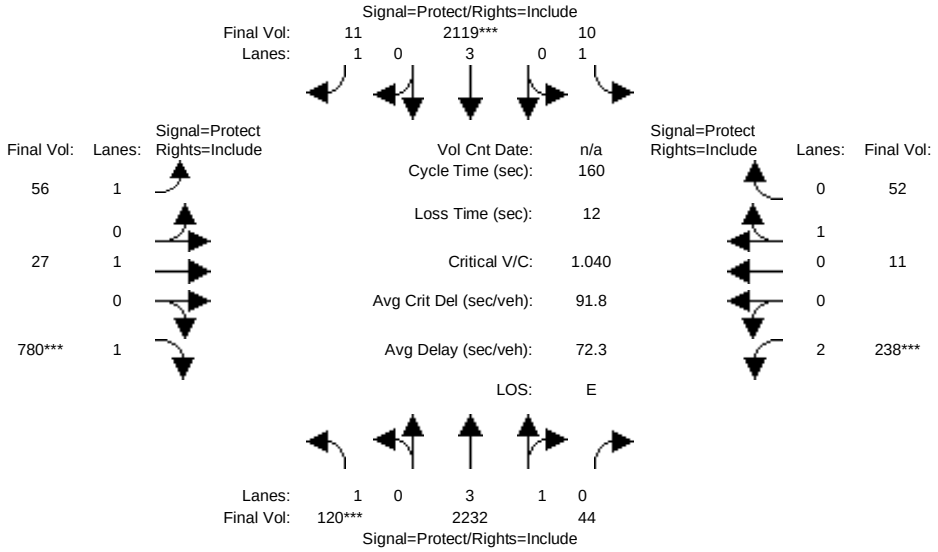
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #54: (15) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1
Volume Module:												
Base Vol:	112	2076	41	9	1971	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:	112	2076	41	9	1971	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:	112	2076	41	9	1971	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:	120	2232	44	10	2119	11	56	27	780	238	11	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	2232	44	10	2119	11	56	27	780	238	11	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	2232	44	10	2119	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	3.92	0.08	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.17	0.83
Final Sat.:	1750	7355	145	1750	5700	1750	1750	1900	1750	3150	310	1490
Capacity Analysis Module:												
Vol/Sat:	0.07	0.30	0.30	0.01	0.37	0.01	0.03	0.01	0.45	0.08	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	10.6	60.4	60.4	7.5	57.2	57.2	26.7	68.6	68.6	11.6	53.5	53.5
Volume/Cap:	1.04	0.80	0.80	0.12	1.04	0.02	0.19	0.03	1.04	1.04	0.10	0.10
Delay/Veh:	169.3	46.3	46.3	73.8	82.5	33.2	57.7	26.5	89.3	144.4	36.8	36.8
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:	169.3	46.3	46.3	73.8	82.5	33.2	57.7	26.5	89.3	144.4	36.8	36.8
LOS by Move:	F	D	D	E	F	C	E	C	F	F	D	D
HCM2kAvgQ:	8	25	25	0	42	0	3	1	50	11	2	2

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

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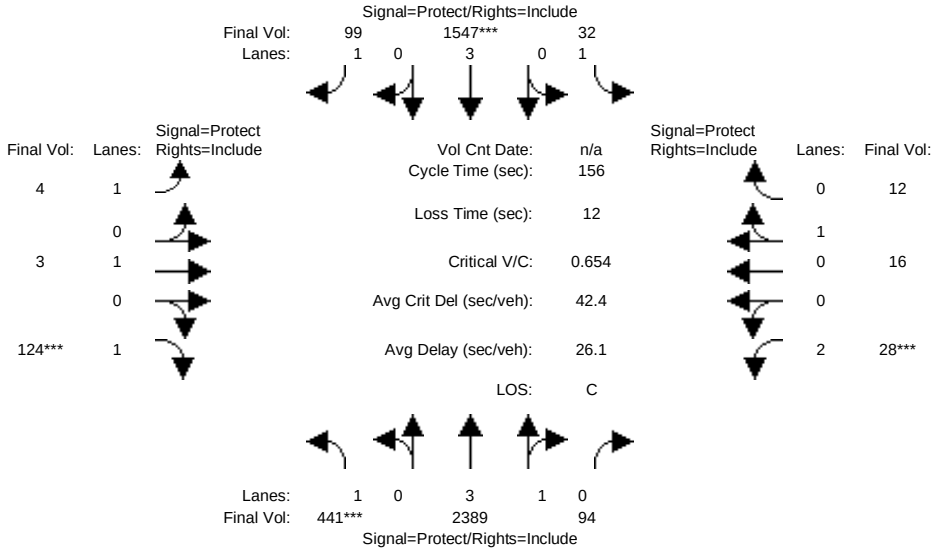
Intersection #54: (15) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1
Volume Module:												
Base Vol:	397	1866	85	29	1345	89	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:	397	1866	85	29	1345	89	4	3	112	25	14	11
Added Vol:	0	284	0	0	47	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	397	2150	85	29	1392	89	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:	441	2389	94	32	1547	99	4	3	124	28	16	12
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	2389	94	32	1547	99	4	3	124	28	16	12
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	441	2389	94	32	1547	99	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	3.84	0.16	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.56	0.44
Final Sat.:	1750	7214	285	1750	5700	1750	1750	1900	1750	3150	1008	792
Capacity Analysis Module:												
Vol/Sat:	0.25	0.33	0.33	0.02	0.27	0.06	0.00	0.00	0.07	0.01	0.02	0.02
Crit Moves:	****				****				****	****		
Green Time:	58.5	109	108.9	12.6	63.0	63.0	7.5	16.5	16.5	6.0	15.0	15.0
Volume/Cap:	0.67	0.47	0.47	0.23	0.67	0.14	0.05	0.02	0.67	0.23	0.16	0.16
Delay/Veh:	43.5	10.7	10.7	67.9	38.8	29.5	71.1	62.5	76.4	73.7	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:	43.5	10.7	10.7	67.9	38.8	29.5	71.1	62.5	76.4	73.7	65.2	65.2
LOS by Move:	D	B	B	E	D	C	E	E	E	E	E	E
HCM2kAvgQ:	19	13	13	2	20	3	0	0	7	1	1	1

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

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Great America Parkway Office
City of Santa Clara

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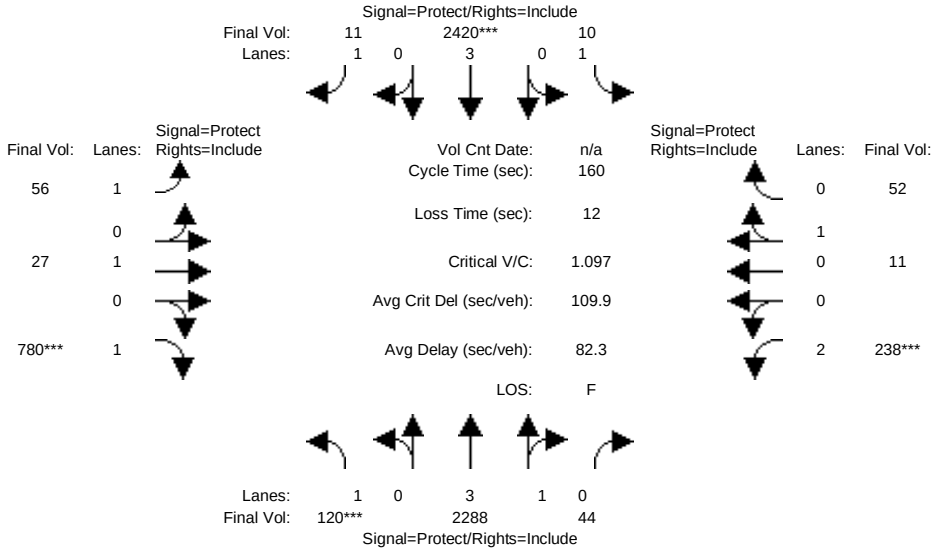
Intersection #54: (15) GREAT AMERICA / PATRICK HENRY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	6	15	15	6	15	15	6	12	12	6	12	12
Y+R:	4.5	6.7	6.7	5.5	6.7	6.7	4.5	5.1	5.1	5.5	5.1	5.1
Volume Module:												
Base Vol:	112	2076	41	9	1971	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:	112	2076	41	9	1971	10	52	25	725	221	10	48
Added Vol:	0	52	0	0	280	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	2128	41	9	2251	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:	120	2288	44	10	2420	11	56	27	780	238	11	52
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	2288	44	10	2420	11	56	27	780	238	11	52
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	2288	44	10	2420	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	3.92	0.08	1.00	3.00	1.00	1.00	1.00	1.00	2.00	0.17	0.83
Final Sat.:	1750	7358	142	1750	5700	1750	1750	1900	1750	3150	310	1490
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.01	0.42	0.01	0.03	0.01	0.45	0.08	0.03	0.03
Crit Moves:	****				****				****	****		
Green Time:	10.0	64.2	64.2	7.7	62.0	62.0	25.3	65.0	65.0	11.0	50.7	50.7
Volume/Cap:	1.10	0.77	0.77	0.11	1.10	0.02	0.20	0.03	1.10	1.10	0.11	0.11
Delay/Veh:	189.2	42.9	42.9	73.4	100	30.2	58.9	28.6	110.7	163.8	38.8	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:	189.2	42.9	42.9	73.4	100	30.2	58.9	28.6	110.7	163.8	38.8	38.8
LOS by Move:	F	D	D	E	F	C	E	C	F	F	D	D
HCM2kAvgQ:	8	25	25	0	50	0	3	1	54	11	2	2

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

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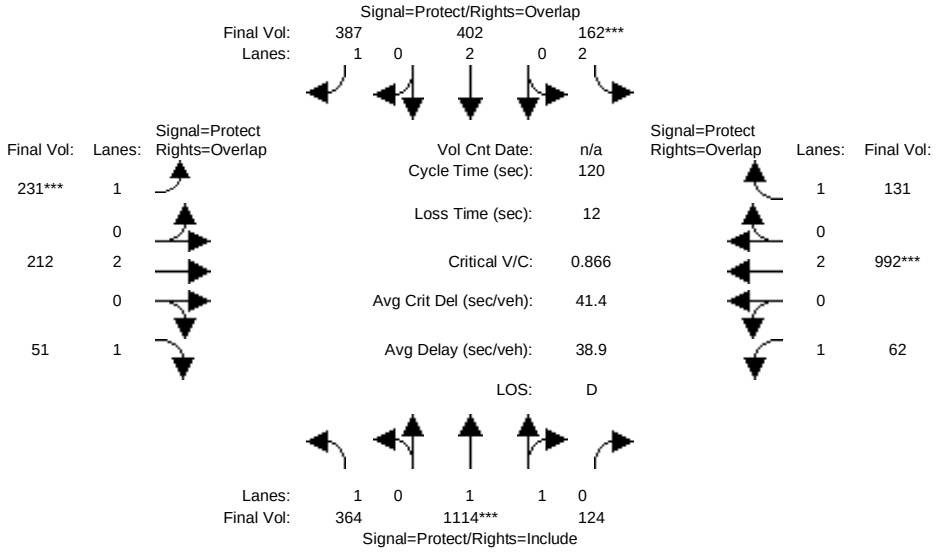
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #61: (21) 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:	328	1003	112	146	362	348	208	191	46	56	893	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:	328	1003	112	146	362	348	208	191	46	56	893	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:	328	1003	112	146	362	348	208	191	46	56	893	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:	364	1114	124	162	402	387	231	212	51	62	992	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	1114	124	162	402	387	231	212	51	62	992	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	364	1114	124	162	402	387	231	212	51	62	992	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	3328	372	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.33	0.33	0.05	0.11	0.22	0.13	0.06	0.03	0.04	0.26	0.07
Crit Moves:		****		****			****				****	
Green Time:	35.8	46.0	46.0	8.0	18.2	36.3	18.1	30.9	66.7	23.1	35.9	43.9
Volume/Cap:	0.70	0.87	0.87	0.77	0.70	0.73	0.87	0.22	0.05	0.18	0.87	0.20
Delay/Veh:	30.9	26.4	26.4	68.6	46.3	31.7	75.6	35.1	12.2	40.9	47.6	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:	30.9	26.4	26.4	68.6	46.3	31.7	75.6	35.1	12.2	40.9	47.6	26.3
LOS by Move:	C	C	C	E	D	C	E	D	B	D	D	C
HCM2kAvgQ:	11	19	19	4	7	12	10	3	1	2	20	4

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

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Level Of Service Computation Report
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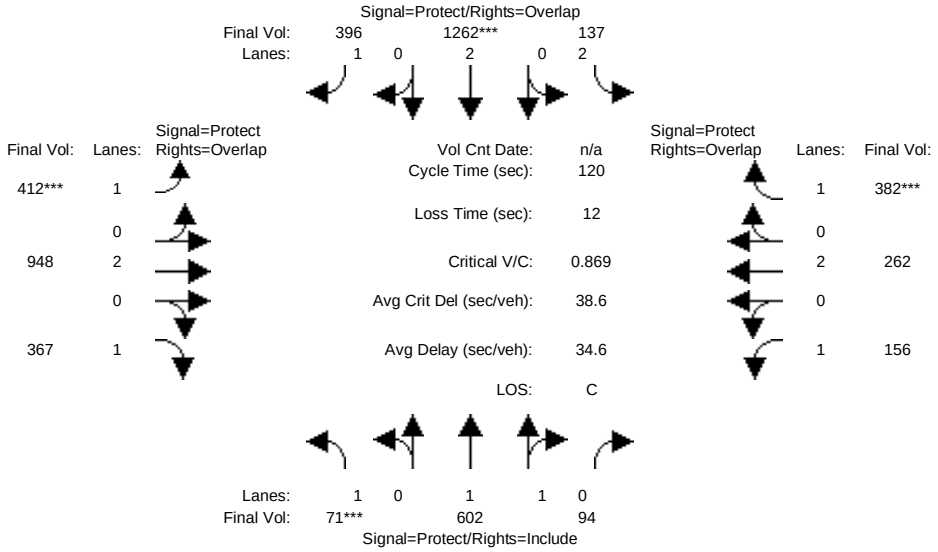
Intersection #61: (21) BOWERS AV / KIFER RD-WALSH AV



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:	70	596	93	136	1249	392	408	939	363	154	259	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:	70	596	93	136	1249	392	408	939	363	154	259	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:	70	596	93	136	1249	392	408	939	363	154	259	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:	71	602	94	137	1262	396	412	948	367	156	262	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	602	94	137	1262	396	412	948	367	156	262	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	602	94	137	1262	396	412	948	367	156	262	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	1.72	0.28	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3200	499	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.04	0.33	0.23	0.24	0.25	0.21	0.09	0.07	0.22
Crit Moves:	****				****		****					****
Green Time:	5.6	38.0	38.0	13.4	45.8	78.3	32.5	39.4	45.0	14.0	20.9	34.4
Volume/Cap:	0.87	0.59	0.59	0.39	0.87	0.35	0.87	0.76	0.56	0.76	0.40	0.76
Delay/Veh:	113.4	24.7	24.7	46.0	26.1	0.2	57.5	38.9	30.8	66.6	44.3	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:	113.4	24.7	24.7	46.0	26.1	0.2	57.5	38.9	30.8	66.6	44.3	45.9
LOS by Move:	F	C	C	D	C	A	E	D	C	E	D	D
HCM2kAvgQ:	3	8	8	3	19	0	15	15	11	8	5	15

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

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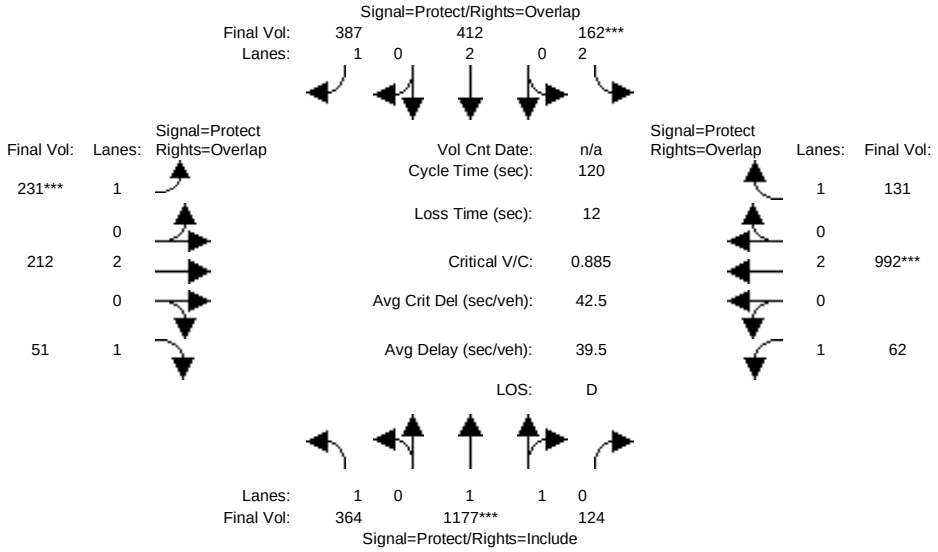
Cumul + Prj AM

Intersection #61: (21) 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:	328	1003	112	146	362	348	208	191	46	56	893	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:	328	1003	112	146	362	348	208	191	46	56	893	118
Added Vol:	0	56	0	0	9	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	328	1059	112	146	371	348	208	191	46	56	893	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:	364	1177	124	162	412	387	231	212	51	62	992	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	364	1177	124	162	412	387	231	212	51	62	992	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	364	1177	124	162	412	387	231	212	51	62	992	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	1.80	0.20	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3346	354	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.21	0.35	0.35	0.05	0.11	0.22	0.13	0.06	0.03	0.04	0.26	0.07
Crit Moves:		****		****			****				****	
Green Time:	36.3	47.2	47.2	8.0	18.9	36.6	17.7	30.2	66.5	22.6	35.1	43.1
Volume/Cap:	0.69	0.89	0.89	0.77	0.69	0.72	0.89	0.22	0.05	0.19	0.89	0.21
Delay/Veh:	30.0	26.8	26.8	68.6	45.2	31.1	80.1	35.7	12.3	41.3	50.1	26.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	26.8	26.8	68.6	45.2	31.1	80.1	35.7	12.3	41.3	50.1	26.8
LOS by Move:	C	C	C	E	D	C	F	D	B	D	D	C
HCM2kAvgQ:	10	20	20	4	7	12	10	3	1	2	21	4

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

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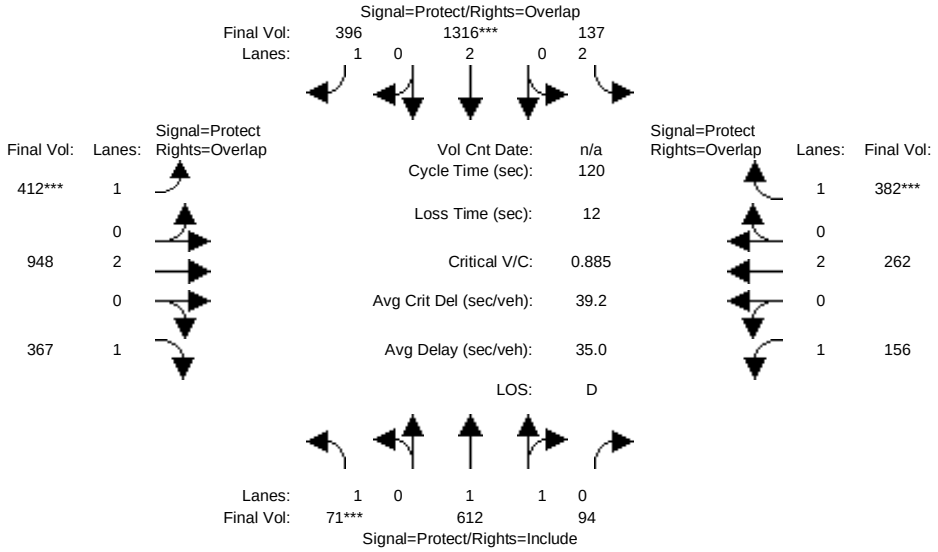
Intersection #61: (21) BOWERS AV / KIFER RD-WALSH AV



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:	70	596	93	136	1249	392	408	939	363	154	259	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:	70	596	93	136	1249	392	408	939	363	154	259	378
Added Vol:	0	10	0	0	54	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	606	93	136	1303	392	408	939	363	154	259	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:	71	612	94	137	1316	396	412	948	367	156	262	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	612	94	137	1316	396	412	948	367	156	262	382
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	612	94	137	1316	396	412	948	367	156	262	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	1.73	0.27	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3207	492	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.19	0.19	0.04	0.35	0.23	0.24	0.25	0.21	0.09	0.07	0.22
Crit Moves:	****				****		****					****
Green Time:	5.5	38.8	38.8	13.6	46.9	78.9	31.9	38.7	44.2	13.8	20.5	34.1
Volume/Cap:	0.89	0.59	0.59	0.39	0.89	0.34	0.89	0.77	0.57	0.77	0.40	0.77
Delay/Veh:	118.8	23.9	23.9	45.8	26.2	0.2	60.3	39.9	31.5	68.6	44.7	46.4
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:	118.8	23.9	23.9	45.8	26.2	0.2	60.3	39.9	31.5	68.6	44.7	46.4
LOS by Move:	F	C	C	D	C	A	E	D	C	E	D	D
HCM2kAvgQ:	3	8	8	2	20	0	15	15	11	8	5	15

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

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Great America Parkway Office
City of Santa Clara

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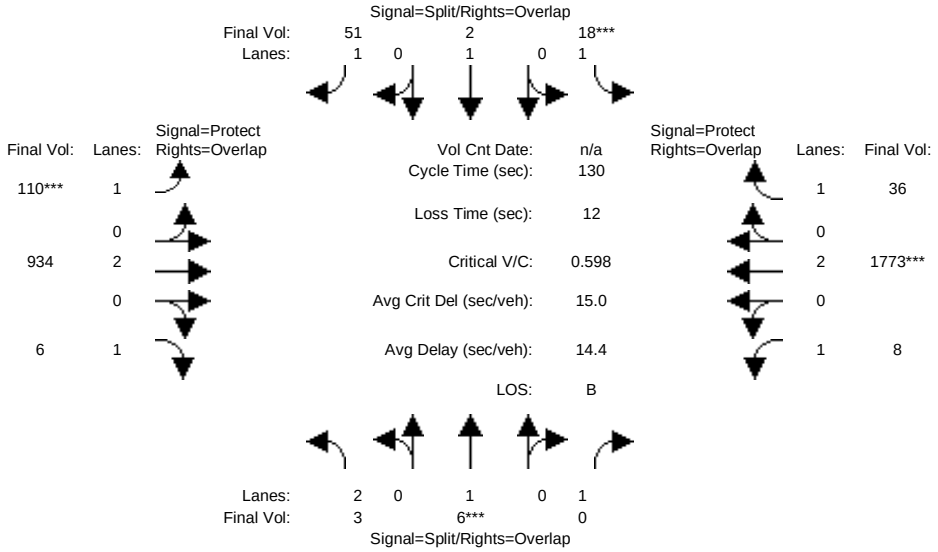
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

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



Street Name:	CONVENTION CENTER						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0
Volume Module:												
Base Vol:	3	5	0	16	2	46	99	841	5	7	1596	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	841	5	7	1596	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	841	5	7	1596	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	934	6	8	1773	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	6	0	18	2	51	110	934	6	8	1773	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	6	0	18	2	51	110	934	6	8	1773	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	0.25	0.00	0.00	0.47	0.02
Crit Moves:		****		****			****				****	
Green Time:	7.0	7.0	0.0	7.0	7.0	19.3	12.3	83.2	90.2	20.8	91.7	98.7
Volume/Cap:	0.02	0.05	0.00	0.19	0.02	0.20	0.66	0.38	0.00	0.03	0.66	0.03
Delay/Veh:	58.3	58.6	0.0	59.8	58.3	48.9	66.4	11.3	6.1	46.1	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	66.4	11.3	6.1	46.1	11.2	3.9
LOS by Move:	E	E	A	E	E	D	E	B	A	D	B	A
HCM2kAvgQ:	0	0	0	1	0	2	5	9	0	0	20	0

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

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Level Of Service Computation Report
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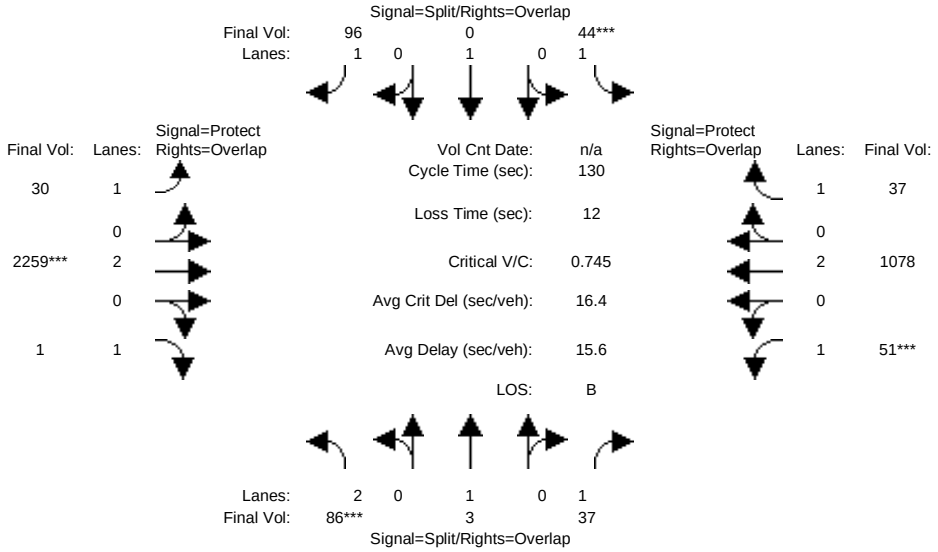
Intersection #69: (36) CONVENTION CENTER / Tasman Dr



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	2123	1	48	1013	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	2123	1	48	1013	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	2123	1	48	1013	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	2259	1	51	1078	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	3	37	44	0	96	30	2259	1	51	1078	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	3	37	44	0	96	30	2259	1	51	1078	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	0.59	0.00	0.03	0.28	0.02
Crit Moves:	****			****				****		****		
Green Time:	7.0	7.0	15.0	7.0	0.0	21.6	14.6	96.0	103.0	8.0	89.4	96.4
Volume/Cap:	0.51	0.03	0.18	0.46	0.00	0.33	0.15	0.80	0.00	0.47	0.41	0.03
Delay/Veh:	62.3	58.4	52.4	63.2	0.0	48.5	52.5	12.7	2.8	62.2	8.9	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:	62.3	58.4	52.4	63.2	0.0	48.5	52.5	12.7	2.8	62.2	8.9	4.4
LOS by Move:	E	E	D	E	A	D	D	B	A	E	A	A
HCM2kAvgQ:	3	0	2	2	0	4	1	27	0	2	9	0

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

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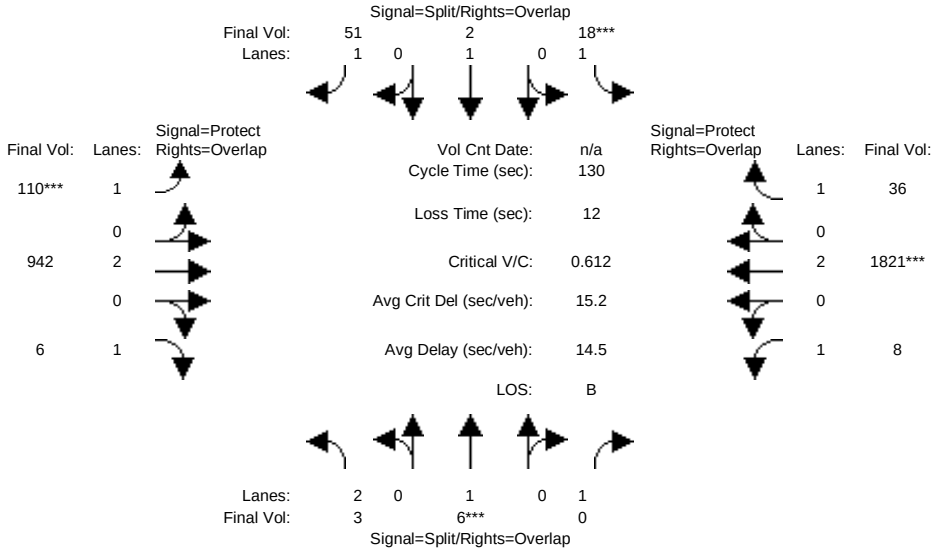
Intersection #69: (36) CONVENTION CENTER / Tasman Dr



Street Name:	CONVENTION CENTER						Tasman Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	7	7	7	7	7	6	15	15	8	10	10
Y+R:	5.5	5.5	5.5	5.5	5.5	5.5	6.0	6.0	6.0	6.0	6.0	6.0
Volume Module:												
Base Vol:	3	5	0	16	2	46	99	841	5	7	1596	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	841	5	7	1596	32
Added Vol:	0	0	0	0	0	0	0	7	0	0	43	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	5	0	16	2	46	99	848	5	7	1639	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	942	6	8	1821	36
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	6	0	18	2	51	110	942	6	8	1821	36
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	6	0	18	2	51	110	942	6	8	1821	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	0.25	0.00	0.00	0.48	0.02
Crit Moves:		****		****			****				****	
Green Time:	7.0	7.0	0.0	7.0	7.0	19.1	12.1	83.3	90.3	20.7	91.9	98.9
Volume/Cap:	0.02	0.05	0.00	0.19	0.02	0.20	0.68	0.39	0.00	0.03	0.68	0.03
Delay/Veh:	58.3	58.6	0.0	59.8	58.3	49.1	68.0	11.2	6.1	46.2	11.4	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	59.8	58.3	49.1	68.0	11.2	6.1	46.2	11.4	3.8
LOS by Move:	E	E	A	E	E	D	E	B	A	D	B	A
HCM2kAvgQ:	0	0	0	1	0	2	5	9	0	0	21	0

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

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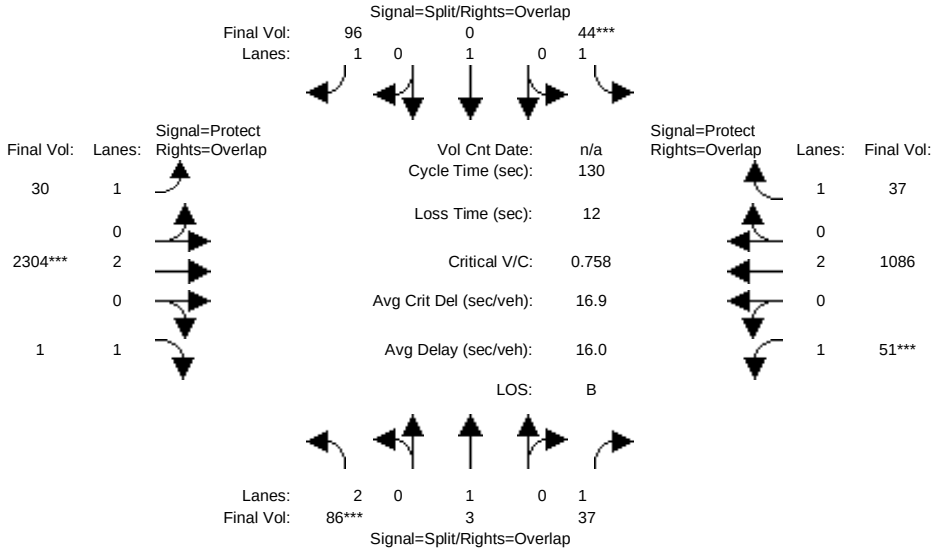
Intersection #69: (36) CONVENTION CENTER / Tasman Dr



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	2123	1	48	1013	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	2123	1	48	1013	35
Added Vol:	0	0	0	0	0	0	0	43	0	0	8	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	81	3	35	41	0	90	28	2166	1	48	1021	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	2304	1	51	1086	37
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	86	3	37	44	0	96	30	2304	1	51	1086	37
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	86	3	37	44	0	96	30	2304	1	51	1086	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	0.61	0.00	0.03	0.29	0.02
Crit Moves:	****			****				****		****		
Green Time:	7.0	7.0	15.0	7.0	0.0	21.5	14.5	96.0	103.0	8.0	89.5	96.5
Volume/Cap:	0.51	0.03	0.18	0.46	0.00	0.33	0.15	0.82	0.00	0.47	0.41	0.03
Delay/Veh:	62.3	58.4	52.4	63.2	0.0	48.6	52.6	13.3	2.8	62.2	8.9	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:	62.3	58.4	52.4	63.2	0.0	48.6	52.6	13.3	2.8	62.2	8.9	4.4
LOS by Move:	E	E	D	E	A	D	D	B	A	E	A	A
HCM2kAvgQ:	3	0	2	2	0	4	1	29	0	2	9	0

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

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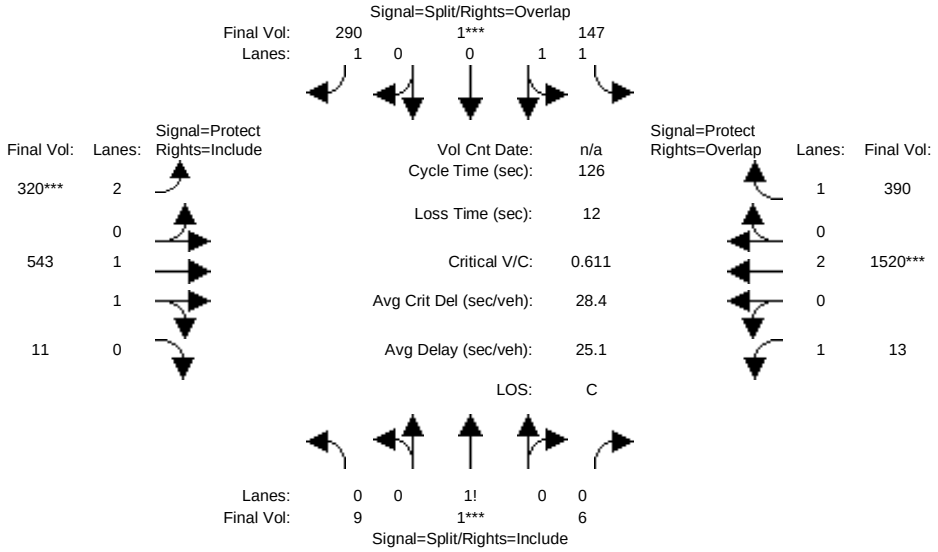
Intersection #71: (23) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module:												
Base Vol:	9	1	6	141	1	278	307	521	11	12	1459	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	521	11	12	1459	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	521	11	12	1459	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	543	11	13	1520	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1	6	147	1	290	320	543	11	13	1520	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	543	11	13	1520	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	1.96	0.04	1.00	2.00	1.00
Final Sat.:	984	109	656	3525	25	1750	3150	3623	77	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	0.04	0.17	0.10	0.15	0.15	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	0.26	0.26	0.05	0.70	0.33
Delay/Veh:	54.3	54.3	54.3	53.4	53.4	46.1	55.8	13.4	13.4	46.6	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	55.8	13.4	13.4	46.6	20.0	8.5
LOS by Move:	D	D	D	D	D	D	E	B	B	D	B	A
HCM2kAvgQ:	1	1	1	3	3	12	7	5	5	0	21	7

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

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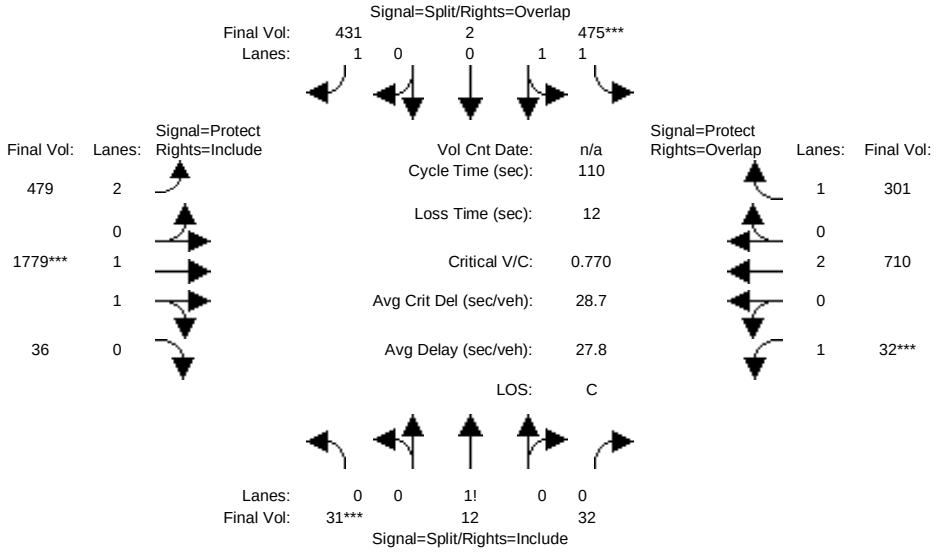
Intersection #71: (23) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module:												
Base Vol:	28	11	29	432	2	392	436	1619	33	29	646	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	1619	33	29	646	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	1619	33	29	646	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	1779	36	32	710	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	12	32	475	2	431	479	1779	36	32	710	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	1779	36	32	710	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	3626	74	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.13	0.13	0.25	0.15	0.49	0.49	0.02	0.19	0.17
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	10.0	17.8	17.8	49.3	31.5	65.2	65.2	5.0	38.7	56.5
Volume/Cap:	0.47	0.47	0.47	0.83	0.83	0.55	0.53	0.83	0.83	0.40	0.53	0.33
Delay/Veh:	49.7	49.7	49.7	54.3	54.3	23.0	33.7	20.7	20.7	54.3	28.9	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:	49.7	49.7	49.7	54.3	54.3	23.0	33.7	20.7	20.7	54.3	28.9	15.9
LOS by Move:	D	D	D	D	D	C	C	C	C	D	C	B
HCM2kAvgQ:	3	3	3	11	11	12	8	26	26	1	9	6

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

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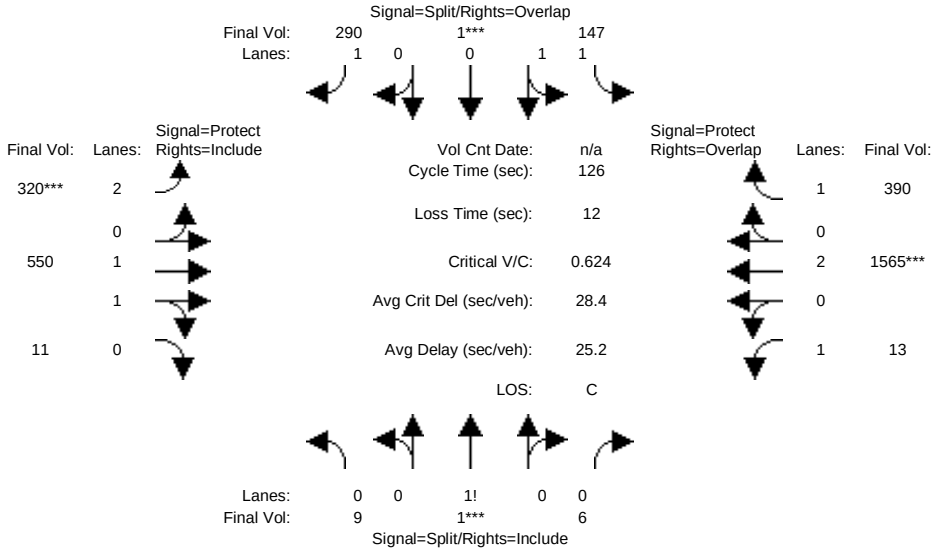
Intersection #71: (23) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module:												
Base Vol:	9	1	6	141	1	278	307	521	11	12	1459	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	521	11	12	1459	374
Added Vol:	0	0	0	0	0	0	0	7	0	0	43	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	1	6	141	1	278	307	528	11	12	1502	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	550	11	13	1565	390
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	9	1	6	147	1	290	320	550	11	13	1565	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	550	11	13	1565	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	1.96	0.04	1.00	2.00	1.00
Final Sat.:	984	109	656	3525	25	1750	3150	3624	76	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.04	0.04	0.17	0.10	0.15	0.15	0.01	0.41	0.22
Crit Moves:		****			****		****				****	
Green Time:	10.0	10.0	10.0	12.9	12.9	30.9	18.0	72.9	72.9	18.2	73.1	86.0
Volume/Cap:	0.12	0.12	0.12	0.41	0.41	0.67	0.71	0.26	0.26	0.05	0.71	0.33
Delay/Veh:	54.3	54.3	54.3	53.7	53.7	47.2	56.7	13.3	13.3	46.5	20.0	8.3
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:	54.3	54.3	54.3	53.7	53.7	47.2	56.7	13.3	13.3	46.5	20.0	8.3
LOS by Move:	D	D	D	D	D	D	E	B	B	D	B	A
HCM2kAvgQ:	1	1	1	3	3	12	7	5	5	0	22	7

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

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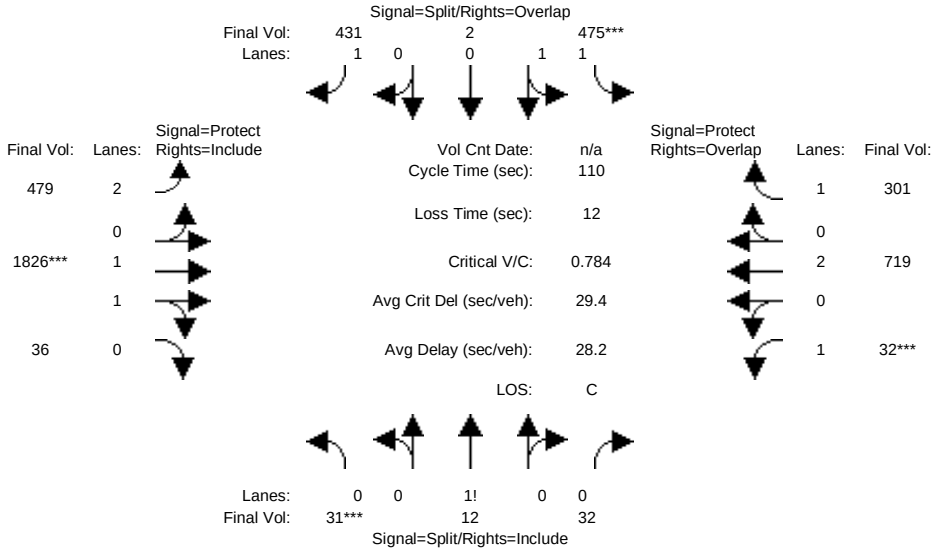
Intersection #71: (23) TASMAN / CENTENNIAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	8	20	20	5	20	20
Y+R:	5.5	5.5	5.5	6.0	6.0	6.0	5.5	6.0	6.0	6.0	6.0	6.0
Volume Module:												
Base Vol:	28	11	29	432	2	392	436	1619	33	29	646	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	1619	33	29	646	274
Added Vol:	0	0	0	0	0	0	0	43	0	0	8	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	11	29	432	2	392	436	1662	33	29	654	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	1826	36	32	719	301
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	31	12	32	475	2	431	479	1826	36	32	719	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	1826	36	32	719	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	3628	72	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.13	0.13	0.25	0.15	0.50	0.50	0.02	0.19	0.17
Crit Moves:	****			****				****		****		
Green Time:	10.0	10.0	10.0	17.5	17.5	48.9	31.4	65.5	65.5	5.0	39.1	56.6
Volume/Cap:	0.47	0.47	0.47	0.85	0.85	0.55	0.53	0.85	0.85	0.40	0.53	0.33
Delay/Veh:	49.7	49.7	49.7	56.2	56.2	23.4	33.7	21.3	21.3	54.3	28.6	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:	49.7	49.7	49.7	56.2	56.2	23.4	33.7	21.3	21.3	54.3	28.6	15.9
LOS by Move:	D	D	D	E	E	C	C	C	C	D	C	B
HCM2kAvgQ:	3	3	3	11	11	12	8	28	28	1	9	6

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

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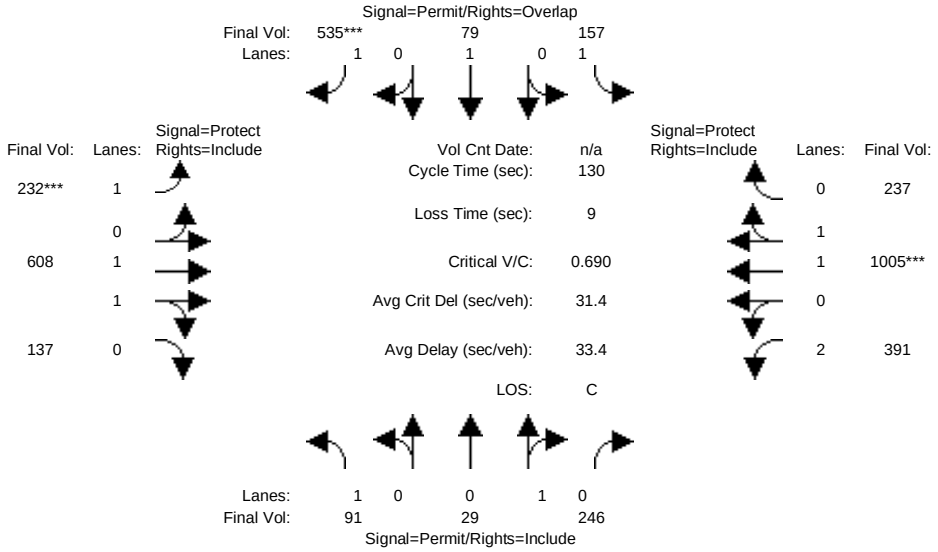
Cumulative AM

Intersection #74: (26) AGNEW RD / 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:	83	26	224	143	72	487	211	553	125	356	915	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:	83	26	224	143	72	487	211	553	125	356	915	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:	83	26	224	143	72	487	211	553	125	356	915	216
User Adj:	1.00	1.00	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:	91	29	246	157	79	535	232	608	137	391	1005	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	29	246	157	79	535	232	608	137	391	1005	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	29	246	157	79	535	232	608	137	391	1005	237
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	1.62	0.38	2.00	1.61	0.39
Final Sat.:	1750	187	1613	1750	1900	1750	1750	3017	682	3150	2993	707
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.09	0.04	0.31	0.13	0.20	0.20	0.12	0.34	0.34
Crit Moves:						****	****				****	
Green Time:	32.7	32.7	32.7	32.7	32.7	57.7	25.0	54.6	54.6	33.7	63.3	63.3
Volume/Cap:	0.21	0.61	0.61	0.36	0.17	0.69	0.69	0.48	0.48	0.48	0.69	0.69
Delay/Veh:	38.7	45.4	45.4	40.5	38.2	31.6	54.9	27.6	27.6	41.2	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:	38.7	45.4	45.4	40.5	38.2	31.6	54.9	27.6	27.6	41.2	26.9	26.9
LOS by Move:	D	D	D	D	D	C	D	C	C	D	C	C
HCM2kAvgQ:	3	11	11	5	2	18	9	11	11	8	19	19

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

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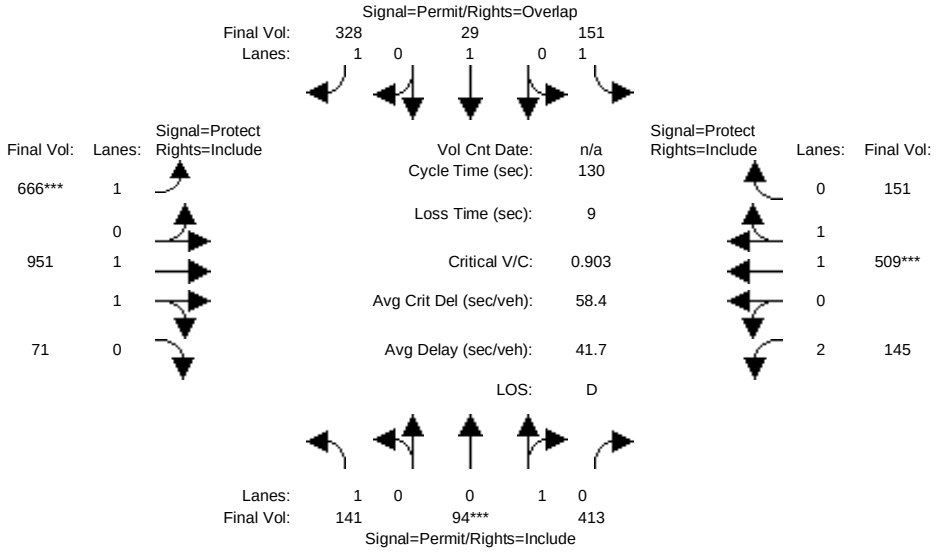
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #74: (26) AGNEW RD / 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:	137	91	401	146	28	318	646	922	69	141	494	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:	137	91	401	146	28	318	646	922	69	141	494	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:	137	91	401	146	28	318	646	922	69	141	494	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:	141	94	413	151	29	328	666	951	71	145	509	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	94	413	151	29	328	666	951	71	145	509	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	94	413	151	29	328	666	951	71	145	509	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	0.18	0.82	1.00	1.00	1.00	1.00	1.86	0.14	2.00	1.53	0.47
Final Sat.:	1750	333	1467	1750	1900	1750	1750	3442	258	3150	2855	844
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.09	0.02	0.19	0.38	0.28	0.28	0.05	0.18	0.18
Crit Moves:		****					****				****	
Green Time:	40.6	40.6	40.6	40.6	40.6	95.3	54.8	62.9	62.9	17.5	25.7	25.7
Volume/Cap:	0.26	0.90	0.90	0.28	0.05	0.26	0.90	0.57	0.57	0.34	0.90	0.90
Delay/Veh:	33.7	60.8	60.8	33.9	31.3	5.8	49.6	24.4	24.4	51.5	65.5	65.5
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:	33.7	60.8	60.8	33.9	31.3	5.8	49.6	24.4	24.4	51.5	65.5	65.5
LOS by Move:	C	E	E	C	C	A	D	C	C	D	E	E
HCM2kAvgQ:	4	24	24	5	1	5	29	15	15	3	15	15

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

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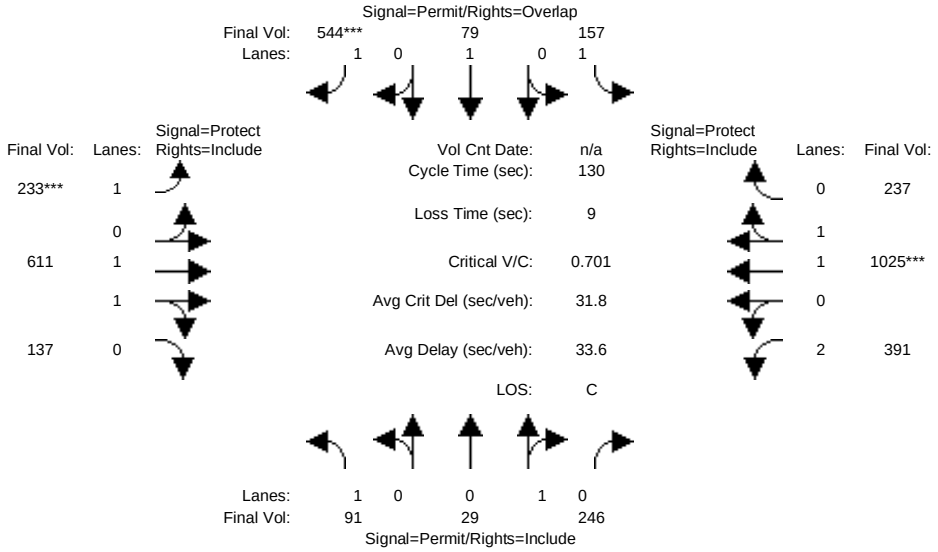
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj AM

Intersection #74: (26) AGNEW RD / 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:	83	26	224	143	72	487	211	553	125	356	915	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:	83	26	224	143	72	487	211	553	125	356	915	216
Added Vol:	0	0	0	0	0	8	1	3	0	0	18	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	83	26	224	143	72	495	212	556	125	356	933	216
User Adj:	1.00	1.00	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:	91	29	246	157	79	544	233	611	137	391	1025	237
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	91	29	246	157	79	544	233	611	137	391	1025	237
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	91	29	246	157	79	544	233	611	137	391	1025	237
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	1.62	0.38	2.00	1.61	0.39
Final Sat.:	1750	187	1613	1750	1900	1750	1750	3020	679	3150	3004	695
Capacity Analysis Module:												
Vol/Sat:	0.05	0.15	0.15	0.09	0.04	0.31	0.13	0.20	0.20	0.12	0.34	0.34
Crit Moves:						****	****				****	
Green Time:	33.0	33.0	33.0	33.0	33.0	57.7	24.7	54.5	54.5	33.5	63.3	63.3
Volume/Cap:	0.21	0.60	0.60	0.35	0.16	0.70	0.70	0.48	0.48	0.48	0.70	0.70
Delay/Veh:	38.4	45.0	45.0	40.3	37.9	32.1	55.7	27.7	27.7	41.4	27.2	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:	38.4	45.0	45.0	40.3	37.9	32.1	55.7	27.7	27.7	41.4	27.2	27.2
LOS by Move:	D	D	D	D	D	C	E	C	C	D	C	C
HCM2kAvgQ:	3	11	11	5	2	19	10	11	11	8	20	20

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)
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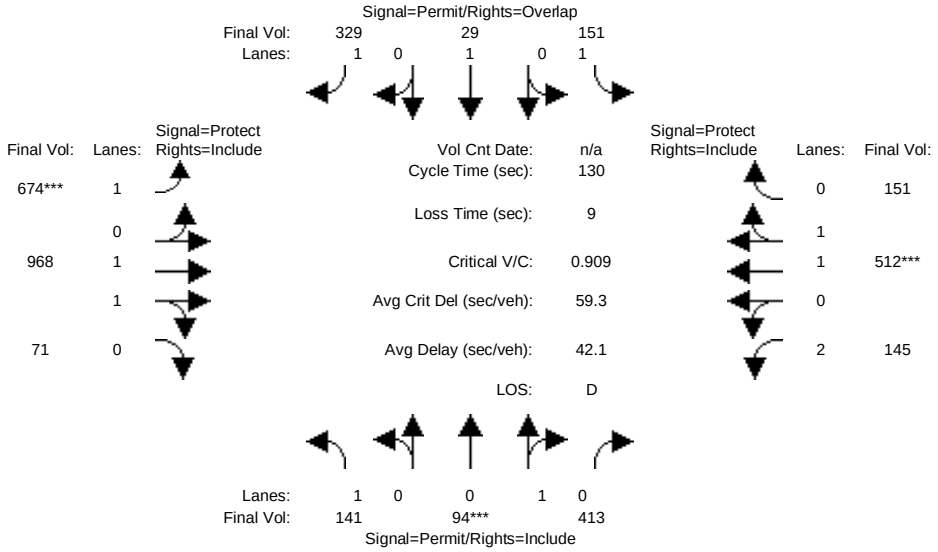
Intersection #74: (26) AGNEW RD / MISSION COLLEGE



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:	137	91	401	146	28	318	646	922	69	141	494	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:	137	91	401	146	28	318	646	922	69	141	494	146
Added Vol:	0	0	0	0	0	1	8	17	0	0	3	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	137	91	401	146	28	319	654	939	69	141	497	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:	141	94	413	151	29	329	674	968	71	145	512	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	141	94	413	151	29	329	674	968	71	145	512	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	141	94	413	151	29	329	674	968	71	145	512	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	0.18	0.82	1.00	1.00	1.00	1.00	1.86	0.14	2.00	1.53	0.47
Final Sat.:	1750	333	1467	1750	1900	1750	1750	3447	253	3150	2859	840
Capacity Analysis Module:												
Vol/Sat:	0.08	0.28	0.28	0.09	0.02	0.19	0.39	0.28	0.28	0.05	0.18	0.18
Crit Moves:		****					****				****	
Green Time:	40.3	40.3	40.3	40.3	40.3	95.4	55.1	63.4	63.4	17.4	25.6	25.6
Volume/Cap:	0.26	0.91	0.91	0.28	0.05	0.26	0.91	0.58	0.58	0.35	0.91	0.91
Delay/Veh:	33.9	62.0	62.0	34.1	31.5	5.8	50.3	24.2	24.2	51.7	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:	33.9	62.0	62.0	34.1	31.5	5.8	50.3	24.2	24.2	51.7	66.4	66.4
LOS by Move:	C	E	E	C	C	A	D	C	C	D	E	E
HCM2kAvgQ:	5	24	24	5	1	5	30	15	15	3	15	15

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

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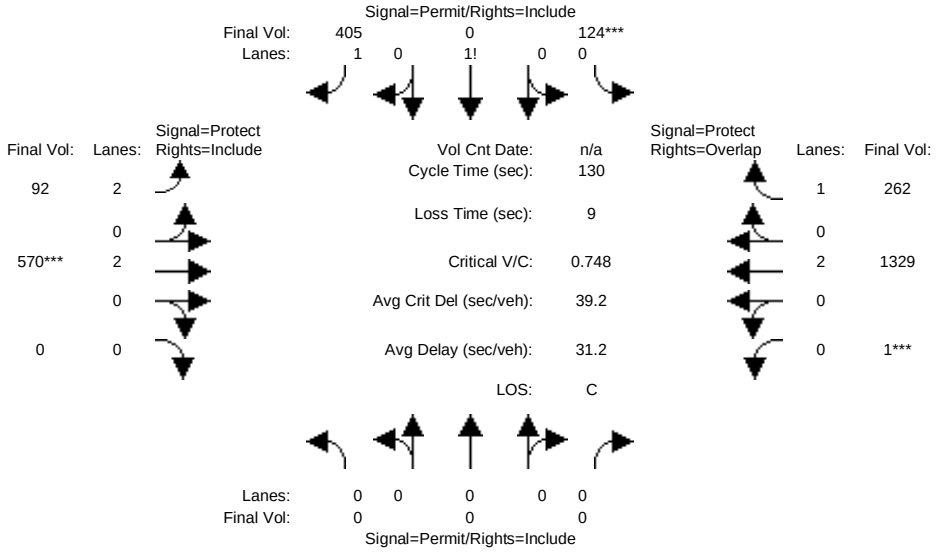
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #115: (24) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	0	0	120	0	393	89	553	0	1	1289	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:	0	0	0	120	0	393	89	553	0	1	1289	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:	0	0	0	120	0	393	89	553	0	1	1289	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:	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	124	0	405	92	570	0	1	1329	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	124	0	405	92	570	0	1	1329	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	124	0	405	92	570	0	1	1329	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	0.38	0.00	1.62	2.00	2.00	0.00	0.01	1.99	1.00
Final Sat.:	0	0	0	664	0	2836	3150	3800	0	3	3697	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.14	0.03	0.15	0.00	0.36	0.36	0.15
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	32.4	0.0	32.4	12.9	26.1	0.0	62.5	75.6	75.6
Volume/Cap:	0.00	0.00	0.00	0.75	0.00	0.57	0.29	0.75	0.00	0.75	0.62	0.26
Delay/Veh:	0.0	0.0	0.0	49.4	0.0	43.6	54.8	53.0	0.0	29.2	18.3	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	49.4	0.0	43.6	54.8	53.0	0.0	29.2	18.3	13.5
LOS by Move:	A	A	A	D	A	D	D	D	A	C	B	B
HCM2kAvgQ:	0	0	0	14	0	10	2	11	0	21	17	5

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

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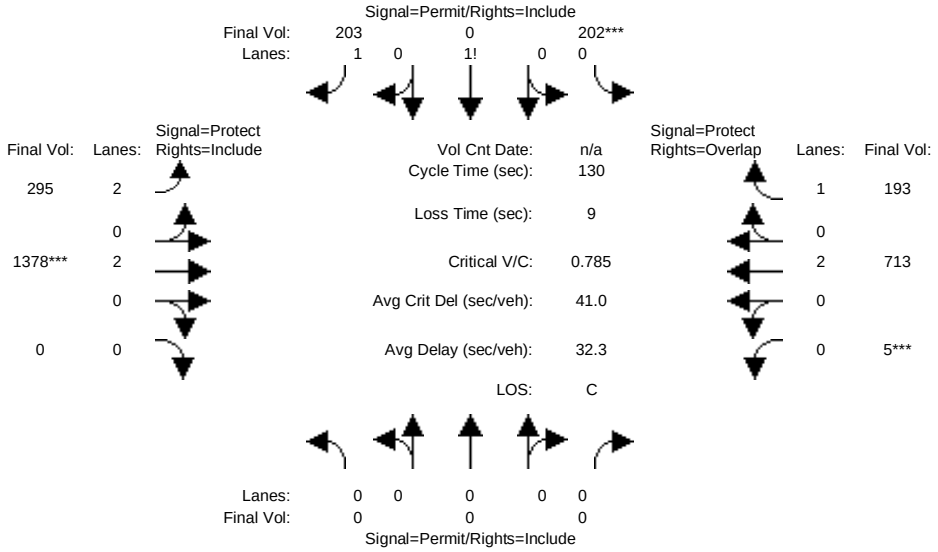
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #115: (24) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	0	0	196	0	197	286	1337	0	5	692	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	196	0	197	286	1337	0	5	692	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	196	0	197	286	1337	0	5	692	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	202	0	203	295	1378	0	5	713	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	202	0	203	295	1378	0	5	713	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	202	0	203	295	1378	0	5	713	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	0.67	0.00	1.33	2.00	2.00	0.00	0.01	1.99	1.00
Final Sat.:	0	0	0	1165	0	2335	3150	3800	0	27	3673	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.09	0.09	0.36	0.00	0.19	0.19	0.11
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	28.7	0.0	28.7	30.0	60.1	0.0	32.2	62.3	62.3
Volume/Cap:	0.00	0.00	0.00	0.78	0.00	0.39	0.41	0.78	0.00	0.78	0.41	0.23
Delay/Veh:	0.0	0.0	0.0	55.5	0.0	43.4	42.8	31.9	0.0	50.2	22.1	20.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	55.5	0.0	43.4	42.8	31.9	0.0	50.2	22.1	20.0
LOS by Move:	A	A	A	E	A	D	D	C	A	D	C	B
HCM2kAvgQ:	0	0	0	14	0	6	6	24	0	14	9	5

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

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2000 HCM Operations (Future Volume Alternative)
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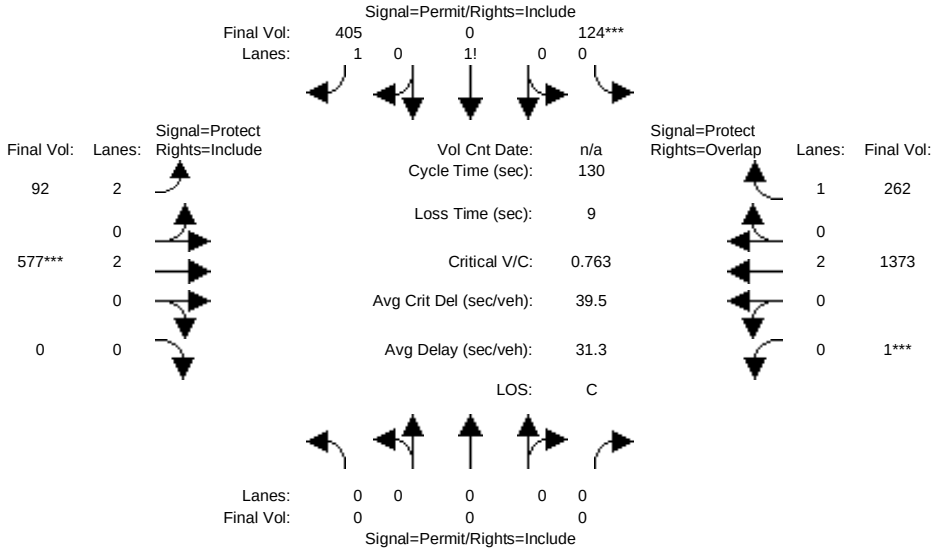
Intersection #115: (24) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	0	0	120	0	393	89	553	0	1	1289	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:	0	0	0	120	0	393	89	553	0	1	1289	254
Added Vol:	0	0	0	0	0	0	0	7	0	0	43	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	120	0	393	89	560	0	1	1332	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:	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	124	0	405	92	577	0	1	1373	262
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	124	0	405	92	577	0	1	1373	262
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	124	0	405	92	577	0	1	1373	262
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	0.38	0.00	1.62	2.00	2.00	0.00	0.01	1.99	1.00
Final Sat.:	0	0	0	664	0	2836	3150	3800	0	3	3697	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.19	0.00	0.14	0.03	0.15	0.00	0.37	0.37	0.15
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	31.8	0.0	31.8	12.7	25.9	0.0	63.3	76.5	76.5
Volume/Cap:	0.00	0.00	0.00	0.76	0.00	0.58	0.30	0.76	0.00	0.76	0.63	0.25
Delay/Veh:	0.0	0.0	0.0	50.6	0.0	44.3	55.1	53.7	0.0	29.2	18.1	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:	0.0	0.0	0.0	50.6	0.0	44.3	55.1	53.7	0.0	29.2	18.1	13.1
LOS by Move:	A	A	A	D	A	D	E	D	A	C	B	B
HCM2kAvgQ:	0	0	0	15	0	10	2	11	0	22	18	5

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

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Great America Parkway Office
City of Santa Clara

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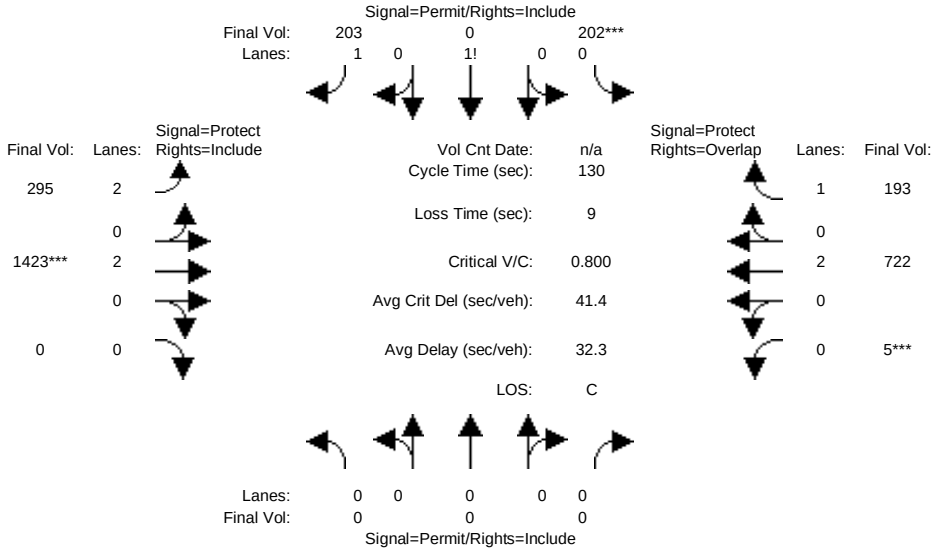
Intersection #115: (24) TASMAN / CALLE DEL SOL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	8	10	0	0	10	10
Y+R:	4.0	4.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Volume Module:												
Base Vol:	0	0	0	196	0	197	286	1337	0	5	692	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	196	0	197	286	1337	0	5	692	187
Added Vol:	0	0	0	0	0	0	0	43	0	0	8	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	196	0	197	286	1380	0	5	700	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	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	202	0	203	295	1423	0	5	722	193
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	202	0	203	295	1423	0	5	722	193
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	202	0	203	295	1423	0	5	722	193
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.95	0.97	0.92
Lanes:	0.00	0.00	0.00	0.67	0.00	1.33	2.00	2.00	0.00	0.01	1.99	1.00
Final Sat.:	0	0	0	1165	0	2335	3150	3800	0	26	3674	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.17	0.00	0.09	0.09	0.37	0.00	0.20	0.20	0.11
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	0.0	28.2	0.0	28.2	29.9	60.9	0.0	31.9	62.8	62.8
Volume/Cap:	0.00	0.00	0.00	0.80	0.00	0.40	0.41	0.80	0.00	0.80	0.41	0.23
Delay/Veh:	0.0	0.0	0.0	57.0	0.0	43.9	42.9	32.1	0.0	51.1	21.7	19.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	57.0	0.0	43.9	42.9	32.1	0.0	51.1	21.7	19.6
LOS by Move:	A	A	A	E	A	D	D	C	A	D	C	B
HCM2kAvgQ:	0	0	0	14	0	6	6	25	0	14	9	5

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

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Great America Parkway Office
City of Santa Clara

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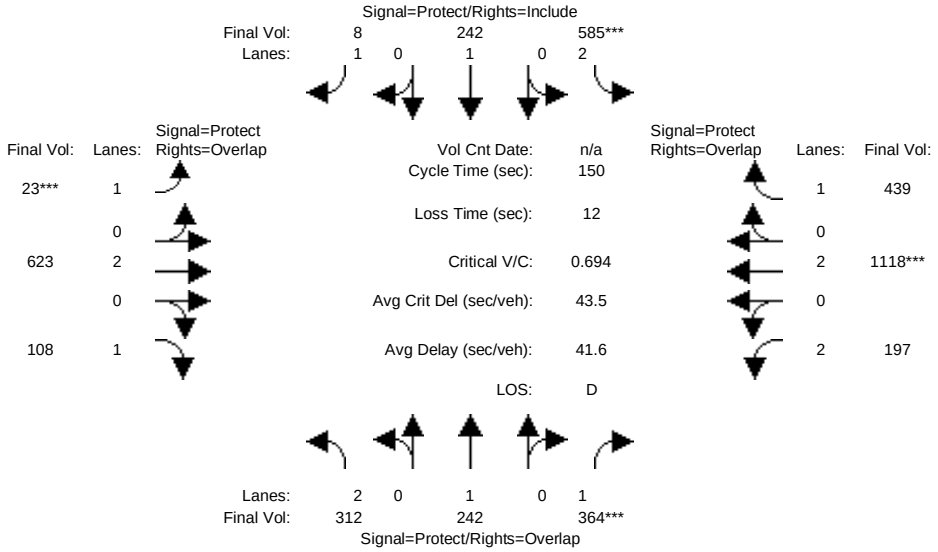
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #123: (25) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	287	223	335	538	223	7	21	573	99	181	1029	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	573	99	181	1029	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	573	99	181	1029	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	623	108	197	1118	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	312	242	364	585	242	8	23	623	108	197	1118	439
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	312	242	364	585	242	8	23	623	108	197	1118	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	0.16	0.06	0.06	0.29	0.25
Crit Moves:			****	****			****				****	
Green Time:	30.8	31.0	49.6	39.5	39.6	39.6	5.0	48.9	79.7	18.6	62.6	102.0
Volume/Cap:	0.48	0.62	0.63	0.71	0.48	0.02	0.39	0.50	0.12	0.50	0.71	0.37
Delay/Veh:	53.2	57.1	44.6	52.8	47.3	40.8	75.3	41.1	17.6	62.4	37.6	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:	53.2	57.1	44.6	52.8	47.3	40.8	75.3	41.1	17.6	62.4	37.6	10.4
LOS by Move:	D	E	D	D	D	D	E	D	B	E	D	B
HCM2kAvgQ:	8	11	16	15	9	0	1	11	3	5	20	9

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

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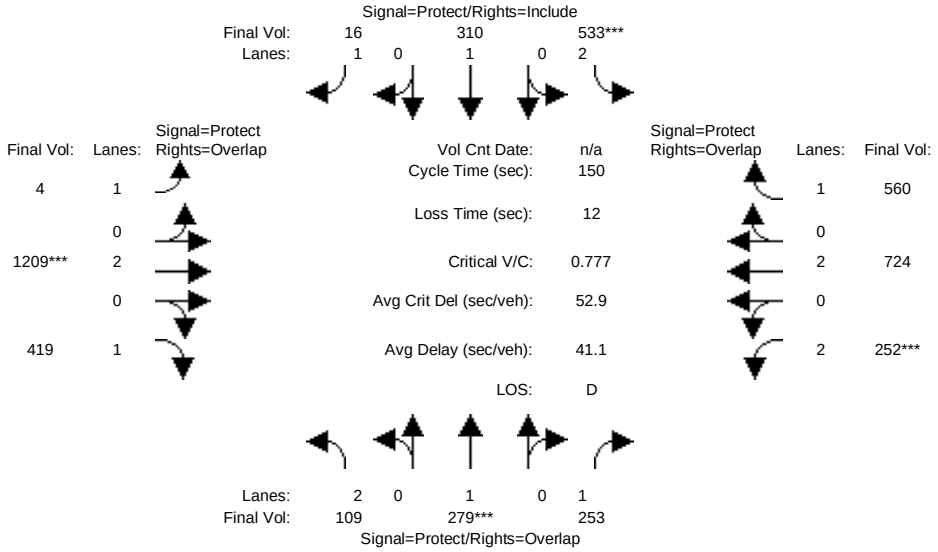
Great America Parkway Office
City of Santa Clara

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

Intersection #123: (25) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	105	268	243	512	298	15	4	1161	402	242	695	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	1161	402	242	695	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	1161	402	242	695	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	1209	419	252	724	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	279	253	533	310	16	4	1209	419	252	724	560
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	279	253	533	310	16	4	1209	419	252	724	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	0.32	0.24	0.08	0.19	0.32
Crit Moves:		****		****				****		****		
Green Time:	17.7	28.4	43.8	32.7	43.4	43.4	11.5	61.5	79.2	15.5	65.5	98.2
Volume/Cap:	0.29	0.78	0.49	0.78	0.56	0.03	0.03	0.78	0.45	0.78	0.44	0.49
Delay/Veh:	60.9	68.0	44.7	60.8	46.7	38.3	64.2	40.9	22.3	76.8	29.6	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.9	68.0	44.7	60.8	46.7	38.3	64.2	40.9	22.3	76.8	29.6	13.5
LOS by Move:	E	E	D	E	D	D	E	D	C	E	C	B
HCM2kAvgQ:	3	14	10	15	12	1	0	23	12	7	11	14

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

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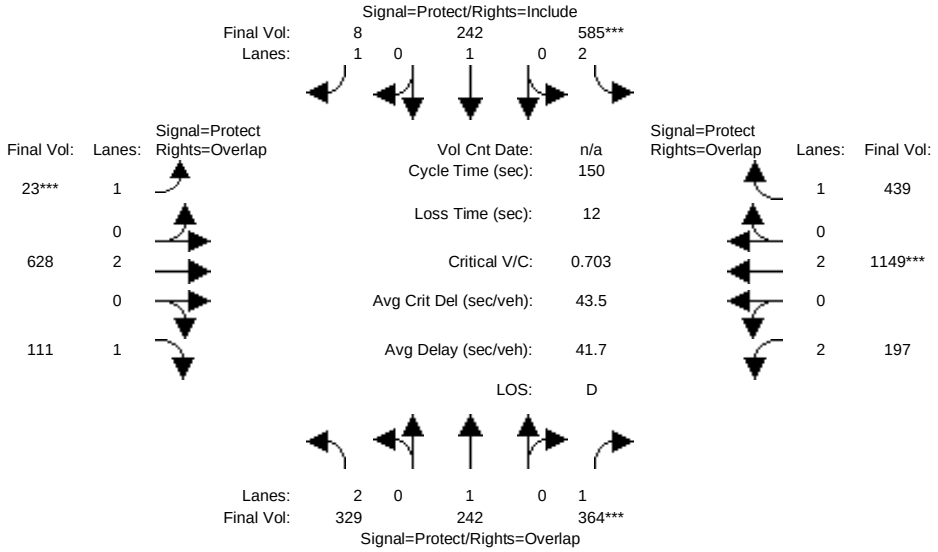
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj AM

Intersection #123: (25) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	287	223	335	538	223	7	21	573	99	181	1029	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	573	99	181	1029	404
Added Vol:	16	0	0	0	0	0	0	5	3	0	28	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	303	223	335	538	223	7	21	578	102	181	1057	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:	329	242	364	585	242	8	23	628	111	197	1149	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	329	242	364	585	242	8	23	628	111	197	1149	439
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	329	242	364	585	242	8	23	628	111	197	1149	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	0.17	0.06	0.06	0.30	0.25
Crit Moves:			****	****			****				****	
Green Time:	31.3	30.6	49.3	39.0	38.2	38.2	5.0	49.7	81.0	18.8	63.5	102.4
Volume/Cap:	0.50	0.63	0.63	0.71	0.50	0.02	0.39	0.50	0.12	0.50	0.71	0.37
Delay/Veh:	53.0	57.7	44.9	53.5	48.6	41.9	75.3	40.5	17.0	62.2	37.3	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:	53.0	57.7	44.9	53.5	48.6	41.9	75.3	40.5	17.0	62.2	37.3	10.3
LOS by Move:	D	E	D	D	D	D	E	D	B	E	D	B
HCM2kAvgQ:	8	11	16	16	10	0	1	11	3	5	21	9

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

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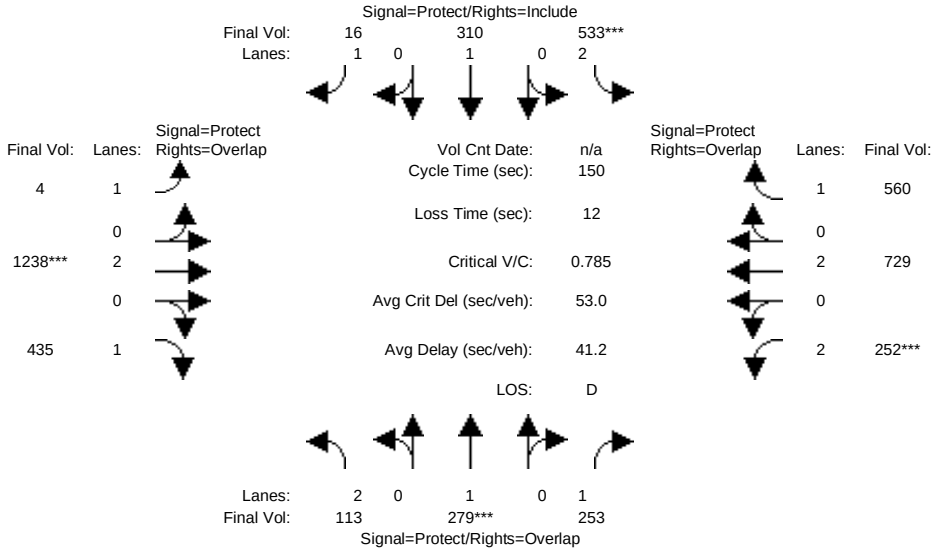
Intersection #123: (25) LICK MILL/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	6	6	6	5	10	10	6	10	10
Y+R:	5.0	5.0	5.0	5.5	5.5	5.5	5.5	6.0	6.0	5.5	6.0	6.0
Volume Module:												
Base Vol:	105	268	243	512	298	15	4	1161	402	242	695	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	1161	402	242	695	538
Added Vol:	3	0	0	0	0	0	0	27	16	0	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	268	243	512	298	15	4	1188	418	242	700	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:	113	279	253	533	310	16	4	1238	435	252	729	560
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	279	253	533	310	16	4	1238	435	252	729	560
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	279	253	533	310	16	4	1238	435	252	729	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:	0.04	0.15	0.14	0.17	0.16	0.01	0.00	0.33	0.25	0.08	0.19	0.32
Crit Moves:		****		****				****		****		
Green Time:	17.5	28.1	43.4	32.4	42.9	42.9	11.5	62.3	79.8	15.3	66.1	98.4
Volume/Cap:	0.31	0.78	0.50	0.78	0.57	0.03	0.03	0.78	0.47	0.78	0.44	0.49
Delay/Veh:	61.1	69.0	45.1	61.5	47.1	38.6	64.2	40.7	22.3	77.7	29.2	13.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.1	69.0	45.1	61.5	47.1	38.6	64.2	40.7	22.3	77.7	29.2	13.4
LOS by Move:	E	E	D	E	D	D	E	D	C	E	C	B
HCM2kAvgQ:	3	14	10	16	12	1	0	24	13	7	11	14

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

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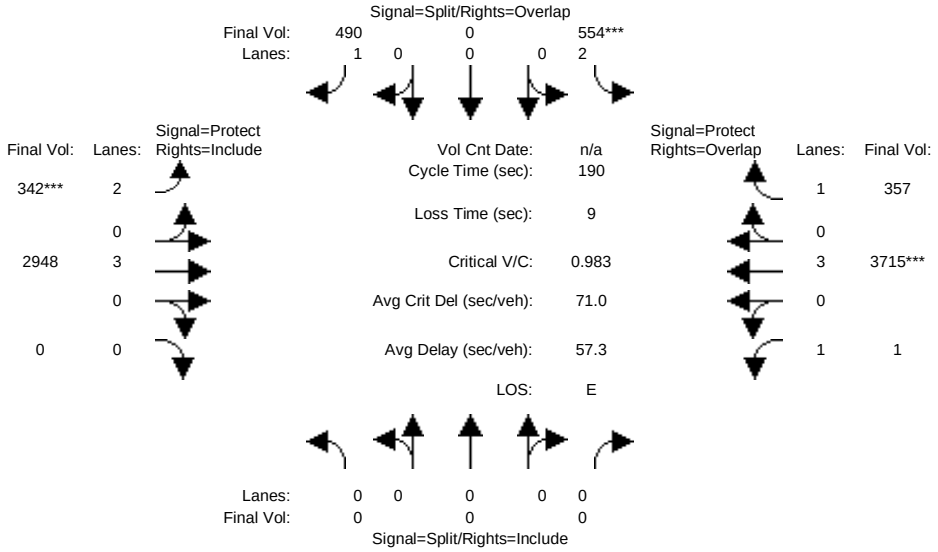
Intersection #125: (28) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	0	0	0	554	0	490	342	3389	0	1	4270	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	3389	0	1	4270	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	3389	0	1	4270	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	2948	0	1	3715	357
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	554	0	490	342	2948	0	1	3715	357
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	554	0	490	342	2948	0	1	3715	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	0.52	0.00	0.00	0.65	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	0.73	0.00	0.01	0.95	0.25
Delay/Veh:	0.0	0.0	0.0	240.3	0.0	209.2	213.9	17.0	0.0	84.8	32.6	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	17.0	0.0	84.8	32.6	3.9
LOS by Move:	A	A	A	F	A	F	F	B	A	F	C	A
HCM2kAvgQ:	0	0	0	31	0	46	19	34	0	0	60	5

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

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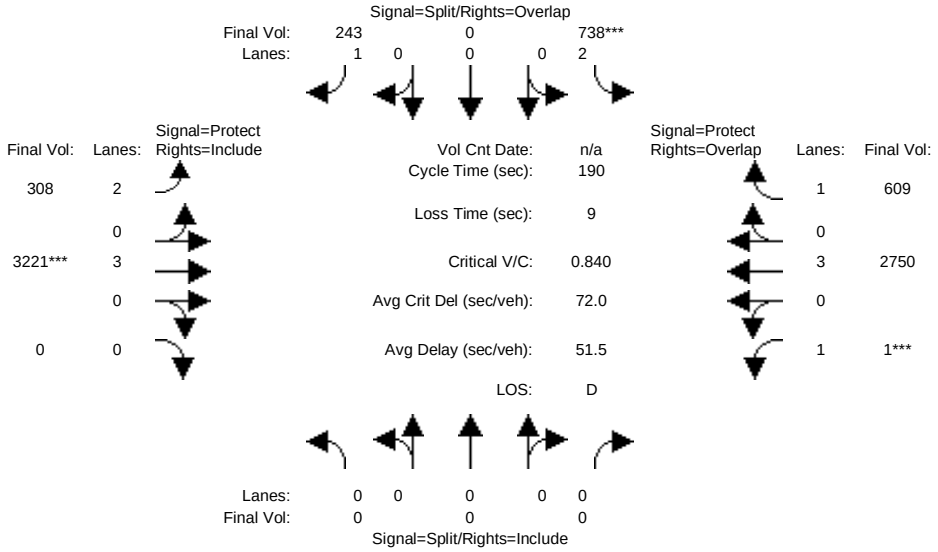
Intersection #125: (28) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	0	0	0	738	0	243	308	4026	0	1	4044	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	4026	0	1	4044	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	4026	0	1	4044	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	3221	0	1	2750	609
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	738	0	243	308	3221	0	1	2750	609
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	0	0	738	0	243	308	3221	0	1	2750	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	0.57	0.00	0.00	0.48	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	0.82	0.00	0.01	0.76	0.44
Delay/Veh:	0.0	0.0	0.0	288.8	0.0	59.1	104.9	22.4	0.0	84.8	25.2	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	22.4	0.0	84.8	25.2	6.1
LOS by Move:	A	A	A	F	A	E	F	C	A	F	C	A
HCM2kAvgQ:	0	0	0	43	0	13	13	44	0	0	34	11

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

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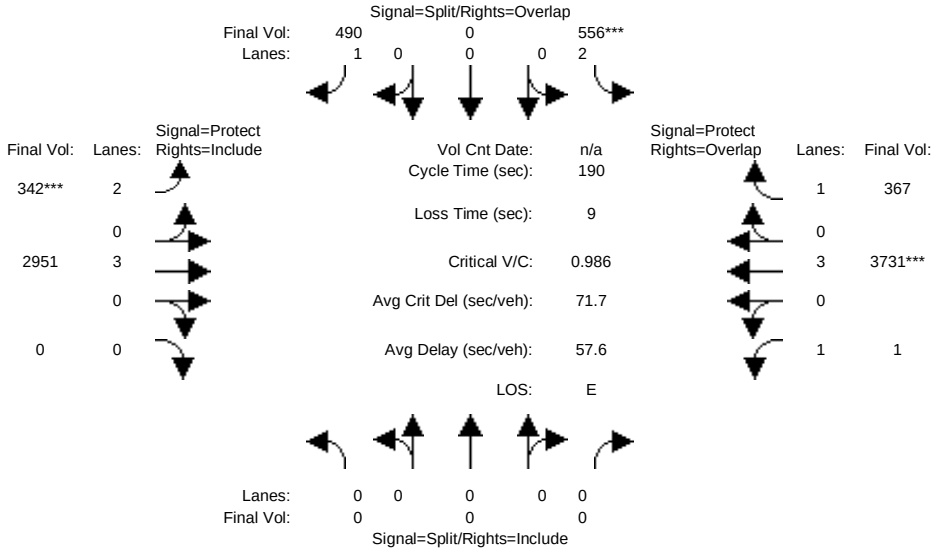
Intersection #125: (28) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	0	0	0	554	0	490	342	3389	0	1	4270	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	3389	0	1	4270	357
Added Vol:	0	0	0	2	0	0	0	3	0	0	18	10
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	556	0	490	342	3392	0	1	4288	367
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	556	0	490	342	2951	0	1	3731	367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	556	0	490	342	2951	0	1	3731	367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	556	0	490	342	2951	0	1	3731	367
Saturation 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	0.52	0.00	0.00	0.65	0.21
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	0.73	0.00	0.01	0.95	0.26
Delay/Veh:	0.0	0.0	0.0	242.3	0.0	209.2	213.9	17.1	0.0	84.8	33.2	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	0.0	242.3	0.0	209.2	213.9	17.1	0.0	84.8	33.2	3.9
LOS by Move:	A	A	A	F	A	F	F	B	A	F	C	A
HCM2kAvgQ:	0	0	0	31	0	46	19	34	0	0	61	5

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

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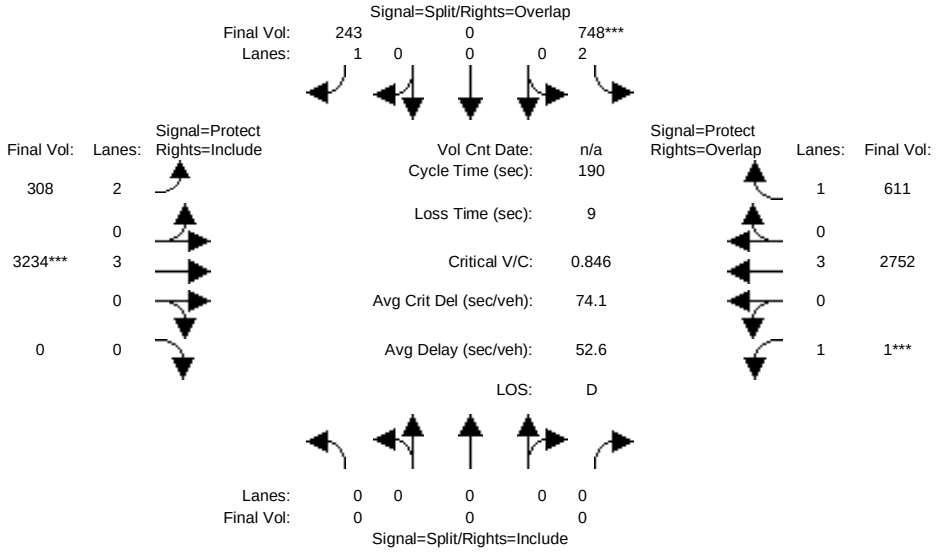
Intersection #125: (28) LICK MILL/MONTAGUE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	0	0	10	0	10	7	10	10	7	10	10
Y+R:	0.0	5.9	5.9	0.0	0.0	0.0	5.4	5.8	5.8	5.4	5.8	5.8
Volume Module:												
Base Vol:	0	0	0	738	0	243	308	4026	0	1	4044	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	4026	0	1	4044	609
Added Vol:	0	0	0	10	0	0	0	17	0	0	3	2
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	748	0	243	308	4043	0	1	4047	611
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	748	0	243	308	3234	0	1	2752	611
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	0	748	0	243	308	3234	0	1	2752	611
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	748	0	243	308	3234	0	1	2752	611
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	0.00	0.00	0.00	2.00	0.00	1.00	2.00	3.00	0.00	1.00	3.00	1.00
Final Sat.:	0	0	0	3150	0	1750	3150	5700	0	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.00	0.24	0.00	0.14	0.10	0.57	0.00	0.00	0.48	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	1.46	0.00	0.51	0.88	0.82	0.00	0.01	0.76	0.44
Delay/Veh:	0.0	0.0	0.0	297.3	0.0	59.1	104.9	22.5	0.0	84.8	25.3	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	297.3	0.0	59.1	104.9	22.5	0.0	84.8	25.3	6.1
LOS by Move:	A	A	A	F	A	E	F	C	A	F	C	A
HCM2kAvgQ:	0	0	0	44	0	13	13	45	0	0	34	11

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

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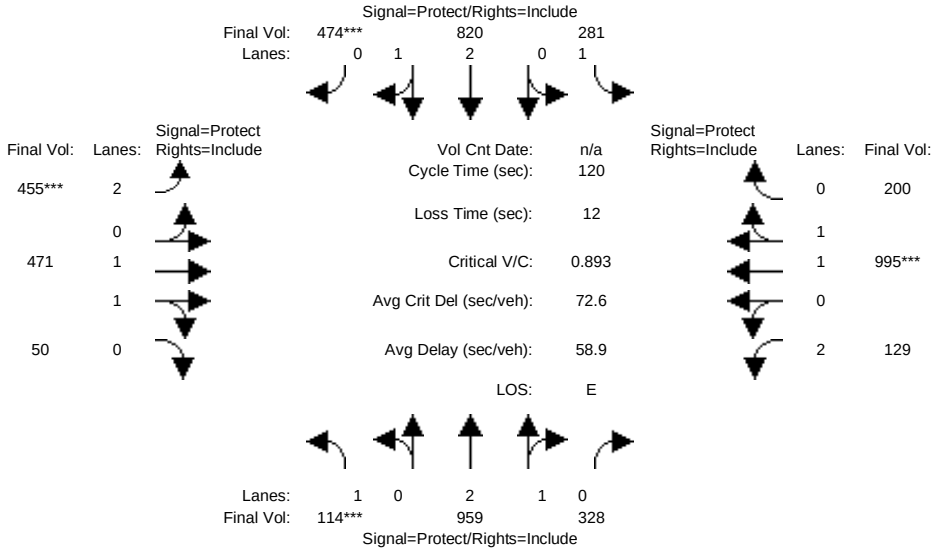
Cumulative AM

Intersection #1200: (19) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5
Volume Module:												
Base Vol:	114	959	328	281	820	474	455	471	50	129	995	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	959	328	281	820	474	455	471	50	129	995	200
Added Vol:	0	0	0	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	959	328	281	820	474	455	471	50	129	995	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	959	328	281	820	474	455	471	50	129	995	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	959	328	281	820	474	455	471	50	129	995	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	959	328	281	820	474	455	471	50	129	995	200
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	2.21	0.79	1.00	2.00	1.00	2.00	1.80	0.20	2.00	1.66	0.34
Final Sat.:	1750	4171	1427	1750	3800	1750	3150	3345	355	3150	3080	619
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.16	0.22	0.27	0.14	0.14	0.14	0.04	0.32	0.32
Crit Moves:	****					****	****				****	
Green Time:	20.0	31.4	31.4	20.9	32.3	32.3	17.2	31.8	31.8	23.9	38.5	38.5
Volume/Cap:	0.39	0.88	0.88	0.92	0.80	1.01	1.01	0.53	0.53	0.21	1.01	1.01
Delay/Veh:	45.4	49.0	49.0	80.6	43.9	70.6	95.4	38.3	38.3	40.3	68.5	68.5
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:	45.4	49.0	49.0	80.6	43.9	70.6	95.4	38.3	38.3	40.3	68.5	68.5
LOS by Move:	D	D	D	F	D	E	F	D	D	D	E	E
HCM2kAvgQ:	4	16	16	13	15	23	12	8	8	2	27	27

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

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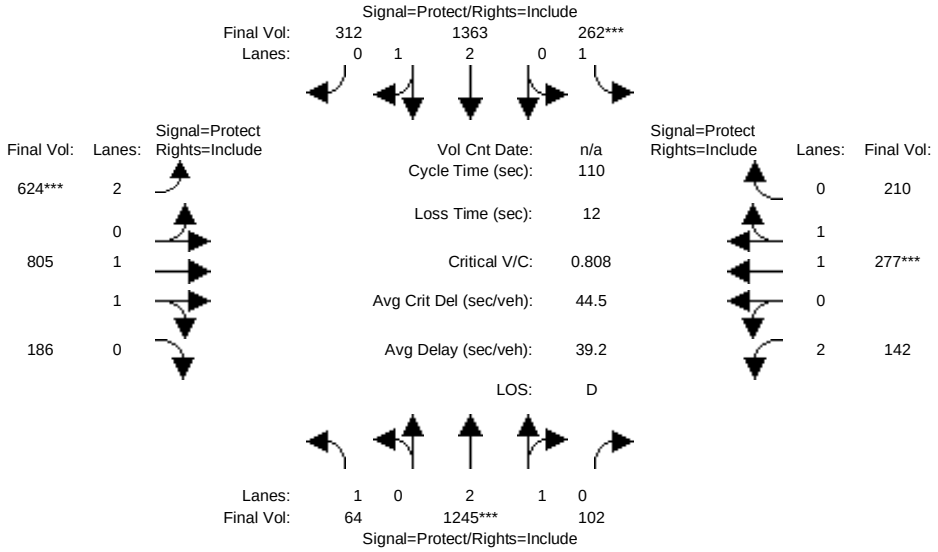
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1200: (19) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	1245	102	262	1363	312	624	805	186	142	277	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:	64	1245	102	262	1363	312	624	805	186	142	277	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:	64	1245	102	262	1363	312	624	805	186	142	277	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:	64	1245	102	262	1363	312	624	805	186	142	277	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1245	102	262	1363	312	624	805	186	142	277	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1245	102	262	1363	312	624	805	186	142	277	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	2.76	0.24	1.00	2.42	0.58	2.00	1.61	0.39	2.00	1.11	0.89
Final Sat.:	1750	5175	424	1750	4556	1043	3150	3005	694	3150	2103	1595
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.15	0.30	0.30	0.20	0.27	0.27	0.05	0.13	0.13
Crit Moves:		****		****			****				****	
Green Time:	9.3	32.7	32.7	20.4	43.8	43.8	27.0	36.3	36.3	8.6	17.9	17.9
Volume/Cap:	0.43	0.81	0.81	0.81	0.75	0.75	0.81	0.81	0.81	0.58	0.81	0.81
Delay/Veh:	49.8	38.8	38.8	56.9	29.9	29.9	45.4	38.0	38.0	52.2	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:	49.8	38.8	38.8	56.9	29.9	29.9	45.4	38.0	38.0	52.2	52.4	52.4
LOS by Move:	D	D	D	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	15	15	9	16	16	12	16	16	3	9	9

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

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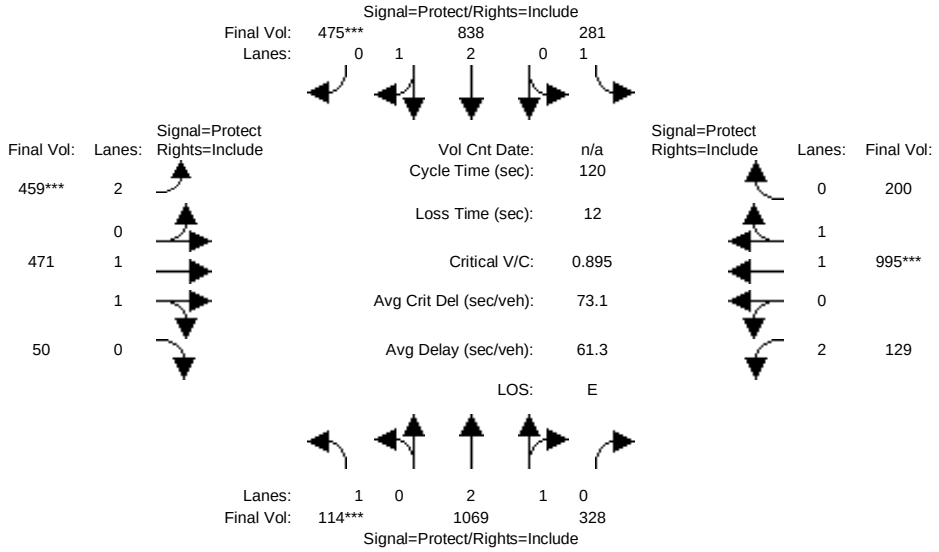
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj AM

Intersection #1200: (19) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	4.5	1.5
Volume Module:												
Base Vol:	114	959	328	281	820	474	455	471	50	129	995	200
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	959	328	281	820	474	455	471	50	129	995	200
Added Vol:	0	110	0	0	18	1	4	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	1069	328	281	838	475	459	471	50	129	995	200
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	1069	328	281	838	475	459	471	50	129	995	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	1069	328	281	838	475	459	471	50	129	995	200
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	1069	328	281	838	475	459	471	50	129	995	200
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	2.27	0.73	1.00	2.00	1.00	2.00	1.80	0.20	2.00	1.66	0.34
Final Sat.:	1750	4283	1314	1750	3800	1750	3150	3345	355	3150	3080	619
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.25	0.16	0.22	0.27	0.15	0.14	0.14	0.04	0.32	0.32
Crit Moves:	****					****	****				****	
Green Time:	20.0	31.4	31.4	20.9	32.3	32.3	17.3	31.8	31.8	23.9	38.4	38.4
Volume/Cap:	0.39	0.95	0.95	0.92	0.82	1.01	1.01	0.53	0.53	0.21	1.01	1.01
Delay/Veh:	45.4	57.8	57.8	80.6	44.6	71.1	95.9	38.2	38.2	40.3	69.3	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:	45.4	57.8	57.8	80.6	44.6	71.1	95.9	38.2	38.2	40.3	69.3	69.3
LOS by Move:	D	E	E	F	D	E	F	D	D	D	E	E
HCM2kAvgQ:	4	19	19	13	15	23	12	8	8	2	27	27

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

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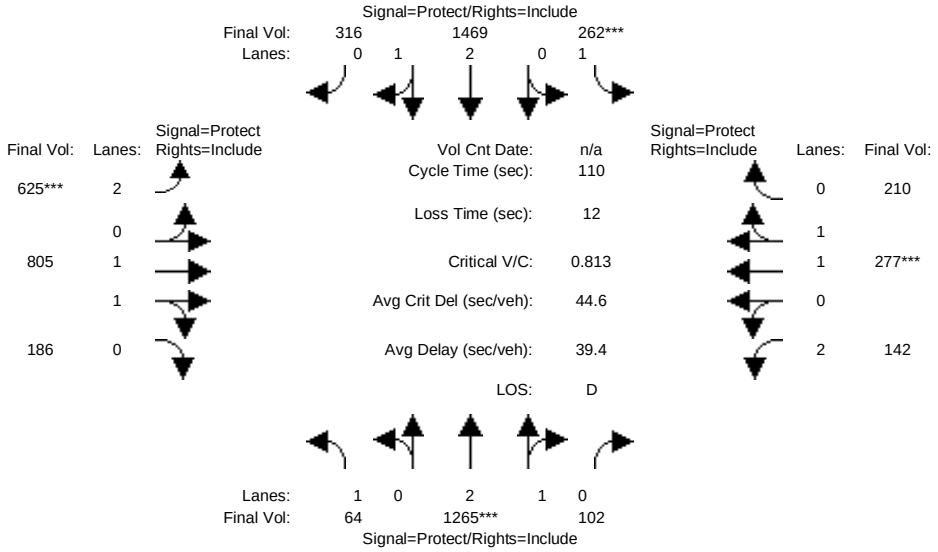
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj PM

Intersection #1200: (19) BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	64	1245	102	262	1363	312	624	805	186	142	277	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:	64	1245	102	262	1363	312	624	805	186	142	277	210
Added Vol:	0	20	0	0	106	4	1	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1265	102	262	1469	316	625	805	186	142	277	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:	64	1265	102	262	1469	316	625	805	186	142	277	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1265	102	262	1469	316	625	805	186	142	277	210
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1265	102	262	1469	316	625	805	186	142	277	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	0.99	0.95
Lanes:	1.00	2.77	0.23	1.00	2.45	0.55	2.00	1.61	0.39	2.00	1.11	0.89
Final Sat.:	1750	5182	418	1750	4607	991	3150	3005	694	3150	2103	1595
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.15	0.32	0.32	0.20	0.27	0.27	0.05	0.13	0.13
Crit Moves:		****		****			****				****	
Green Time:	8.9	33.0	33.0	20.3	44.4	44.4	26.9	36.1	36.1	8.6	17.8	17.8
Volume/Cap:	0.45	0.81	0.81	0.81	0.79	0.79	0.81	0.82	0.82	0.58	0.81	0.81
Delay/Veh:	50.6	38.7	38.7	57.5	30.6	30.6	45.8	38.3	38.3	52.4	52.8	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:	50.6	38.7	38.7	57.5	30.6	30.6	45.8	38.3	38.3	52.4	52.8	52.8
LOS by Move:	D	D	D	E	C	C	D	D	D	D	D	D
HCM2kAvgQ:	2	15	15	9	18	18	12	16	16	3	9	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)
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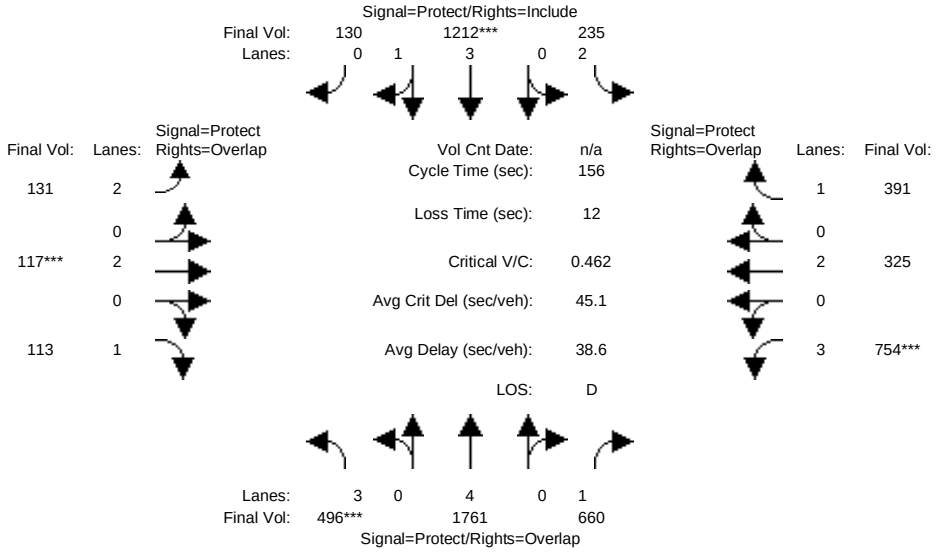
Intersection #1206: (16) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	37	37	10	37	37	4	10	10	5	10	10
Y+R:	5.0	7.2	7.2	5.0	7.2	7.2	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module:												
Base Vol:	496	1761	660	235	1212	130	131	117	113	754	325	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:	496	1761	660	235	1212	130	131	117	113	754	325	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:	496	1761	660	235	1212	130	131	117	113	754	325	391
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	496	1761	660	235	1212	130	131	117	113	754	325	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	1761	660	235	1212	130	131	117	113	754	325	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	496	1761	660	235	1212	130	131	117	113	754	325	391
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	6864	736	3800	3800	1900	5700	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.23	0.35	0.06	0.18	0.18	0.03	0.03	0.06	0.13	0.09	0.21
Crit Moves:	****				****			****		****		
Green Time:	29.4	70.0	114.7	18.9	59.6	59.6	10.6	10.4	39.8	44.6	44.4	63.3
Volume/Cap:	0.46	0.52	0.47	0.51	0.46	0.46	0.51	0.46	0.23	0.46	0.30	0.51
Delay/Veh:	57.7	31.4	9.5	68.2	36.7	36.7	77.0	76.1	47.2	46.7	44.4	37.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.7	31.4	9.5	68.2	36.7	36.7	77.0	76.1	47.2	46.7	44.4	37.0
LOS by Move:	E	C	A	E	D	D	E	E	D	D	D	D
HCM2kAvgQ:	7	15	13	5	12	12	3	3	4	9	6	13

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

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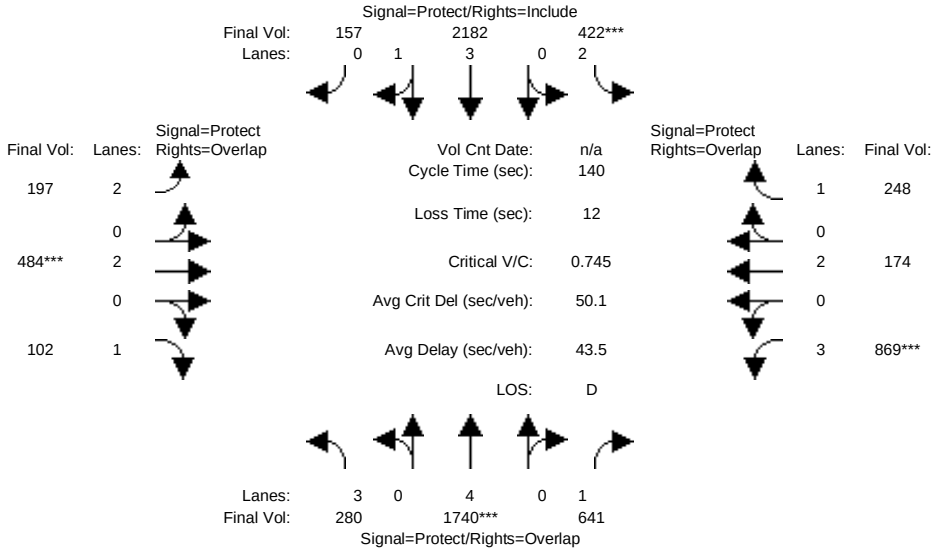
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1206: (16) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	37	37	7	37	37	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	1740	641	422	2182	157	197	484	102	869	174	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1740	641	422	2182	157	197	484	102	869	174	248
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1740	641	422	2182	157	197	484	102	869	174	248
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	1740	641	422	2182	157	197	484	102	869	174	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1740	641	422	2182	157	197	484	102	869	174	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	1740	641	422	2182	157	197	484	102	869	174	248
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	3.72	0.28	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	6996	503	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.23	0.37	0.13	0.31	0.31	0.06	0.13	0.06	0.19	0.05	0.14
Crit Moves:		****		****				****		****		
Green Time:	11.2	43.0	78.9	25.2	57.0	57.0	27.9	23.9	35.2	35.9	31.9	57.1
Volume/Cap:	0.77	0.75	0.65	0.75	0.77	0.77	0.31	0.75	0.23	0.75	0.20	0.35
Delay/Veh:	72.5	44.9	22.6	59.7	37.0	37.0	48.1	59.8	42.0	50.5	43.9	28.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.5	44.9	22.6	59.7	37.0	37.0	48.1	59.8	42.0	50.5	43.9	28.9
LOS by Move:	E	D	C	E	D	D	D	E	D	D	D	C
HCM2kAvgQ:	5	17	20	9	20	20	4	10	4	14	3	8

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

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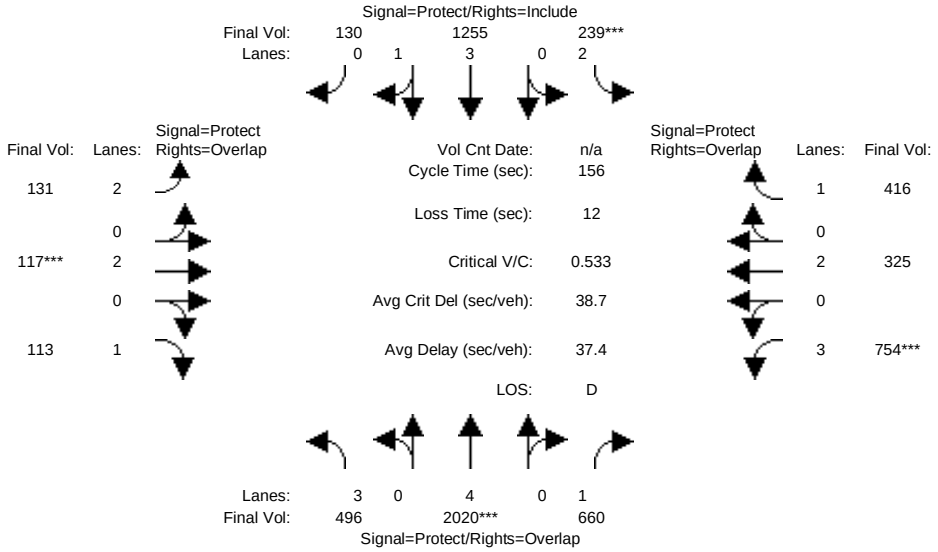
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj AM

Intersection #1206: (16) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	8	37	37	10	37	37	4	10	10	5	10	10
Y+R:	5.0	7.2	7.2	5.0	7.2	7.2	5.0	6.4	6.4	5.0	6.4	6.4
Volume Module:												
Base Vol:	496	1761	660	235	1212	130	131	117	113	754	325	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:	496	1761	660	235	1212	130	131	117	113	754	325	391
Added Vol:	0	259	0	4	43	0	0	0	0	0	0	25
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	496	2020	660	239	1255	130	131	117	113	754	325	416
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	496	2020	660	239	1255	130	131	117	113	754	325	416
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	496	2020	660	239	1255	130	131	117	113	754	325	416
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	496	2020	660	239	1255	130	131	117	113	754	325	416
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	3.62	0.38	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	5700	7600	1900	3800	6887	713	3800	3800	1900	5700	3800	1900
Capacity Analysis Module:												
Vol/Sat:	0.09	0.27	0.35	0.06	0.18	0.18	0.03	0.03	0.06	0.13	0.09	0.22
Crit Moves:		****		****				****		****		
Green Time:	25.6	77.3	115.7	18.3	69.9	69.9	8.8	10.0	35.6	38.5	39.7	58.0
Volume/Cap:	0.53	0.54	0.47	0.54	0.41	0.41	0.61	0.48	0.26	0.54	0.34	0.59
Delay/Veh:	61.8	27.6	9.1	69.4	29.4	29.4	84.4	77.1	50.8	52.5	48.4	43.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.8	27.6	9.1	69.4	29.4	29.4	84.4	77.1	50.8	52.5	48.4	43.0
LOS by Move:	E	C	A	E	C	C	F	E	D	D	D	D
HCM2kAvgQ:	7	17	13	5	11	11	3	3	4	10	6	15

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

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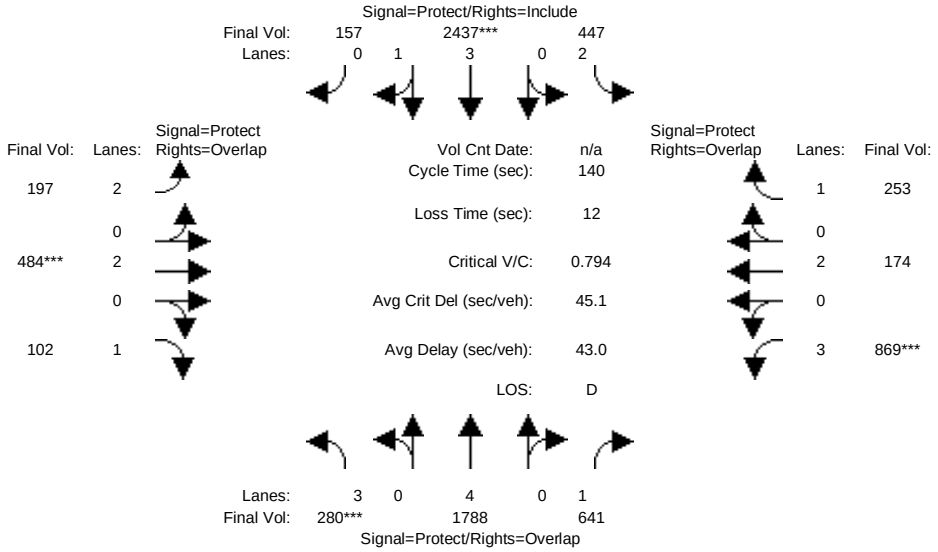
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj PM

Intersection #1206: (16) GREAT AMERICA / MISSION COLLEGE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	37	37	7	37	37	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	280	1740	641	422	2182	157	197	484	102	869	174	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	280	1740	641	422	2182	157	197	484	102	869	174	248
Added Vol:	0	48	0	25	255	0	0	0	0	0	0	5
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	280	1788	641	447	2437	157	197	484	102	869	174	253
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	280	1788	641	447	2437	157	197	484	102	869	174	253
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	280	1788	641	447	2437	157	197	484	102	869	174	253
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	280	1788	641	447	2437	157	197	484	102	869	174	253
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	3.75	0.25	2.00	2.00	1.00	3.00	2.00	1.00
Final Sat.:	4551	7600	1750	3150	7045	454	3150	3800	1750	4551	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.24	0.37	0.14	0.35	0.35	0.06	0.13	0.06	0.19	0.05	0.14
Crit Moves:	****				****			****		****		
Green Time:	10.9	46.8	80.4	25.1	61.0	61.0	26.2	22.5	33.3	33.7	29.9	55.0
Volume/Cap:	0.79	0.70	0.64	0.79	0.79	0.79	0.33	0.79	0.24	0.79	0.21	0.37
Delay/Veh:	75.2	41.5	21.4	62.4	35.5	35.5	49.7	63.6	43.5	54.0	45.5	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:	75.2	41.5	21.4	62.4	35.5	35.5	49.7	63.6	43.5	54.0	45.5	30.5
LOS by Move:	E	D	C	E	D	D	D	E	D	D	D	C
HCM2kAvgQ:	5	17	20	10	22	22	4	10	4	15	3	8

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

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Great America Parkway Office
City of Santa Clara

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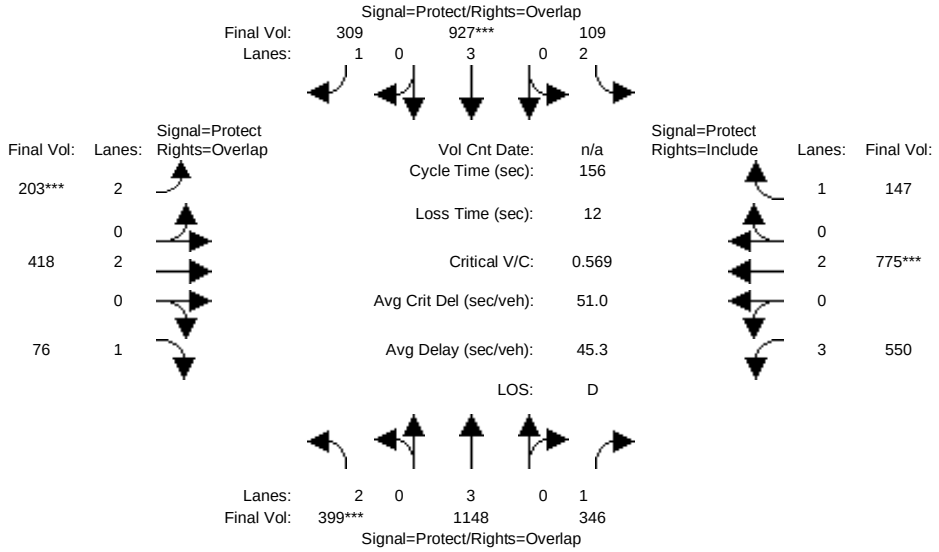
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1207: (13) 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:	399	1148	346	109	927	309	203	418	76	550	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:	399	1148	346	109	927	309	203	418	76	550	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:	399	1148	346	109	927	309	203	418	76	550	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:	399	1148	346	109	927	309	203	418	76	550	775	147
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	399	1148	346	109	927	309	203	418	76	550	775	147
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	399	1148	346	109	927	309	203	418	76	550	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:	0.11	0.20	0.18	0.03	0.16	0.16	0.05	0.11	0.04	0.10	0.20	0.08
Crit Moves:	****				****		****				****	
Green Time:	28.8	60.0	93.0	13.4	44.6	59.3	14.7	37.6	66.4	33.0	55.9	55.9
Volume/Cap:	0.57	0.52	0.31	0.33	0.57	0.43	0.57	0.46	0.09	0.46	0.57	0.22
Delay/Veh:	61.3	37.9	16.2	69.9	48.9	37.7	74.1	52.1	27.0	54.9	42.0	35.5
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:	61.3	37.9	16.2	69.9	48.9	37.7	74.1	52.1	27.0	54.9	42.0	35.5
LOS by Move:	E	D	B	E	D	D	E	D	C	D	D	D
HCM2kAvgQ:	9	14	8	2	13	11	5	9	2	7	15	5

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

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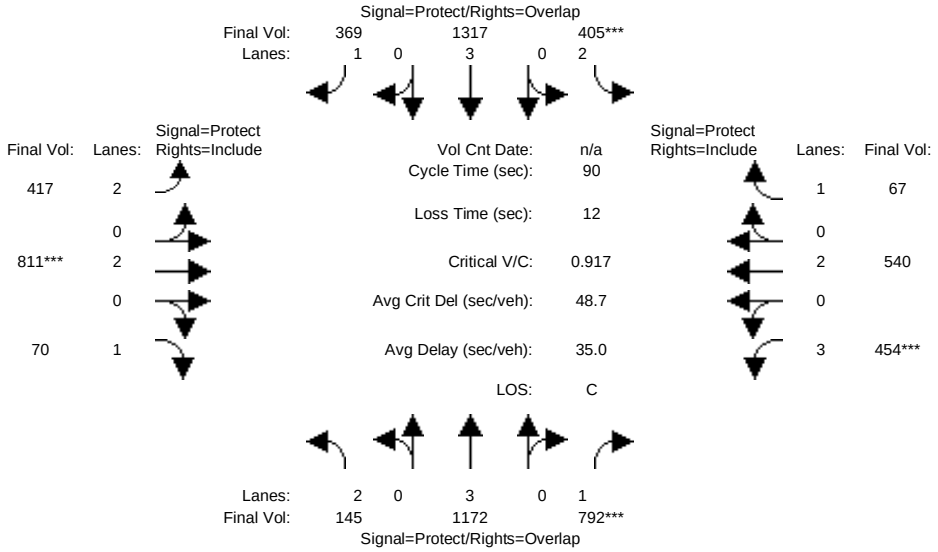
Great America Parkway Office
City of Santa Clara

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

Intersection #1207: (13) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	145	1172	792	405	1317	369	417	811	70	454	540	67
Growth Adj:	1.00	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	1172	792	405	1317	369	417	811	70	454	540	67
Added Vol:	0	0	0	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	1172	792	405	1317	369	417	811	70	454	540	67
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1172	792	405	1317	369	417	811	70	454	540	67
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	145	1172	792	405	1317	369	417	811	70	454	540	67
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	145	1172	792	405	1317	369	417	811	70	454	540	67
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	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:	0.05	0.21	0.45	0.13	0.23	0.21	0.13	0.21	0.04	0.10	0.14	0.04
Crit Moves:			****	****				****		****		
Green Time:	11.9	34.6	44.4	12.6	35.4	50.2	14.8	21.0	21.0	9.8	15.9	15.9
Volume/Cap:	0.35	0.53	0.92	0.92	0.59	0.38	0.80	0.92	0.17	0.92	0.80	0.22
Delay/Veh:	36.0	21.7	35.5	62.0	22.0	11.4	45.0	47.8	27.8	61.6	42.5	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:	36.0	21.7	35.5	62.0	22.0	11.4	45.0	47.8	27.8	61.6	42.5	32.1
LOS by Move:	D	C	D	E	C	B	D	D	C	E	D	C
HCM2kAvgQ:	2	8	25	8	9	6	7	12	2	6	8	2

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

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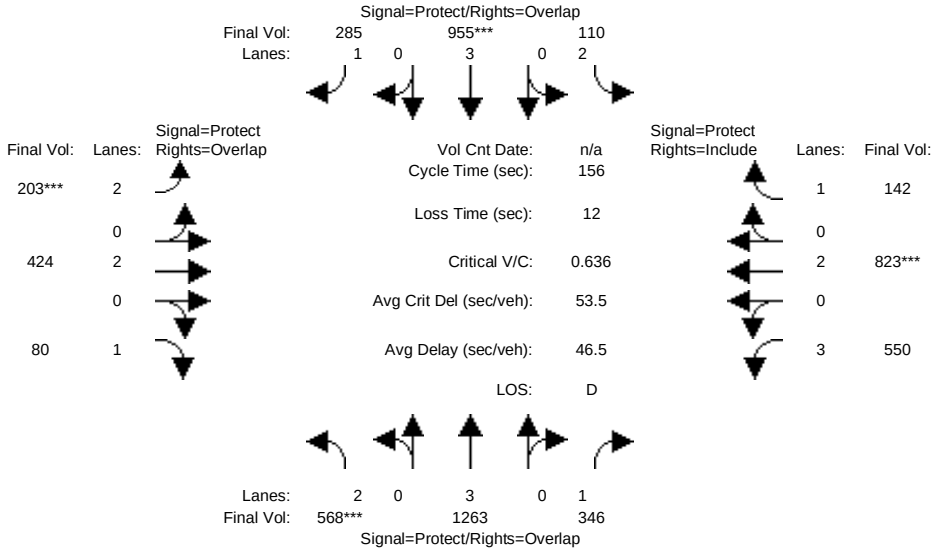
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj AM

Intersection #1207: (13) 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:	399	1148	346	109	927	309	203	418	76	550	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:	399	1148	346	109	927	309	203	418	76	550	775	147
Added Vol:	169	115	0	1	28	-24	0	6	4	0	48	-5
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	568	1263	346	110	955	285	203	424	80	550	823	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:	568	1263	346	110	955	285	203	424	80	550	823	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	568	1263	346	110	955	285	203	424	80	550	823	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	568	1263	346	110	955	285	203	424	80	550	823	142
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:	0.15	0.22	0.18	0.03	0.17	0.15	0.05	0.11	0.04	0.10	0.22	0.07
Crit Moves:	****				****		****				****	
Green Time:	36.7	64.7	95.4	13.1	41.1	54.2	13.1	35.5	72.2	30.7	53.1	53.1
Volume/Cap:	0.64	0.53	0.30	0.34	0.64	0.43	0.64	0.49	0.09	0.49	0.64	0.22
Delay/Veh:	57.1	35.2	15.1	70.3	52.9	41.1	78.5	54.4	23.7	57.2	45.7	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.1	35.2	15.1	70.3	52.9	41.1	78.5	54.4	23.7	57.2	45.7	37.4
LOS by Move:	E	D	B	E	D	D	E	D	C	E	D	D
HCM2kAvgQ:	13	15	8	2	14	10	5	9	2	8	16	5

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

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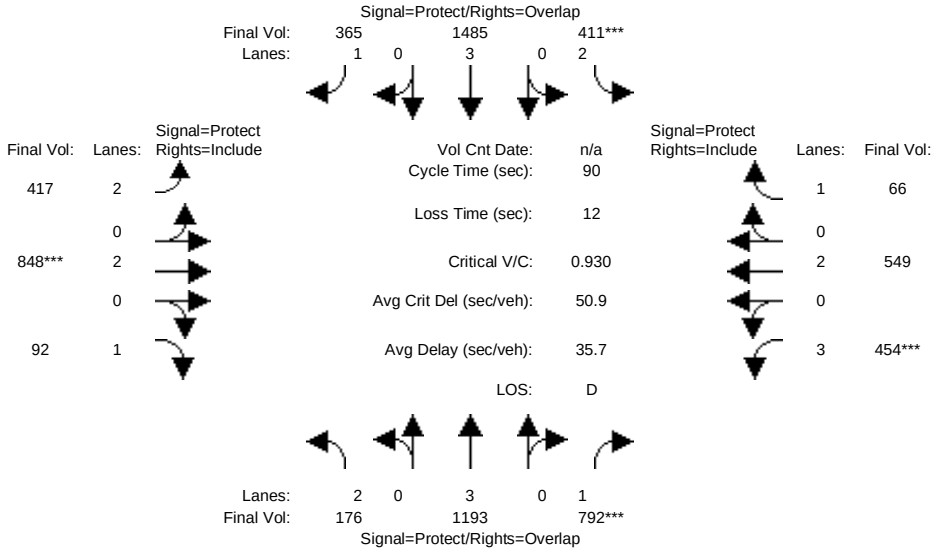
Cumul + Prj PM

Intersection #1207: (13) GREAT AMERICA/TASMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	145	1172	792	405	1317	369	417	811	70	454	540	67
Growth Adj:	1.00	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	1172	792	405	1317	369	417	811	70	454	540	67
Added Vol:	31	21	0	6	168	-4	0	37	22	0	9	-1
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	176	1193	792	411	1485	365	417	848	92	454	549	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	176	1193	792	411	1485	365	417	848	92	454	549	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	176	1193	792	411	1485	365	417	848	92	454	549	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	176	1193	792	411	1485	365	417	848	92	454	549	66
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	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:	0.06	0.21	0.45	0.13	0.26	0.21	0.13	0.22	0.05	0.10	0.14	0.04
Crit Moves:			****	****				****		****		
Green Time:	10.7	34.1	43.8	12.6	36.0	50.9	14.9	21.6	21.6	9.7	16.3	16.3
Volume/Cap:	0.47	0.55	0.93	0.93	0.65	0.37	0.80	0.93	0.22	0.93	0.80	0.21
Delay/Veh:	37.9	22.2	38.1	64.5	22.6	10.9	44.5	49.1	27.7	64.4	41.8	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:	37.9	22.2	38.1	64.5	22.6	10.9	44.5	49.1	27.7	64.4	41.8	31.7
LOS by Move:	D	C	D	E	C	B	D	D	C	E	D	C
HCM2kAvgQ:	3	8	25	8	11	6	7	13	2	6	8	2

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

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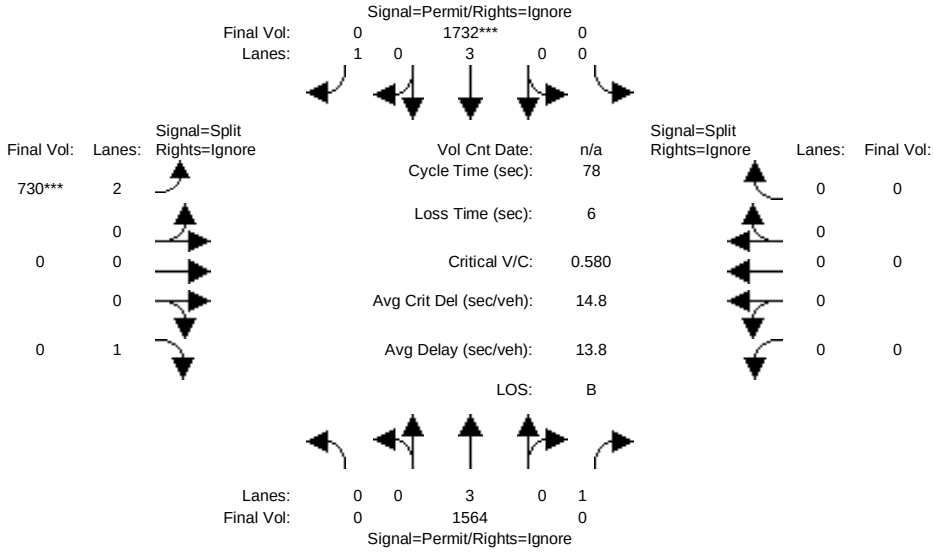
Intersection #1208: (18) BOWERS/101 SB



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	1564	278	0	1732	322	730	0	588	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	1564	278	0	1732	322	730	0	588	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	1564	278	0	1732	322	730	0	588	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	1564	0	0	1732	0	730	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1564	0	0	1732	0	730	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	1564	0	0	1732	0	730	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	0.27	0.00	0.00	0.30	0.00	0.23	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	40.8	0.0	0.0	40.8	0.0	31.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.00	0.00	0.58	0.00	0.58	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.4	0.0	0.0	13.0	0.0	19.0	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.4	0.0	0.0	13.0	0.0	19.0	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
HCM2kAvgQ:	0	8	0	0	9	0	9	0	0	0	0	0

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

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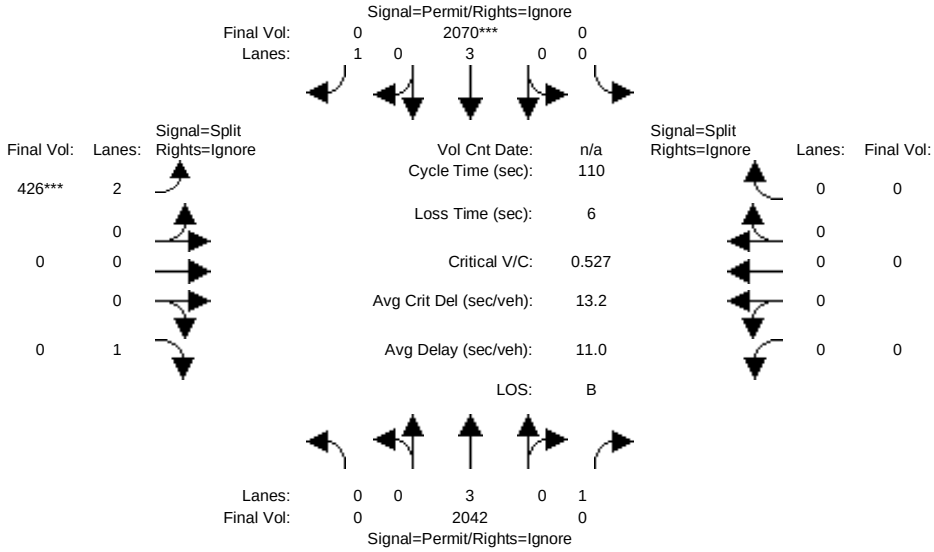
Intersection #1208: (18) BOWERS/101 SB



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	2042	859	0	2070	713	426	0	293	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	2042	859	0	2070	713	426	0	293	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	2042	859	0	2070	713	426	0	293	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	2042	0	0	2070	0	426	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2042	0	0	2070	0	426	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	2042	0	0	2070	0	426	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	0.36	0.00	0.00	0.36	0.00	0.14	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	75.8	0.0	0.0	75.8	0.0	28.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.00	0.00	0.53	0.00	0.53	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.4	0.0	0.0	8.5	0.0	35.8	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	8.4	0.0	0.0	8.5	0.0	35.8	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
HCM2kAvgQ:	0	10	0	0	11	0	8	0	0	0	0	0

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

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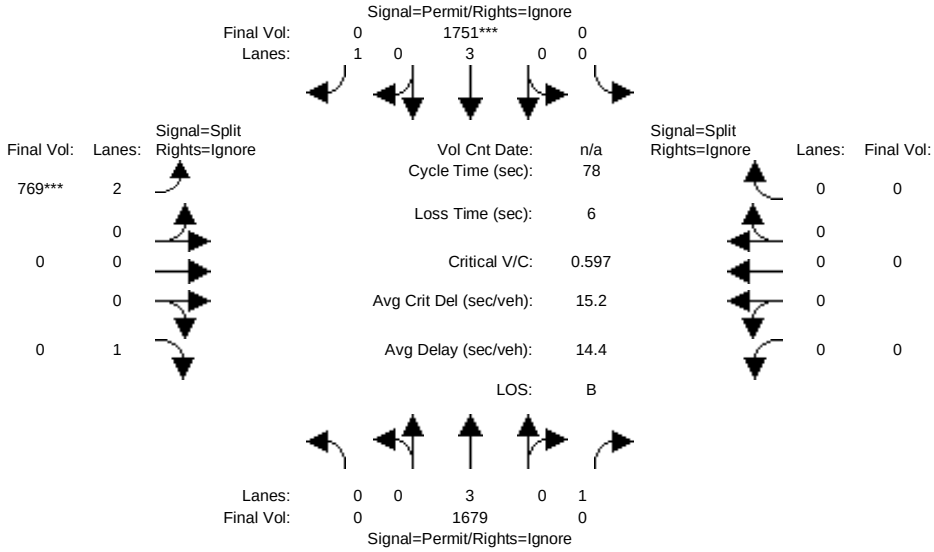
Intersection #1208: (18) BOWERS/101 SB



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	1564	278	0	1732	322	730	0	588	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	1564	278	0	1732	322	730	0	588	0	0	0
Added Vol:	0	115	0	0	19	17	39	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1679	278	0	1751	339	769	0	588	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	1679	0	0	1751	0	769	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1679	0	0	1751	0	769	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	1679	0	0	1751	0	769	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	0.29	0.00	0.00	0.31	0.00	0.24	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	40.1	0.0	0.0	40.1	0.0	31.9	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.57	0.00	0.00	0.60	0.00	0.60	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	13.3	0.0	0.0	13.6	0.0	18.8	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	13.3	0.0	0.0	13.6	0.0	18.8	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
HCM2kAvgQ:	0	9	0	0	10	0	9	0	0	0	0	0

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

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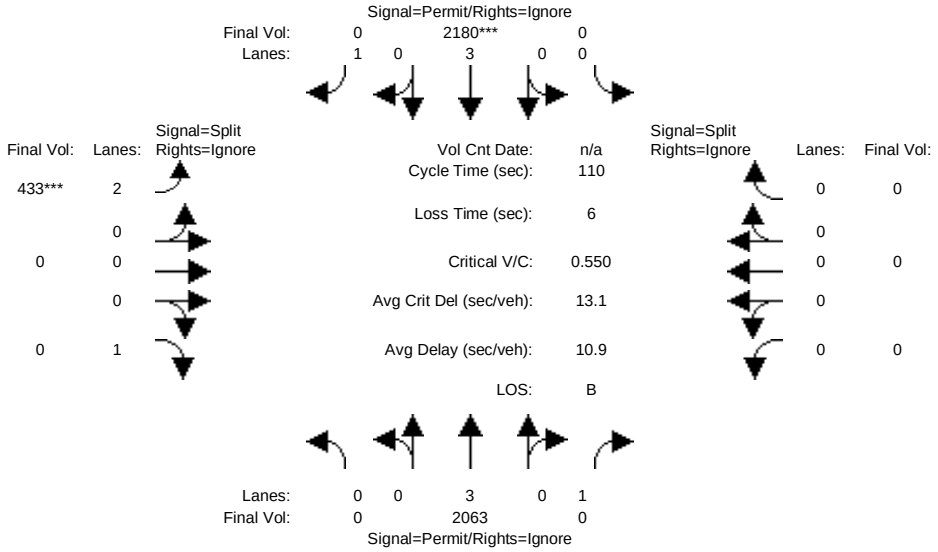
Intersection #1208: (18) BOWERS/101 SB



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	2042	859	0	2070	713	426	0	293	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	2042	859	0	2070	713	426	0	293	0	0	0
Added Vol:	0	21	0	0	110	102	7	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2063	859	0	2180	815	433	0	293	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	2063	0	0	2180	0	433	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2063	0	0	2180	0	433	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	2063	0	0	2180	0	433	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	0.36	0.00	0.00	0.38	0.00	0.14	0.00	0.00	0.00	0.00	0.00
Crit Moves:					****		****					
Green Time:	0.0	76.5	0.0	0.0	76.5	0.0	27.5	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.52	0.00	0.00	0.55	0.00	0.55	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	8.1	0.0	0.0	8.4	0.0	36.7	0.0	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	8.1	0.0	0.0	8.4	0.0	36.7	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
HCM2kAvgQ:	0	10	0	0	12	0	8	0	0	0	0	0

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

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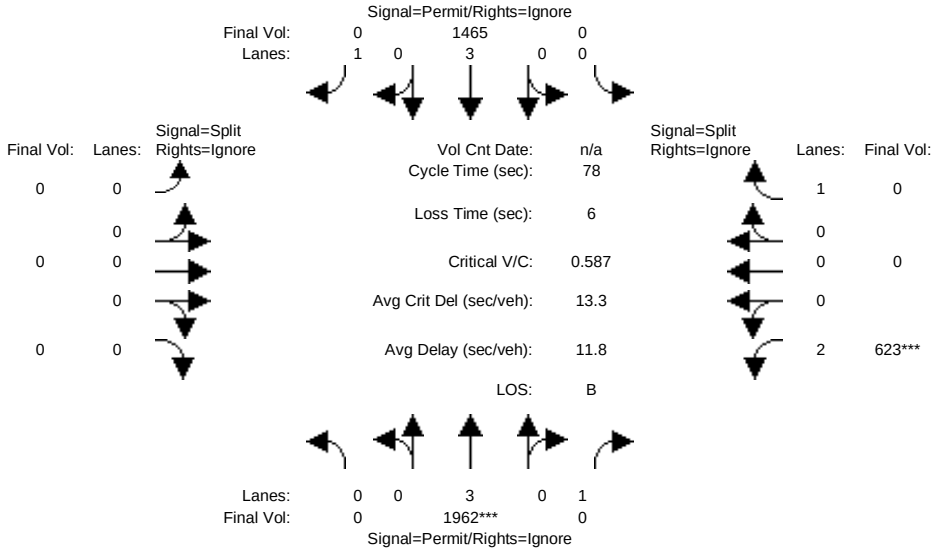
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #1209: (17) 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	1962	250	0	1465	528	0	0	0	623	0	1161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1962	250	0	1465	528	0	0	0	623	0	1161
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1962	250	0	1465	528	0	0	0	623	0	1161
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	1962	0	0	1465	0	0	0	0	623	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1962	0	0	1465	0	0	0	0	623	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	1962	0	0	1465	0	0	0	0	623	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	0.26	0.00	0.00	0.00	0.00	0.20	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	45.7	0.0	0.0	45.7	0.0	0.0	0.0	0.0	26.3	0.0	0.0
Volume/Cap:	0.00	0.59	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.59	0.00	0.00
Delay/Veh:	0.0	10.5	0.0	0.0	9.1	0.0	0.0	0.0	0.0	22.2	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	10.5	0.0	0.0	9.1	0.0	0.0	0.0	0.0	22.2	0.0	0.0
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	10	0	0	6	0	0	0	0	8	0	0

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

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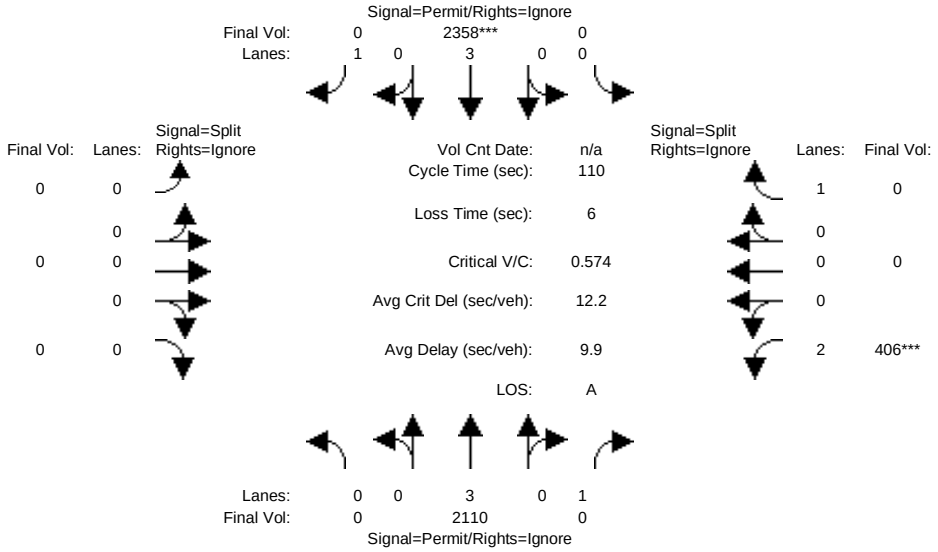
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #1209: (17) 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	2110	398	0	2358	795	0	0	0	406	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	2110	398	0	2358	795	0	0	0	406	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	2110	398	0	2358	795	0	0	0	406	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	2110	0	0	2358	0	0	0	0	406	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2110	0	0	2358	0	0	0	0	406	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	2110	0	0	2358	0	0	0	0	406	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.41	0.00	0.00	0.00	0.00	0.13	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	0.51	0.00	0.00	0.57	0.00	0.00	0.00	0.00	0.57	0.00	0.00
Delay/Veh:	0.0	6.9	0.0	0.0	7.5	0.0	0.0	0.0	0.0	39.1	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	6.9	0.0	0.0	7.5	0.0	0.0	0.0	0.0	39.1	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	10	0	0	13	0	0	0	0	8	0	0

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

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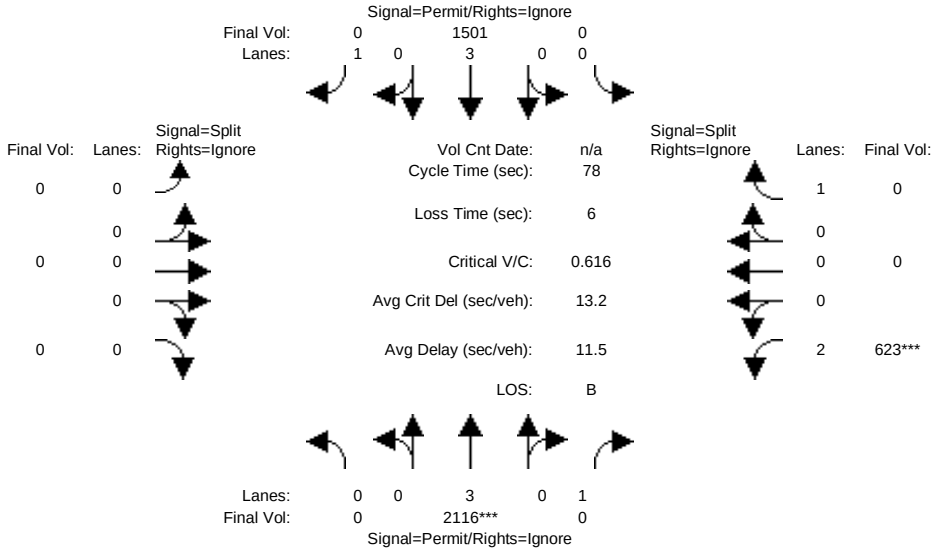
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj AM

Intersection #1209: (17) 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	1962	250	0	1465	528	0	0	0	623	0	1161
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1962	250	0	1465	528	0	0	0	623	0	1161
Added Vol:	0	154	0	0	36	7	0	0	0	0	0	105
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2116	250	0	1501	535	0	0	0	623	0	1266
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	2116	0	0	1501	0	0	0	0	623	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2116	0	0	1501	0	0	0	0	623	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	2116	0	0	1501	0	0	0	0	623	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.00	0.26	0.00	0.00	0.00	0.00	0.20	0.00	0.00
Crit Moves:		****								****		
Green Time:	0.0	47.0	0.0	0.0	47.0	0.0	0.0	0.0	0.0	25.0	0.0	0.0
Volume/Cap:	0.00	0.62	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.62	0.00	0.00
Delay/Veh:	0.0	10.2	0.0	0.0	8.5	0.0	0.0	0.0	0.0	23.6	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	10.2	0.0	0.0	8.5	0.0	0.0	0.0	0.0	23.6	0.0	0.0
LOS by Move:	A	B	A	A	A	A	A	A	A	C	A	A
HCM2kAvgQ:	0	11	0	0	6	0	0	0	0	8	0	0

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

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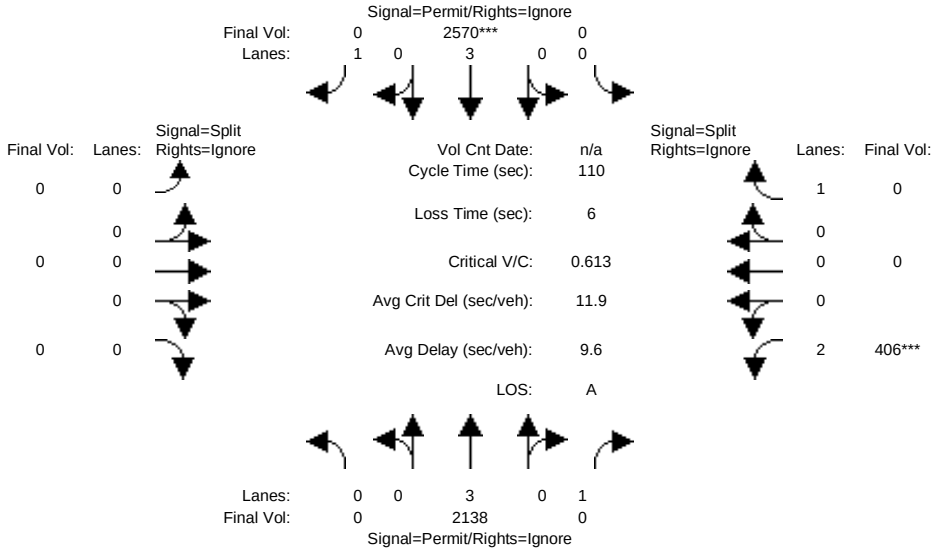
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj PM

Intersection #1209: (17) 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	2110	398	0	2358	795	0	0	0	406	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	2110	398	0	2358	795	0	0	0	406	0	637
Added Vol:	0	28	0	0	212	43	0	0	0	0	0	19
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2138	398	0	2570	838	0	0	0	406	0	656
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	2138	0	0	2570	0	0	0	0	406	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2138	0	0	2570	0	0	0	0	406	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	2138	0	0	2570	0	0	0	0	406	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.00	0.00	0.45	0.00	0.00	0.00	0.00	0.13	0.00	0.00
Crit Moves:					****					****		
Green Time:	0.0	80.9	0.0	0.0	80.9	0.0	0.0	0.0	0.0	23.1	0.0	0.0
Volume/Cap:	0.00	0.51	0.00	0.00	0.61	0.00	0.00	0.00	0.00	0.61	0.00	0.00
Delay/Veh:	0.0	6.3	0.0	0.0	7.3	0.0	0.0	0.0	0.0	41.1	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	6.3	0.0	0.0	7.3	0.0	0.0	0.0	0.0	41.1	0.0	0.0
LOS by Move:	A	A	A	A	A	A	A	A	A	D	A	A
HCM2kAvgQ:	0	10	0	0	14	0	0	0	0	8	0	0

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

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Great America Parkway Office
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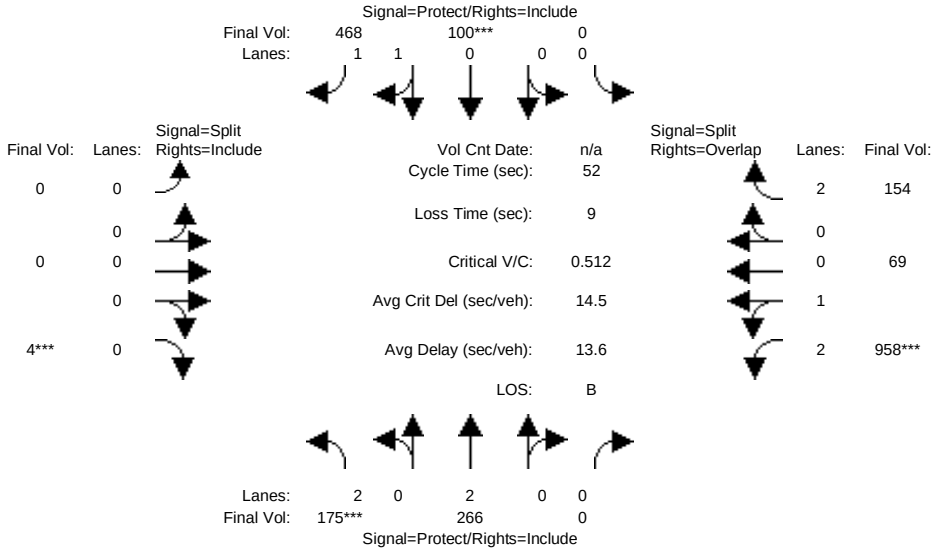
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #3028: (8) 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:	175	266	0	0	100	468	0	0	4	958	69	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:	175	266	0	0	100	468	0	0	4	958	69	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:	175	266	0	0	100	468	0	0	4	958	69	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:	175	266	0	0	100	468	0	0	4	958	69	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	175	266	0	0	100	468	0	0	4	958	69	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:	175	266	0	0	100	468	0	0	4	958	69	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	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	1.00	2.82	0.18	2.00
Final Sat.:	3150	3800	0	0	634	2966	0	0	1750	4615	332	3150
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.21	0.21	0.05
Crit Moves:	****				****				****	****		
Green Time:	7.0	22.4	0.0	0.0	15.4	15.4	0.0	0.0	0.2	20.3	20.3	20.3
Volume/Cap:	0.41	0.16	0.00	0.00	0.53	0.53	0.00	0.00	0.53	0.53	0.53	0.13
Delay/Veh:	21.3	9.1	0.0	0.0	15.8	15.8	0.0	0.0	83.2	12.5	12.5	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:	21.3	9.1	0.0	0.0	15.8	15.8	0.0	0.0	83.2	12.5	12.5	10.2
LOS by Move:	C	A	A	A	B	B	A	A	F	B	B	B
HCM2kAvgQ:	2	1	0	0	4	4	0	0	1	5	5	1

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

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Great America Parkway Office
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
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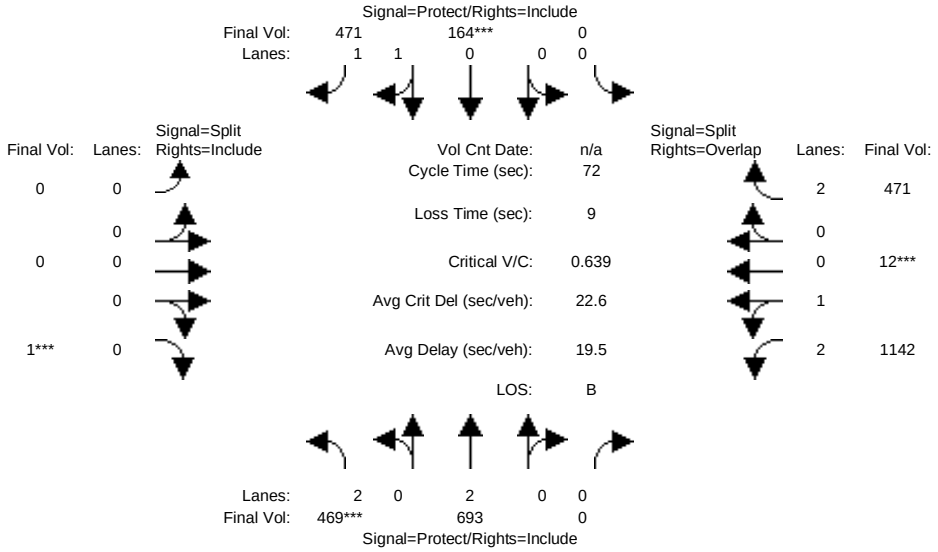
Intersection #3028: (8) 237/GREAT AMERICA (N)



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:	469	693	0		0	164	471		0	0	1		1142	12	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:	469	693	0		0	164	471		0	0	1		1142	12	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:	469	693	0		0	164	471		0	0	1		1142	12	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:	469	693	0		0	164	471		0	0	1		1142	12	471	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	469	693	0		0	164	471		0	0	1		1142	12	471	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	469	693	0		0	164	471		0	0	1		1142	12	471	
Saturation 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	1.00		2.97	0.03	2.00	
Final Sat.:	3150	3800	0		0	930	2670		0	0	1750		4898	51	3150	
Capacity Analysis Module:																
Vol/Sat:	0.15	0.18	0.00		0.00	0.18	0.18		0.00	0.00	0.00		0.23	0.23	0.15	
Crit Moves:	****					****					****			****		
Green Time:	16.8	36.7	0.0		0.0	19.9	19.9		0.0	0.0	0.1		26.3	26.3	26.3	
Volume/Cap:	0.64	0.36	0.00		0.00	0.64	0.64		0.00	0.00	0.64		0.64	0.64	0.41	
Delay/Veh:	26.8	10.7	0.0		0.0	24.3	24.3		0.0	0.0	345.6		19.7	19.7	17.3	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	26.8	10.7	0.0		0.0	24.3	24.3		0.0	0.0	345.6		19.7	19.7	17.3	
LOS by Move:	C	B	A		A	C	C		A	A	F		B	B	B	
HCM2kAvgQ:	6	4	0		0	7	7		0	0	0		9	9	5	

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

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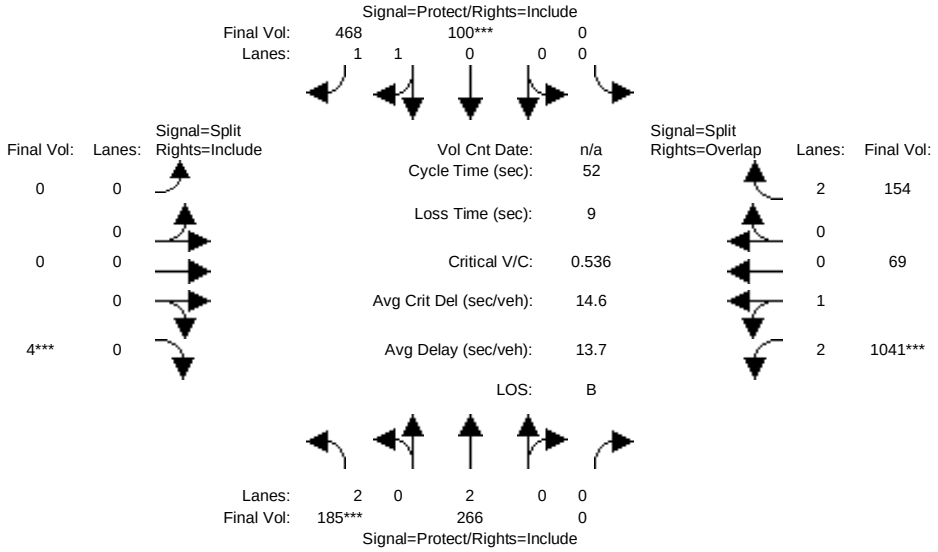
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj AM

Intersection #3028: (8) 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:	175	266	0	0	100	468	0	0	4	958	69	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:	175	266	0	0	100	468	0	0	4	958	69	154
Added Vol:	10	0	0	0	0	0	0	0	0	83	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	185	266	0	0	100	468	0	0	4	1041	69	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:	185	266	0	0	100	468	0	0	4	1041	69	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	185	266	0	0	100	468	0	0	4	1041	69	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:	185	266	0	0	100	468	0	0	4	1041	69	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	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	1.00	2.83	0.17	2.00
Final Sat.:	3150	3800	0	0	634	2966	0	0	1750	4640	308	3150
Capacity Analysis Module:												
Vol/Sat:	0.06	0.07	0.00	0.00	0.16	0.16	0.00	0.00	0.00	0.22	0.22	0.05
Crit Moves:	****				****				****	****		
Green Time:	7.0	21.8	0.0	0.0	14.8	14.8	0.0	0.0	0.2	21.0	21.0	21.0
Volume/Cap:	0.44	0.17	0.00	0.00	0.56	0.56	0.00	0.00	0.56	0.56	0.56	0.12
Delay/Veh:	21.4	9.5	0.0	0.0	16.5	16.5	0.0	0.0	96.9	12.3	12.3	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	9.5	0.0	0.0	16.5	16.5	0.0	0.0	96.9	12.3	12.3	9.8
LOS by Move:	C	A	A	A	B	B	A	A	F	B	B	A
HCM2kAvgQ:	2	1	0	0	4	4	0	0	1	6	6	1

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)
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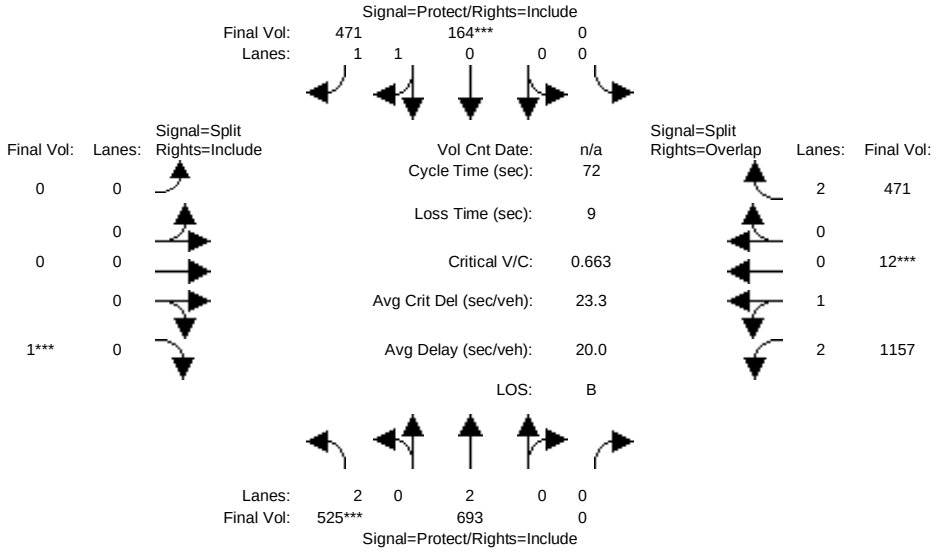
Intersection #3028: (8) 237/GREAT AMERICA (N)



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:	469	693	0	0	164	471	0	0	1	1142	12	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:	469	693	0	0	164	471	0	0	1	1142	12	471
Added Vol:	56	0	0	0	0	0	0	0	0	15	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	525	693	0	0	164	471	0	0	1	1157	12	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:	525	693	0	0	164	471	0	0	1	1157	12	471
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	525	693	0	0	164	471	0	0	1	1157	12	471
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	525	693	0	0	164	471	0	0	1	1157	12	471
Saturation 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	1.00	2.97	0.03	2.00
Final Sat.:	3150	3800	0	0	930	2670	0	0	1750	4899	51	3150
Capacity Analysis Module:												
Vol/Sat:	0.17	0.18	0.00	0.00	0.18	0.18	0.00	0.00	0.00	0.24	0.24	0.15
Crit Moves:	****				****				****		****	
Green Time:	18.1	37.3	0.0	0.0	19.2	19.2	0.0	0.0	0.1	25.7	25.7	25.7
Volume/Cap:	0.66	0.35	0.00	0.00	0.66	0.66	0.00	0.00	0.66	0.66	0.66	0.42
Delay/Veh:	26.3	10.4	0.0	0.0	25.3	25.3	0.0	0.0	380.2	20.5	20.5	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:	26.3	10.4	0.0	0.0	25.3	25.3	0.0	0.0	380.2	20.5	20.5	17.8
LOS by Move:	C	B	A	A	C	C	A	A	F	C	C	B
HCM2kAvgQ:	6	4	0	0	7	7	0	0	0	9	9	5

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

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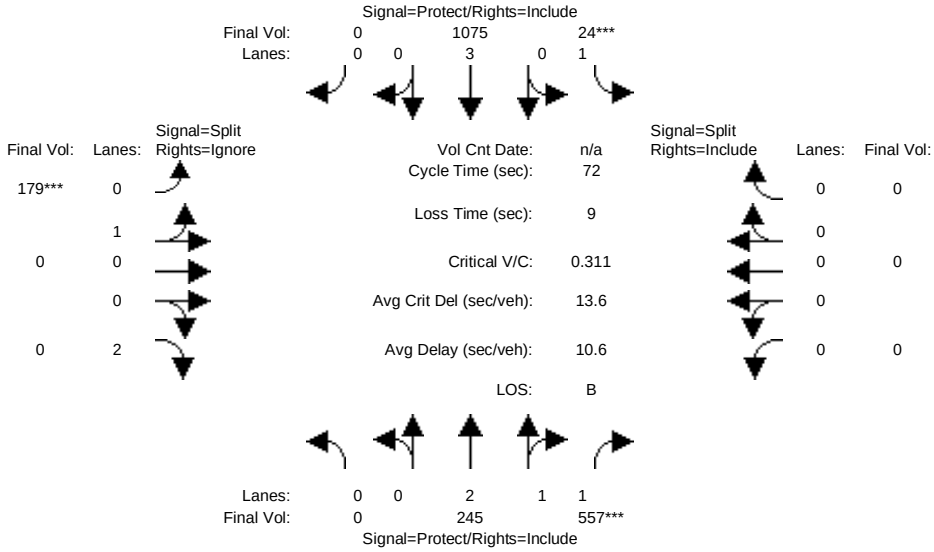
Great America Parkway Office
City of Santa Clara

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

Intersection #3029: (9) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	245	557	24	1075	0	179	0	879	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	245	557	24	1075	0	179	0	879	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	245	557	24	1075	0	179	0	879	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	245	557	24	1075	0	179	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	245	557	24	1075	0	179	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	245	557	24	1075	0	179	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	0.16	0.01	0.19	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	34.5	34.5	7.0	41.5	0.0	21.5	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.13	0.33	0.14	0.33	0.00	0.33	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.5	11.7	30.1	8.0	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	10.5	11.7	30.1	8.0	0.0	20.0	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	A	A	A	A	A
HCM2kAvgQ:	0	1	4	1	4	0	3	0	0	0	0	0

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

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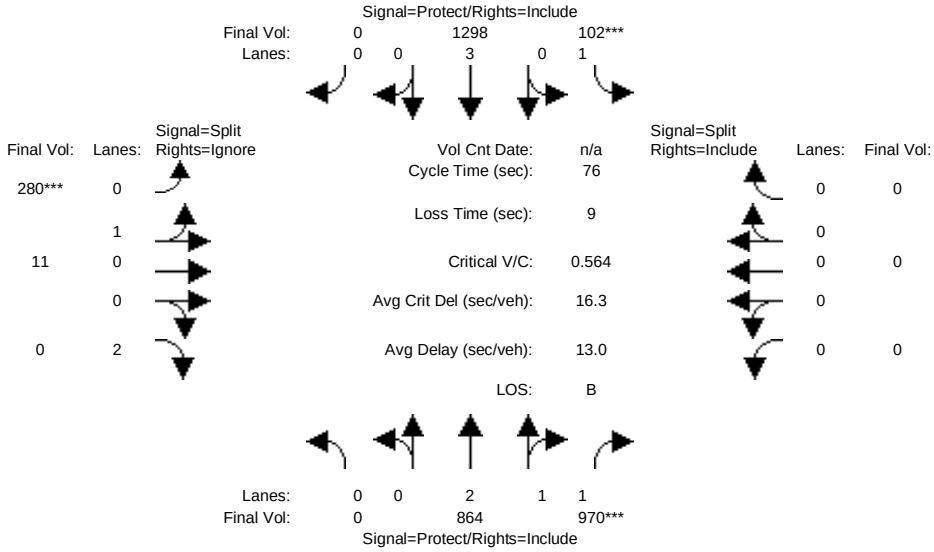
City of Santa Clara

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

Intersection #3029: (9) 237/GREAT AMERICA (S)



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	0	10	10		7	10	0		10	10	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	0	864	970		102	1298	0		280	11	306		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	864	970		102	1298	0		280	11	306		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	864	970		102	1298	0		280	11	306		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	864	970		102	1298	0		280	11	0		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	0	864	970		102	1298	0		280	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	864	970		102	1298	0		280	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		1732	68	3150		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.00	0.23	0.28		0.06	0.23	0.00		0.16	0.16	0.00		0.00	0.00	0.00	
Crit Moves:			****		****				****							
Green Time:	0.0	37.4	37.4		7.9	45.2	0.0		21.8	21.8	0.0		0.0	0.0	0.0	
Volume/Cap:	0.00	0.46	0.56		0.56	0.38	0.00		0.56	0.56	0.00		0.00	0.00	0.00	
Delay/Veh:	0.0	12.8	13.8		36.5	8.1	0.0		24.5	24.5	0.0		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	0.0	12.8	13.8		36.5	8.1	0.0		24.5	24.5	0.0		0.0	0.0	0.0	
LOS by Move:	A	B	B		D	A	A		C	C	A		A	A	A	
HCM2kAvgQ:	0	6	8		2	5	0		7	7	0		0	0	0	

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

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2000 HCM Operations (Future Volume Alternative)
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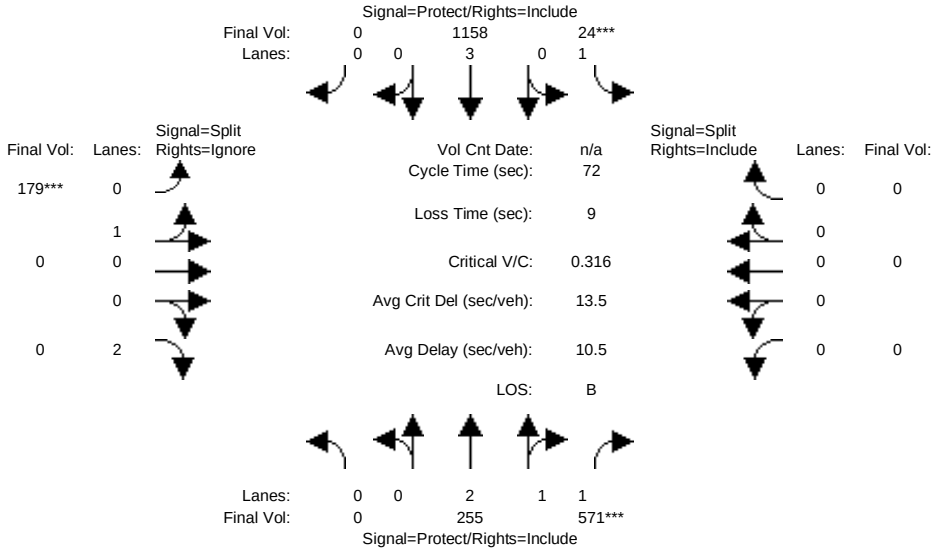
Intersection #3029: (9) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	245	557	24	1075	0	179	0	879	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	245	557	24	1075	0	179	0	879	0	0	0
Added Vol:	0	10	14	0	83	0	0	0	67	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	255	571	24	1158	0	179	0	946	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	255	571	24	1158	0	179	0	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	255	571	24	1158	0	179	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	255	571	24	1158	0	179	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	0.16	0.01	0.20	0.00	0.10	0.00	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	34.8	34.8	7.0	41.8	0.0	21.2	0.0	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.14	0.34	0.14	0.35	0.00	0.34	0.00	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	10.3	11.6	30.1	8.0	0.0	20.3	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:	0.0	10.3	11.6	30.1	8.0	0.0	20.3	0.0	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	C	A	A	C	A	A	A	A	A
HCM2kAvgQ:	0	1	4	1	4	0	3	0	0	0	0	0

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

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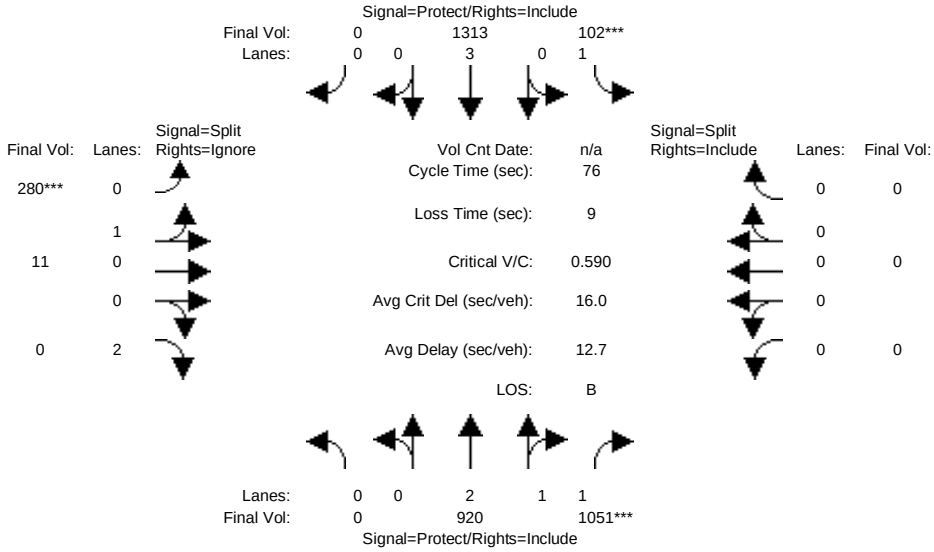
Intersection #3029: (9) 237/GREAT AMERICA (S)



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	10	10	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	864	970	102	1298	0	280	11	306	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	864	970	102	1298	0	280	11	306	0	0	0
Added Vol:	0	56	81	0	15	0	0	0	12	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	920	1051	102	1313	0	280	11	318	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	920	1051	102	1313	0	280	11	0	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	920	1051	102	1313	0	280	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	920	1051	102	1313	0	280	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	1732	68	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.30	0.06	0.23	0.00	0.16	0.16	0.00	0.00	0.00	0.00
Crit Moves:			****	****			****					
Green Time:	0.0	38.7	38.7	7.5	46.2	0.0	20.8	20.8	0.0	0.0	0.0	0.0
Volume/Cap:	0.00	0.48	0.59	0.59	0.38	0.00	0.59	0.59	0.00	0.00	0.00	0.00
Delay/Veh:	0.0	12.2	13.4	38.1	7.7	0.0	25.8	25.8	0.0	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.2	13.4	38.1	7.7	0.0	25.8	25.8	0.0	0.0	0.0	0.0
LOS by Move:	A	B	B	D	A	A	C	C	A	A	A	A
HCM2kAvgQ:	0	7	9	2	5	0	7	7	0	0	0	0

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

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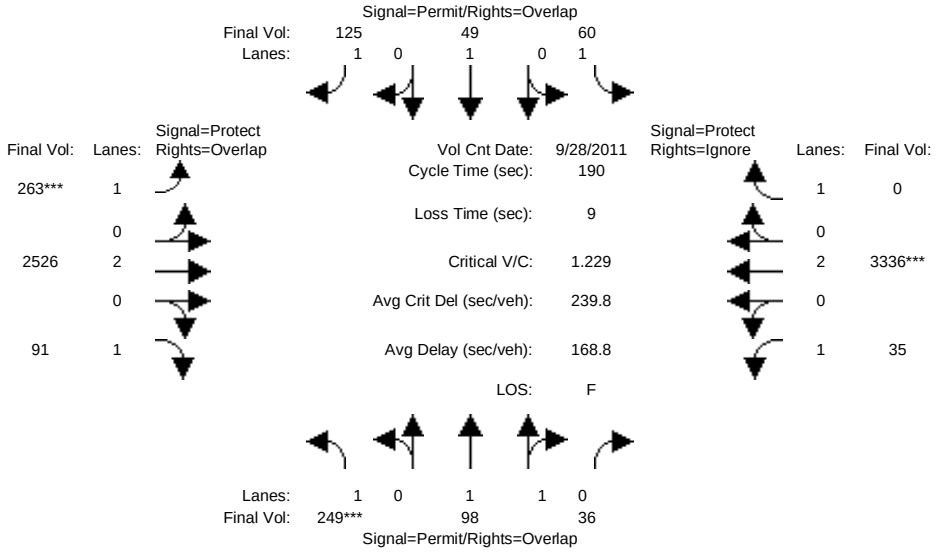
Intersection #5325: (30) CENTRAL EXPWY/CORVIN DR-OAKMEAD PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	37	37	37	37	37	37	32	129	129	15	112	112
Y+R:	4.0	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: 28 Sep 2011 <<												
Base Vol:	249	98	36	60	49	125	263	2526	91	35	3336	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:	249	98	36	60	49	125	263	2526	91	35	3336	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:	249	98	36	60	49	125	263	2526	91	35	3336	272
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:	249	98	36	60	49	125	263	2526	91	35	3336	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	98	36	60	49	125	263	2526	91	35	3336	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:	249	98	36	60	49	125	263	2526	91	35	3336	0
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	1.45	0.55	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2705	994	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.04	0.04	0.03	0.03	0.07	0.15	0.66	0.05	0.02	0.88	0.00
Crit Moves:	****						****				****	
Green Time:	37.0	37.0	52.0	37.0	37.0	69.0	32.0	129	129.0	15.0	112	0.0
Volume/Cap:	0.73	0.19	0.13	0.18	0.13	0.20	0.89	0.98	0.08	0.25	1.49	0.00
Delay/Veh:	79.7	64.0	52.1	64.0	63.4	41.6	114.7	83.5	24.9	83.2	262	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.7	64.0	52.1	64.0	63.4	41.6	114.7	83.5	24.9	83.2	262	0.0
LOS by Move:	E	E	D	E	E	D	F	F	C	F	F	A
HCM2kAvgQ:	16	3	3	3	2	5	19	77	4	2	159	0

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

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Great America Parkway Office
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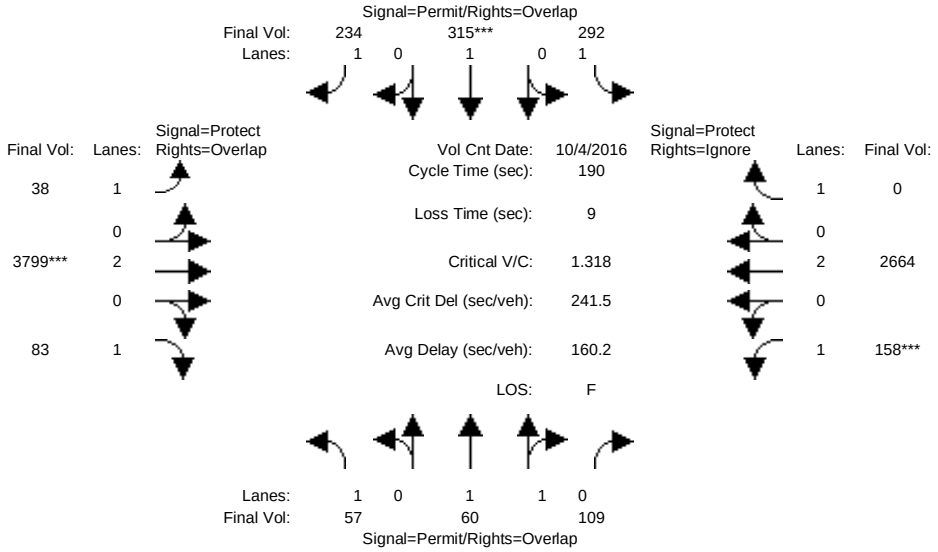
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #5325: (30) CENTRAL EXPWY/CORVIN DR-OAKMEAD PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	36	36	36	37	37	37	9	124	124	13	128	128
Y+R:	5.7	5.7	5.7	5.5	5.5	5.5	5.0	6.2	6.2	5.1	6.2	6.2
Volume Module: >> Count Date: 4 Oct 2016 << 5:00 - 6:00 PM												
Base Vol:	57	60	109	292	315	234	38	3799	83	158	2664	84
Growth Adj:	1.00	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	60	109	292	315	234	38	3799	83	158	2664	84
Added Vol:	0	0	0	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	60	109	292	315	234	38	3799	83	158	2664	84
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:	57	60	109	292	315	234	38	3799	83	158	2664	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	60	109	292	315	234	38	3799	83	158	2664	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:	57	60	109	292	315	234	38	3799	83	158	2664	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.06	0.17	0.17	0.13	0.02	1.00	0.05	0.09	0.70	0.00
Crit Moves:					****			****		****		
Green Time:	37.0	37.0	50.0	37.0	37.0	46.1	9.1	131	131.0	13.0	135	0.0
Volume/Cap:	0.17	0.16	0.24	0.86	0.85	0.55	0.45	1.45	0.07	1.32	0.99	0.00
Delay/Veh:	63.9	63.7	55.2	92.8	90.8	64.4	91.9	252	15.6	279.1	59.6	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:	63.9	63.7	55.2	92.8	90.8	64.4	91.9	252	15.6	279.1	59.6	0.0
LOS by Move:	E	E	E	F	F	E	F	F	B	F	E	A
HCM2kAvgQ:	3	3	5	20	20	13	3	177	3	17	81	0

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

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2000 HCM Operations (Future Volume Alternative)
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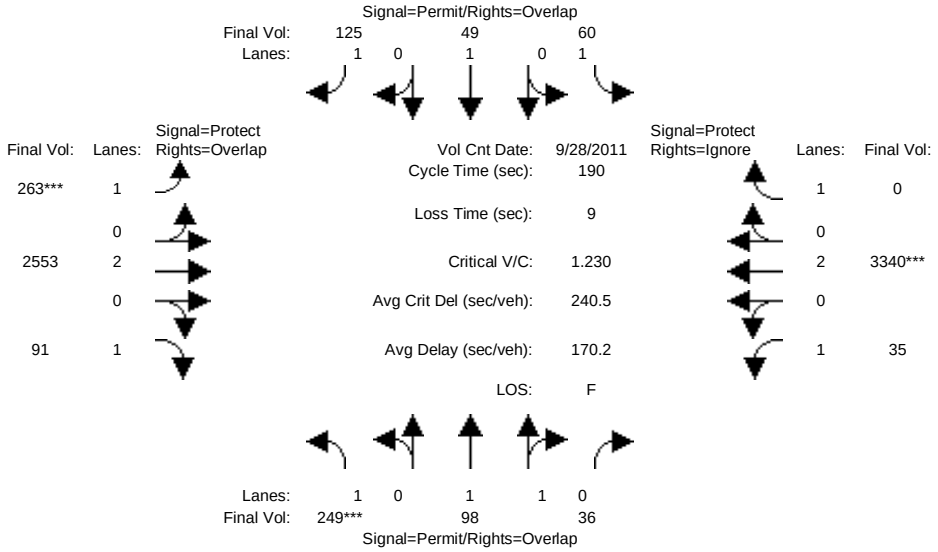
Intersection #5325: (30) CENTRAL EXPWY/CORVIN DR-OAKMEAD PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	37	37	37	37	37	37	32	129	129	15	112	112
Y+R:	4.0	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: 28 Sep 2011 <<												
Base Vol:	249	98	36	60	49	125	263	2526	91	35	3336	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:	249	98	36	60	49	125	263	2526	91	35	3336	272
Added Vol:	0	0	0	0	0	0	0	27	0	0	4	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	249	98	36	60	49	125	263	2553	91	35	3340	272
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:	249	98	36	60	49	125	263	2553	91	35	3340	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	98	36	60	49	125	263	2553	91	35	3340	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:	249	98	36	60	49	125	263	2553	91	35	3340	0
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	1.45	0.55	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2705	994	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.04	0.04	0.03	0.03	0.07	0.15	0.67	0.05	0.02	0.88	0.00
Crit Moves:	****						****				****	
Green Time:	37.0	37.0	52.0	37.0	37.0	69.0	32.0	129	129.0	15.0	112	0.0
Volume/Cap:	0.73	0.19	0.13	0.18	0.13	0.20	0.89	0.99	0.08	0.25	1.49	0.00
Delay/Veh:	79.7	64.0	52.1	64.0	63.4	41.6	114.7	87.2	24.9	83.2	262	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.7	64.0	52.1	64.0	63.4	41.6	114.7	87.2	24.9	83.2	262	0.0
LOS by Move:	E	E	D	E	E	D	F	F	C	F	F	A
HCM2kAvgQ:	16	3	3	3	2	5	19	79	4	2	160	0

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

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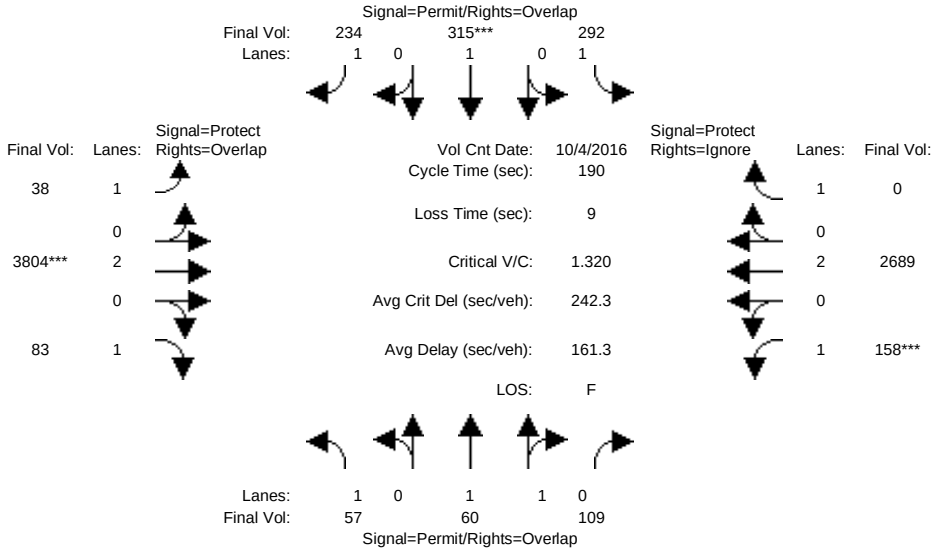
Intersection #5325: (30) CENTRAL EXPWY/CORVIN DR-OAKMEAD PKWY



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	36	36	36	37	37	37	9	124	124	13	128	128
Y+R:	5.7	5.7	5.7	5.5	5.5	5.5	5.0	6.2	6.2	5.1	6.2	6.2
Volume Module: >> Count Date: 4 Oct 2016 << 5:00 - 6:00 PM												
Base Vol:	57	60	109	292	315	234	38	3799	83	158	2664	84
Growth Adj:	1.00	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	60	109	292	315	234	38	3799	83	158	2664	84
Added Vol:	0	0	0	0	0	0	0	5	0	0	25	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	60	109	292	315	234	38	3804	83	158	2689	84
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:	57	60	109	292	315	234	38	3804	83	158	2689	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	60	109	292	315	234	38	3804	83	158	2689	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:	57	60	109	292	315	234	38	3804	83	158	2689	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.03	0.06	0.17	0.17	0.13	0.02	1.00	0.05	0.09	0.71	0.00
Crit Moves:					****			****		****		
Green Time:	37.0	37.0	50.0	37.0	37.0	46.0	9.0	131	131.0	13.0	135	0.0
Volume/Cap:	0.17	0.16	0.24	0.86	0.85	0.55	0.46	1.45	0.07	1.32	1.00	0.00
Delay/Veh:	63.9	63.7	55.2	92.8	90.8	64.5	92.0	253	15.6	279.1	62.5	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:	63.9	63.7	55.2	92.8	90.8	64.5	92.0	253	15.6	279.1	62.5	0.0
LOS by Move:	E	E	E	F	F	E	F	F	B	F	E	A
HCM2kAvgQ:	3	3	5	20	20	13	3	177	3	17	83	0

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

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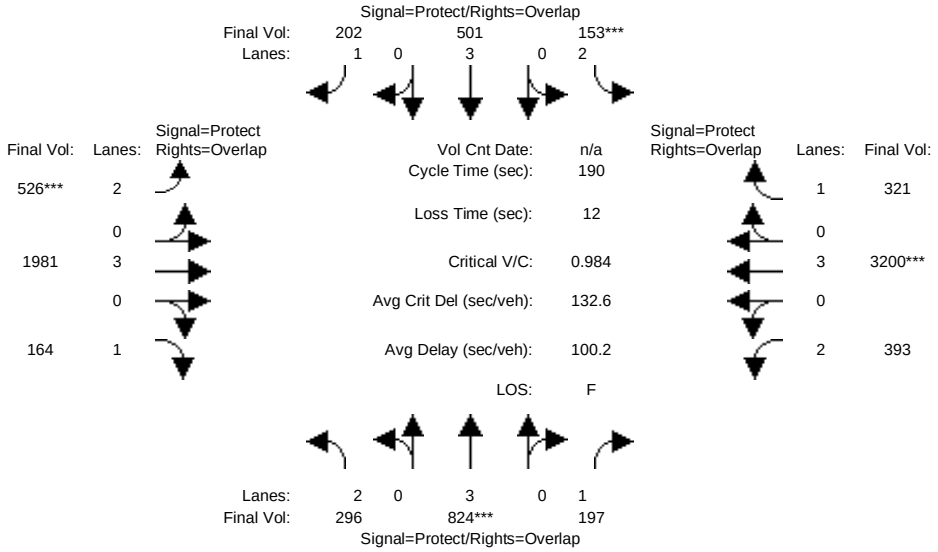
Intersection #5329: (20) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	42	42	15	35	35	32	101	101	20	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	296	824	197	153	501	202	526	1981	164	393	3200	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	824	197	153	501	202	526	1981	164	393	3200	321
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	824	197	153	501	202	526	1981	164	393	3200	321
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	824	197	153	501	202	526	1981	164	393	3200	321
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	824	197	153	501	202	526	1981	164	393	3200	321
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	296	824	197	153	501	202	526	1981	164	393	3200	321
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	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	0.14	0.11	0.05	0.09	0.12	0.17	0.35	0.09	0.12	0.56	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:	0.81	0.65	0.34	0.62	0.48	0.33	0.99	0.65	0.14	1.19	1.20	0.34
Delay/Veh:	94.9	68.6	48.9	89.3	69.7	45.3	115.6	41.5	19.6	194.7	154	31.3
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:	94.9	68.6	48.9	89.3	69.7	45.3	115.6	41.5	19.6	194.7	154	31.3
LOS by Move:	F	E	D	F	E	D	F	D	B	F	F	C
HCM2kAvgQ:	10	14	9	5	8	9	23	31	6	21	83	14

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

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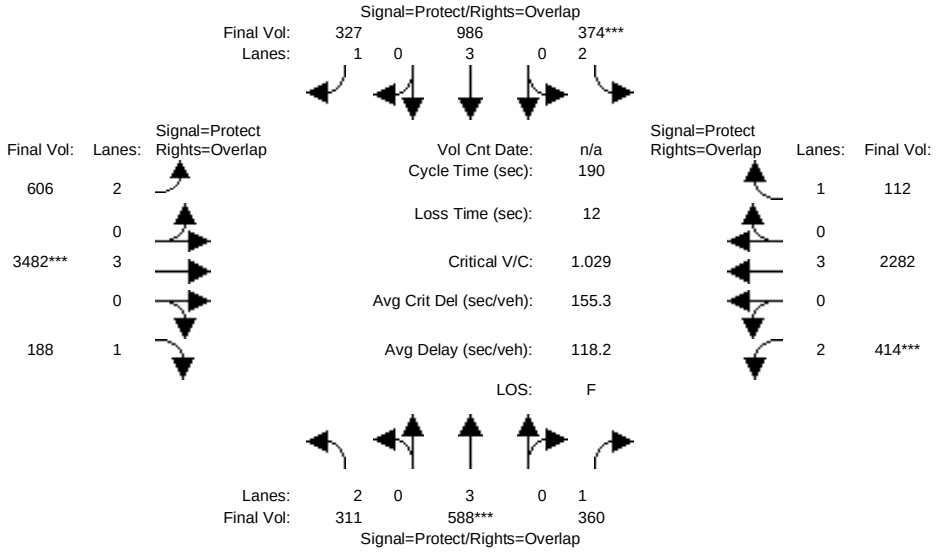
Cumulative PM

Intersection #5329: (20) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	7.3	6.3	6.3	7.3	6.1	6.1	5.5	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	311	588	360	374	986	327	606	3482	188	414	2282	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:	311	588	360	374	986	327	606	3482	188	414	2282	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:	311	588	360	374	986	327	606	3482	188	414	2282	112
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	311	588	360	374	986	327	606	3482	188	414	2282	112
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	588	360	374	986	327	606	3482	188	414	2282	112
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	311	588	360	374	986	327	606	3482	188	414	2282	112
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	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	0.21	0.12	0.17	0.19	0.19	0.61	0.11	0.13	0.40	0.06
Crit Moves:		****		****				****		****		
Green Time:	18.2	39.0	60.2	19.2	40.0	64.8	24.8	98.6	116.8	21.2	95.0	114.2
Volume/Cap:	1.03	0.50	0.65	1.18	0.82	0.55	1.47	1.18	0.17	1.18	0.80	0.11
Delay/Veh:	146.4	67.3	58.5	192.9	76.3	51.8	316.1	162	32.7	189.7	32.1	9.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	146.4	67.3	58.5	192.9	76.3	51.8	316.1	162	32.7	189.7	32.1	9.3
LOS by Move:	F	E	E	F	E	D	F	F	C	F	C	A
HCM2kAvgQ:	13	10	19	17	18	16	37	88	9	22	32	2

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

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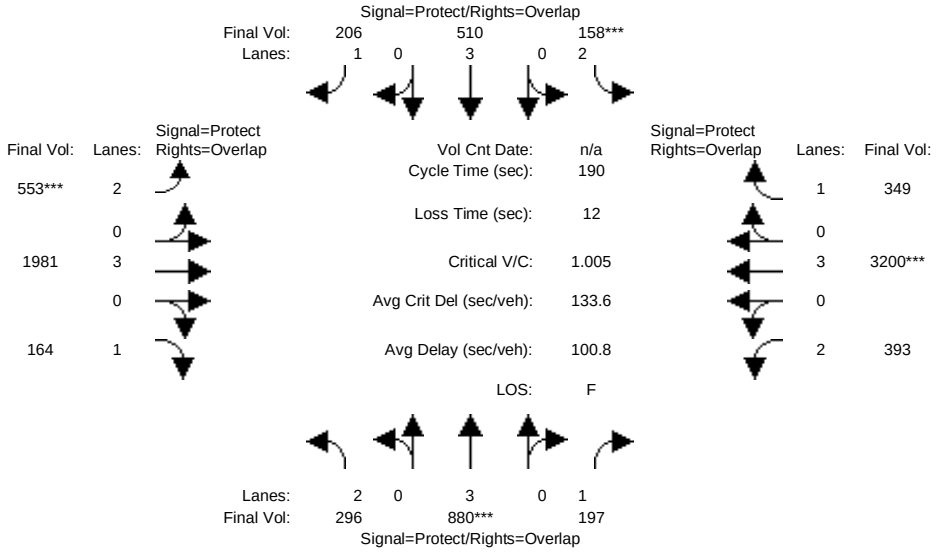
Cumul + Prj AM

Intersection #5329: (20) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	22	42	42	15	35	35	32	101	101	20	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	296	824	197	153	501	202	526	1981	164	393	3200	321
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	824	197	153	501	202	526	1981	164	393	3200	321
Added Vol:	0	56	0	5	9	4	27	0	0	0	0	28
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	880	197	158	510	206	553	1981	164	393	3200	349
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	296	880	197	158	510	206	553	1981	164	393	3200	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	296	880	197	158	510	206	553	1981	164	393	3200	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	296	880	197	158	510	206	553	1981	164	393	3200	349
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	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	0.15	0.11	0.05	0.09	0.12	0.18	0.35	0.09	0.12	0.56	0.20
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:	0.81	0.70	0.34	0.64	0.49	0.33	1.04	0.65	0.14	1.19	1.20	0.36
Delay/Veh:	94.9	69.9	48.9	90.2	69.8	45.4	129.5	41.5	19.6	194.7	154	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:	94.9	69.9	48.9	90.2	69.8	45.4	129.5	41.5	19.6	194.7	154	32.0
LOS by Move:	F	E	D	F	E	D	F	D	B	F	F	C
HCM2kAvgQ:	10	15	9	5	8	9	25	31	6	21	83	15

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

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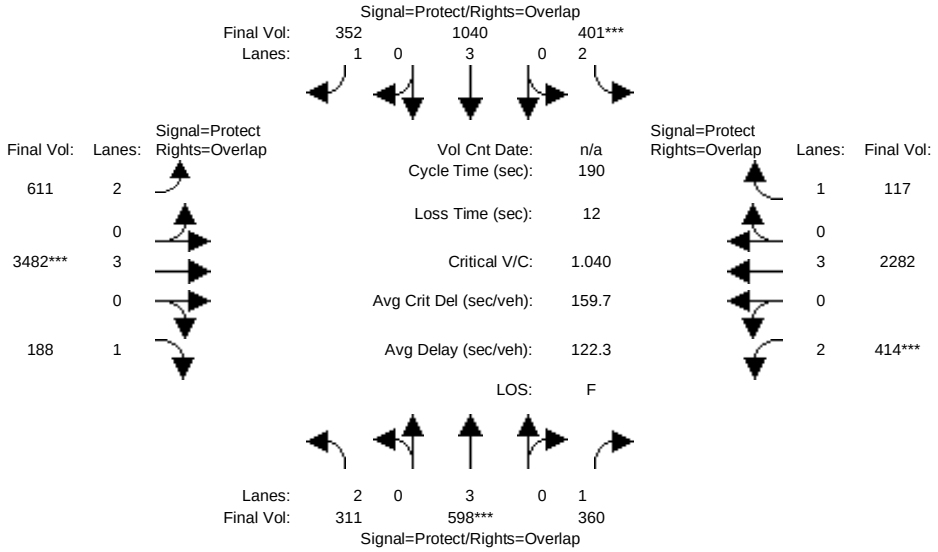
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj PM

Intersection #5329: (20) CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	15	39	39	16	40	40	16	96	96	14	95	95
Y+R:	7.3	6.3	6.3	7.3	6.1	6.1	5.5	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	311	588	360	374	986	327	606	3482	188	414	2282	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:	311	588	360	374	986	327	606	3482	188	414	2282	112
Added Vol:	0	10	0	27	54	25	5	0	0	0	0	5
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	311	598	360	401	1040	352	611	3482	188	414	2282	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:	311	598	360	401	1040	352	611	3482	188	414	2282	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	598	360	401	1040	352	611	3482	188	414	2282	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	311	598	360	401	1040	352	611	3482	188	414	2282	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	0.83	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	0.21	0.13	0.18	0.20	0.19	0.61	0.11	0.13	0.40	0.07
Crit Moves:		****		****				****		****		
Green Time:	18.9	39.0	60.0	20.3	40.4	64.1	23.7	97.6	116.6	21.0	95.0	115.3
Volume/Cap:	0.99	0.51	0.65	1.19	0.86	0.60	1.56	1.19	0.18	1.19	0.80	0.11
Delay/Veh:	133.4	67.4	58.7	195.5	78.4	53.9	354.5	167	32.8	194.5	32.1	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:	133.4	67.4	58.7	195.5	78.4	53.9	354.5	167	32.8	194.5	32.1	8.8
LOS by Move:	F	E	E	F	E	D	F	F	C	F	C	A
HCM2kAvgQ:	12	10	19	19	19	17	38	89	9	22	32	2

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

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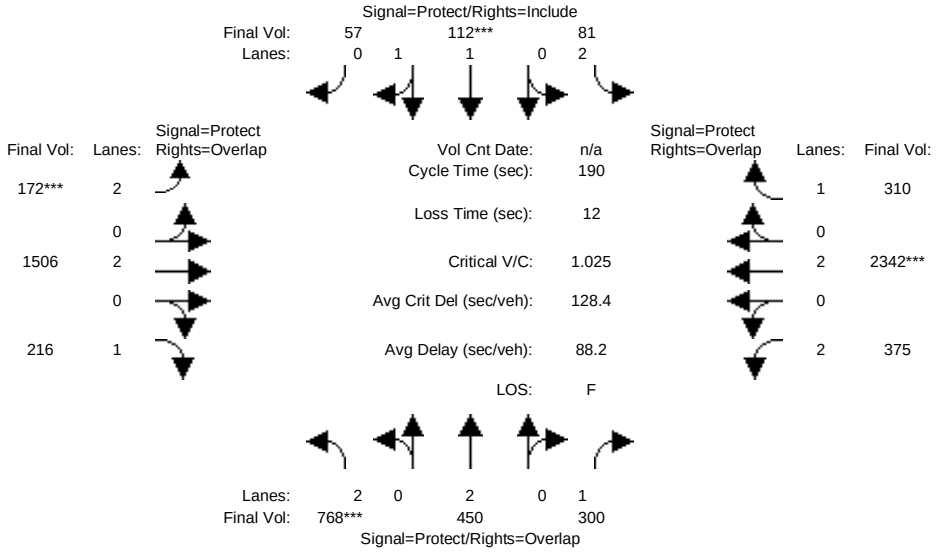
Intersection #5332: (29) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	38	52	52	10	24	24	16	92	92	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	768	450	300	81	112	57	172	1506	216	375	2342	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:	768	450	300	81	112	57	172	1506	216	375	2342	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:	768	450	300	81	112	57	172	1506	216	375	2342	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:	768	450	300	81	112	57	172	1506	216	375	2342	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	768	450	300	81	112	57	172	1506	216	375	2342	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	768	450	300	81	112	57	172	1506	216	375	2342	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	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	1.31	0.69	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2451	1247	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.24	0.12	0.17	0.03	0.05	0.05	0.05	0.40	0.12	0.12	0.62	0.18
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	0.43	0.43	0.49	0.36	0.36	0.65	0.82	0.18	0.94	1.17	0.31
Delay/Veh:	188.5	57.1	41.7	89.8	76.5	76.5	89.8	36.1	3.5	113.1	115	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:	188.5	57.1	41.7	89.8	76.5	76.5	89.8	36.1	3.5	113.1	115	12.9
LOS by Move:	F	E	D	F	E	E	F	D	A	F	F	B
HCM2kAvgQ:	38	10	13	3	4	4	7	34	2	12	84	5

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

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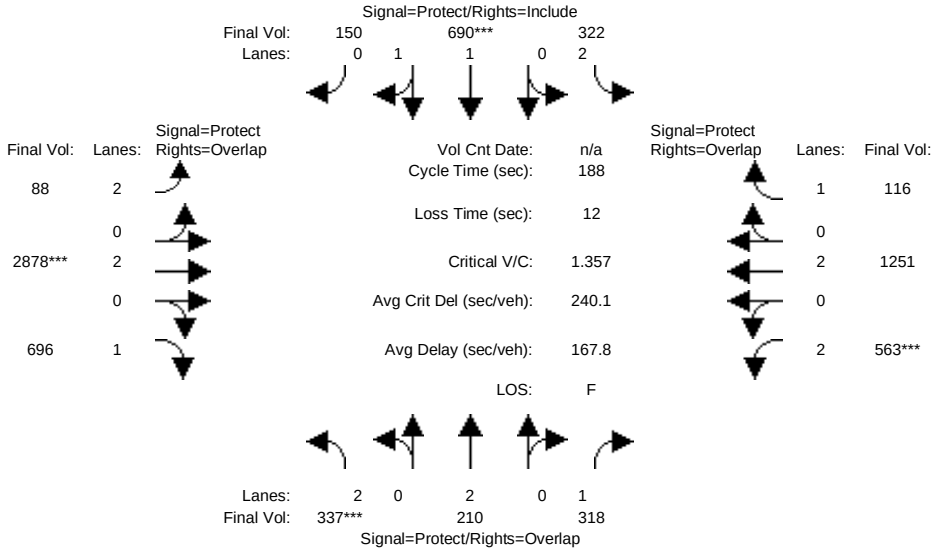
City of Santa Clara

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

Intersection #5332: (29) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	337	210	318	322	690	150	88	2878	696	563	1251	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:	337	210	318	322	690	150	88	2878	696	563	1251	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:	337	210	318	322	690	150	88	2878	696	563	1251	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	337	210	318	322	690	150	88	2878	696	563	1251	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	337	210	318	322	690	150	88	2878	696	563	1251	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	337	210	318	322	690	150	88	2878	696	563	1251	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.63	0.37	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3039	661	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.18	0.10	0.23	0.23	0.03	0.76	0.40	0.18	0.33	0.07
Crit Moves:	****				****			****		****		
Green Time:	18.0	39.0	62.5	14.0	35.0	35.0	13.2	99.5	117.5	23.5	110	123.8
Volume/Cap:	1.12	0.27	0.55	1.37	1.22	1.22	0.40	1.43	0.64	1.43	0.56	0.10
Delay/Veh:	172.2	62.7	52.3	279.4	188	188.2	84.8	253	33.0	290.3	15.2	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:	172.2	62.7	52.3	279.4	188	188.2	84.8	253	33.0	290.3	15.2	4.9
LOS by Move:	F	E	D	F	F	F	F	F	C	F	B	A
HCM2kAvgQ:	15	5	16	17	33	33	3	132	33	31	13	1

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

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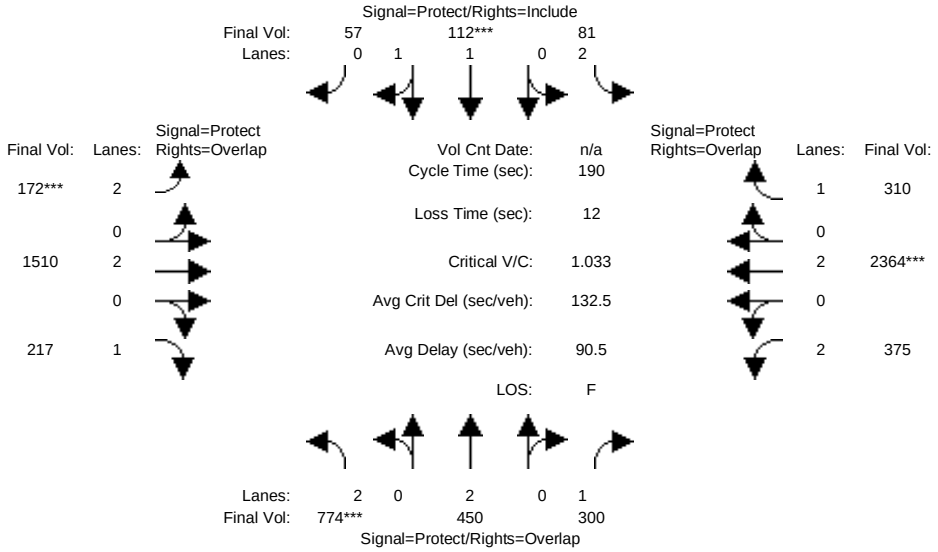
Great America Parkway Office
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj AM

Intersection #5332: (29) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	38	52	52	10	24	24	16	92	92	24	100	100
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	768	450	300	81	112	57	172	1506	216	375	2342	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:	768	450	300	81	112	57	172	1506	216	375	2342	310
Added Vol:	6	0	0	0	0	0	0	4	1	0	22	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	774	450	300	81	112	57	172	1510	217	375	2364	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:	774	450	300	81	112	57	172	1510	217	375	2364	310
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	774	450	300	81	112	57	172	1510	217	375	2364	310
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	774	450	300	81	112	57	172	1510	217	375	2364	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	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	1.31	0.69	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2451	1247	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.25	0.12	0.17	0.03	0.05	0.05	0.05	0.40	0.12	0.12	0.62	0.18
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:	1.23	0.43	0.43	0.49	0.36	0.36	0.65	0.82	0.18	0.94	1.18	0.31
Delay/Veh:	192.4	57.1	41.7	89.8	76.5	76.5	89.8	36.2	3.5	113.1	120	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:	192.4	57.1	41.7	89.8	76.5	76.5	89.8	36.2	3.5	113.1	120	12.9
LOS by Move:	F	E	D	F	E	E	F	D	A	F	F	B
HCM2kAvgQ:	38	10	13	3	4	4	7	34	2	12	86	5

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

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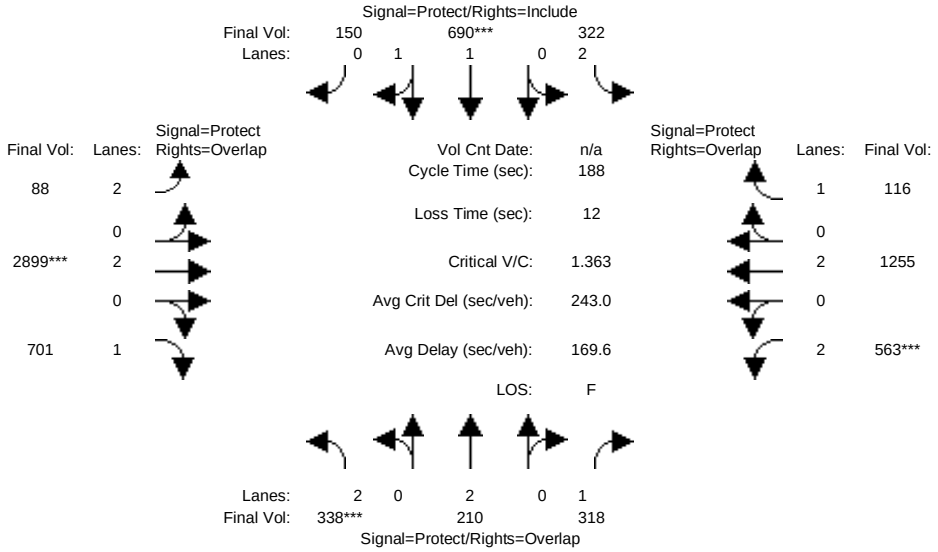
City of Santa Clara

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumul + Prj PM

Intersection #5332: (29) Scott Boulevard and Central Expressway



Street Name:	Scott Boulevard						Central Expressway					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	39	39	14	35	35	12	92	92	20	100	100
Y+R:	5.6	5.4	5.4	5.7	5.4	5.4	5.7	6.2	6.2	5.8	6.2	6.2
Volume Module:												
Base Vol:	337	210	318	322	690	150	88	2878	696	563	1251	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:	337	210	318	322	690	150	88	2878	696	563	1251	116
Added Vol:	1	0	0	0	0	0	0	21	5	0	4	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	338	210	318	322	690	150	88	2899	701	563	1255	116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	338	210	318	322	690	150	88	2899	701	563	1255	116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	338	210	318	322	690	150	88	2899	701	563	1255	116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	338	210	318	322	690	150	88	2899	701	563	1255	116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.63	0.37	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3039	661	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.06	0.18	0.10	0.23	0.23	0.03	0.76	0.40	0.18	0.33	0.07
Crit Moves:	****				****			****		****		
Green Time:	18.0	39.0	62.3	14.0	35.0	35.0	13.2	99.7	117.7	23.3	110	123.8
Volume/Cap:	1.12	0.27	0.55	1.37	1.22	1.22	0.40	1.44	0.64	1.44	0.57	0.10
Delay/Veh:	173.4	62.7	52.4	279.4	188	188.2	84.8	257	33.1	294.1	15.2	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:	173.4	62.7	52.4	279.4	188	188.2	84.8	257	33.1	294.1	15.2	4.9
LOS by Move:	F	E	D	F	F	F	F	F	C	F	B	A
HCM2kAvgQ:	15	5	16	17	33	33	3	134	33	31	14	1

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

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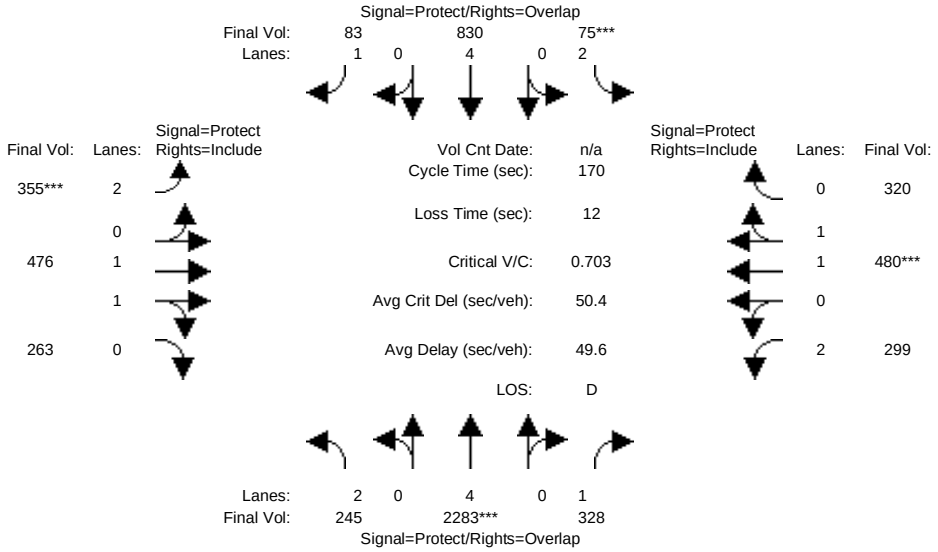
Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative AM

Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	73	73	16	69	69	23	38	38	23	38	38
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3
Volume Module:												
Base Vol:	245	2283	328	75	830	83	355	476	263	299	480	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:	245	2283	328	75	830	83	355	476	263	299	480	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:	245	2283	328	75	830	83	355	476	263	299	480	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:	245	2283	328	75	830	83	355	476	263	299	480	320
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	2283	328	75	830	83	355	476	263	299	480	320
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	2283	328	75	830	83	355	476	263	299	480	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	1.27	0.73	2.00	1.18	0.82
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2382	1316	3150	2219	1479
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.19	0.02	0.11	0.05	0.11	0.20	0.20	0.09	0.22	0.22
Crit Moves:		****		****			****				****	
Green Time:	18.4	73.0	99.0	16.0	70.6	94.2	23.6	43.0	43.0	26.0	45.4	45.4
Volume/Cap:	0.72	0.70	0.32	0.25	0.26	0.09	0.81	0.79	0.79	0.62	0.81	0.81
Delay/Veh:	80.5	40.2	18.4	71.9	32.7	17.8	81.9	63.9	63.9	69.8	63.4	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:	80.5	40.2	18.4	71.9	32.7	17.8	81.9	63.9	63.9	69.8	63.4	63.4
LOS by Move:	F	D	B	E	C	B	F	E	E	E	E	E
HCM2kAvgQ:	7	25	12	2	8	3	11	19	19	9	21	21

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

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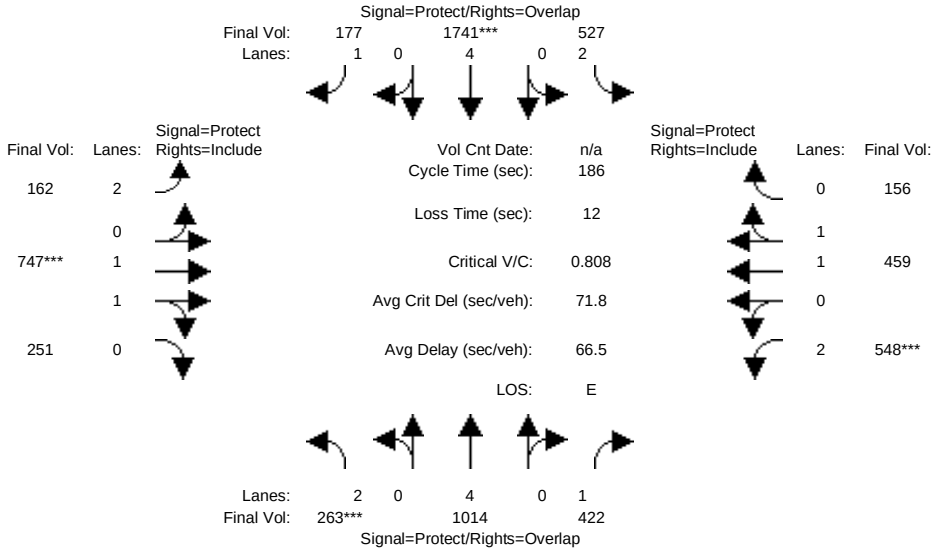
Cumulative PM

Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	52	52	25	68	68	39	46	46	37	44	44
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2
Volume Module:												
Base Vol:	263	1014	422	527	1741	177	162	747	251	548	459	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:	263	1014	422	527	1741	177	162	747	251	548	459	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:	263	1014	422	527	1741	177	162	747	251	548	459	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:	263	1014	422	527	1741	177	162	747	251	548	459	156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	1014	422	527	1741	177	162	747	251	548	459	156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	1014	422	527	1741	177	162	747	251	548	459	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	0.83	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	1.48	0.52	2.00	1.48	0.52
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2769	930	3150	2761	938
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.24	0.17	0.23	0.10	0.05	0.27	0.27	0.17	0.17	0.17
Crit Moves:	****				****			****		****		
Green Time:	19.0	54.4	91.4	32.6	68.0	108.9	40.9	50.0	50.0	37.0	46.1	46.1
Volume/Cap:	0.82	0.46	0.49	0.96	0.63	0.17	0.23	1.00	1.00	0.87	0.67	0.67
Delay/Veh:	96.8	53.8	32.1	103.4	49.0	17.9	59.9	97.4	97.4	85.3	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:	96.8	53.8	32.1	103.4	49.0	17.9	59.9	97.4	97.4	85.3	65.0	65.0
LOS by Move:	F	D	C	F	D	B	E	F	F	F	E	E
HCM2kAvgQ:	9	12	20	20	21	7	4	33	33	19	16	16

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

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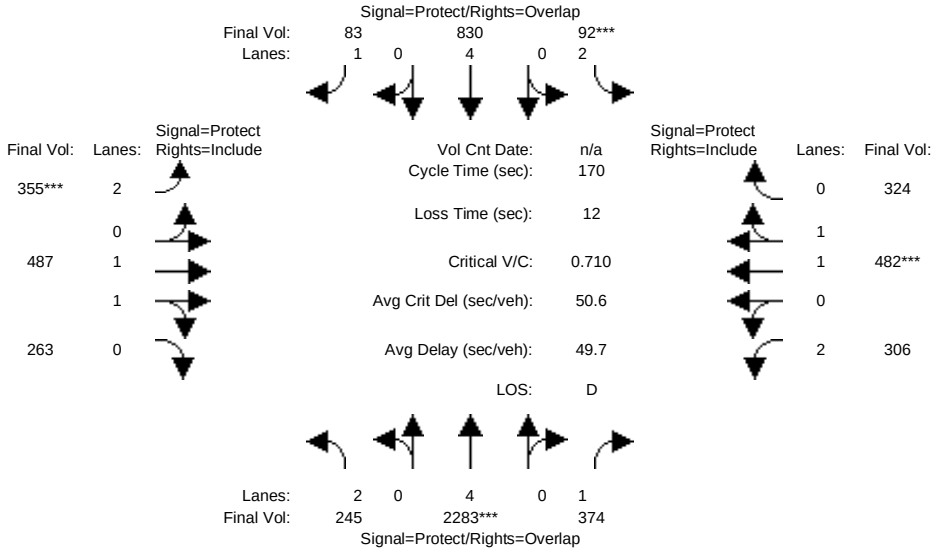
Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	73	73	16	69	69	23	38	38	23	38	38
Y+R:	5.5	6.2	6.2	5.7	6.2	6.2	5.0	5.8	5.8	5.6	5.3	5.3
Volume Module:												
Base Vol:	245	2283	328	75	830	83	355	476	263	299	480	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:	245	2283	328	75	830	83	355	476	263	299	480	320
Added Vol:	0	0	46	17	0	0	0	11	0	7	2	4
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	245	2283	374	92	830	83	355	487	263	306	482	324
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	245	2283	374	92	830	83	355	487	263	306	482	324
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	245	2283	374	92	830	83	355	487	263	306	482	324
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	245	2283	374	92	830	83	355	487	263	306	482	324
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	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	2402	1297	3150	2212	1487
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.21	0.03	0.11	0.05	0.11	0.20	0.20	0.10	0.22	0.22
Crit Moves:		****		****			****				****	
Green Time:	18.4	73.0	99.0	16.0	70.6	94.1	23.5	43.0	43.0	26.0	45.5	45.5
Volume/Cap:	0.72	0.70	0.37	0.31	0.26	0.09	0.81	0.80	0.80	0.63	0.81	0.81
Delay/Veh:	80.5	40.2	19.1	72.5	32.7	17.8	82.4	64.6	64.6	70.3	63.6	63.6
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	40.2	19.1	72.5	32.7	17.8	82.4	64.6	64.6	70.3	63.6	63.6
LOS by Move:	F	D	B	E	C	B	F	E	E	E	E	E
HCM2kAvgQ:	7	25	14	3	8	3	11	19	19	9	21	21

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

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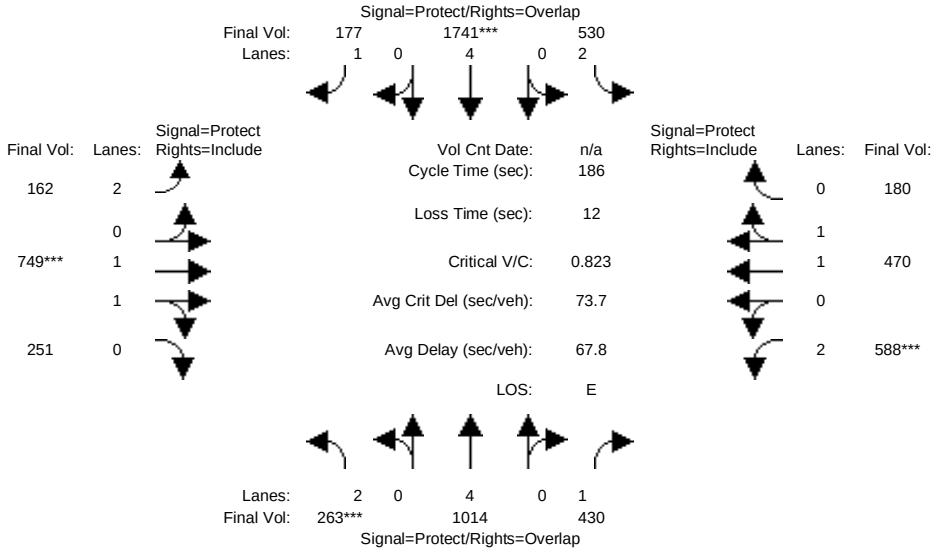
Intersection #5603: (1) LAWRENCE EXPWY/TASMAN DR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	19	52	52	25	68	68	39	46	46	37	44	44
Y+R:	7.1	6.2	6.2	7.1	6.2	6.2	7.0	6.1	6.1	7.1	6.2	6.2
Volume Module:												
Base Vol:	263	1014	422	527	1741	177	162	747	251	548	459	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:	263	1014	422	527	1741	177	162	747	251	548	459	156
Added Vol:	0	0	8	3	0	0	0	2	0	40	11	24
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	263	1014	430	530	1741	177	162	749	251	588	470	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	263	1014	430	530	1741	177	162	749	251	588	470	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	263	1014	430	530	1741	177	162	749	251	588	470	180
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	263	1014	430	530	1741	177	162	749	251	588	470	180
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	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	1.48	0.52	2.00	1.43	0.57
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	2771	928	3150	2675	1024
Capacity Analysis Module:												
Vol/Sat:	0.08	0.13	0.25	0.17	0.23	0.10	0.05	0.27	0.27	0.19	0.18	0.18
Crit Moves:	****				****			****		****		
Green Time:	19.0	54.3	91.3	32.7	68.0	108.9	40.9	50.0	50.0	37.0	46.1	46.1
Volume/Cap:	0.82	0.46	0.50	0.96	0.63	0.17	0.23	1.01	1.01	0.94	0.71	0.71
Delay/Veh:	96.8	53.9	32.4	103.8	49.0	17.9	59.9	97.9	97.9	95.4	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:	96.8	53.9	32.4	103.8	49.0	17.9	59.9	97.9	97.9	95.4	66.4	66.4
LOS by Move:	F	D	C	F	D	B	E	F	F	F	E	E
HCM2kAvgQ:	9	12	20	20	21	7	4	33	33	22	17	17

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

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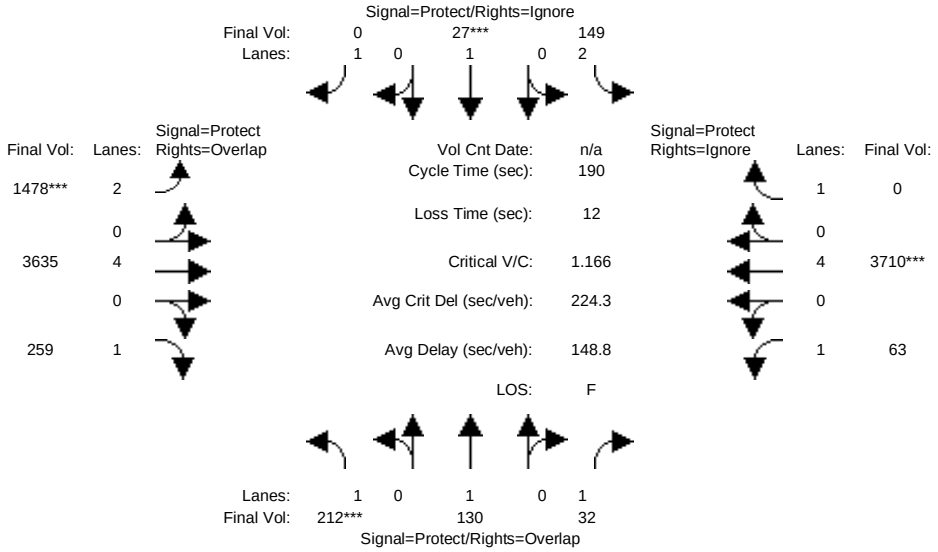
Intersection #5805: (27) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	32	32	32	12	12	12	60	122	122	12	74	74
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:												
Base Vol:	212	130	32	149	27	509	1478	3635	259	63	3710	836
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	130	32	149	27	509	1478	3635	259	63	3710	836
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	130	32	149	27	509	1478	3635	259	63	3710	836
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:	212	130	32	149	27	0	1478	3635	259	63	3710	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	130	32	149	27	0	1478	3635	259	63	3710	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:	212	130	32	149	27	0	1478	3635	259	63	3710	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	0.05	0.01	0.00	0.47	0.48	0.15	0.04	0.49	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	0.41	0.08	0.75	0.23	0.00	1.49	0.74	0.18	0.57	1.25	0.00
Delay/Veh:	83.1	71.4	57.2	102.1	85.5	0.0	309.0	51.9	15.5	97.3	200	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.1	71.4	57.2	102.1	85.5	0.0	309.0	51.9	15.5	97.3	200	0.0
LOS by Move:	F	E	E	F	F	A	F	D	B	F	F	A
HCM2kAvgQ:	14	7	2	7	2	0	86	48	12	5	77	0

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

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City of Santa Clara

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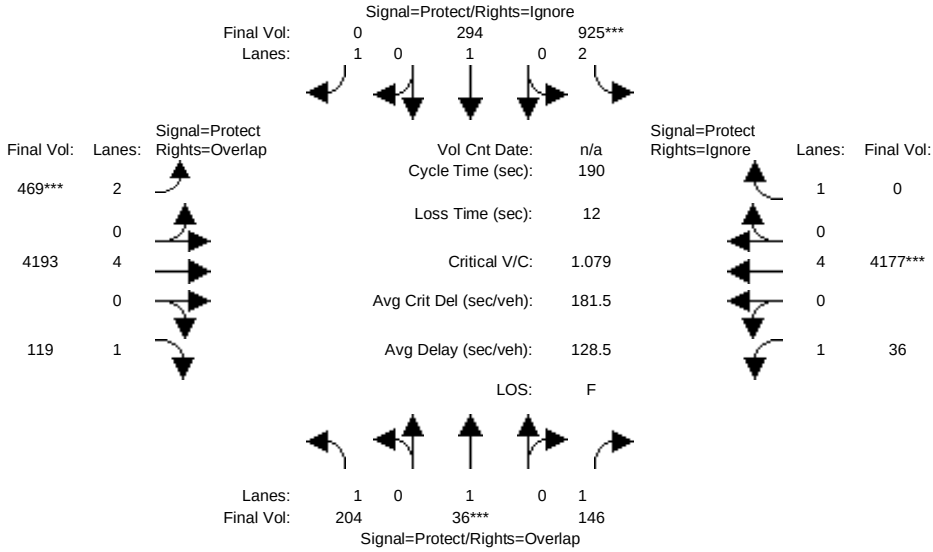
2000 HCM Operations (Future Volume Alternative)
Cumulative PM

Intersection #5805: (27) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	26	26	39	39	39	24	95	95	9	80	80
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:4:45 - 5:45 PM												
Base Vol:	204	36	146	925	294	1177	469	4193	119	36	4177	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	36	146	925	294	1177	469	4193	119	36	4177	213
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	36	146	925	294	1177	469	4193	119	36	4177	213
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:	204	36	146	925	294	0	469	4193	119	36	4177	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	36	146	925	294	0	469	4193	119	36	4177	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:	204	36	146	925	294	0	469	4193	119	36	4177	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	0.02	0.08	0.29	0.15	0.00	0.15	0.55	0.07	0.02	0.55	0.00
Crit Moves:		****		****			****				****	
Green Time:	28.2	26.0	35.0	44.6	42.3	0.0	24.0	98.4	126.7	9.0	83.4	0.0
Volume/Cap:	0.78	0.14	0.45	1.25	0.69	0.00	1.18	1.07	0.10	0.43	1.25	0.00
Delay/Veh:	92.4	72.4	70.0	197.0	72.8	0.0	186.6	69.2	4.4	91.6	178	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.4	72.4	70.0	197.0	72.8	0.0	186.6	69.2	4.4	91.6	178	0.0
LOS by Move:	F	E	E	F	E	A	F	E	A	F	F	A
HCM2kAvgQ:	14	2	8	47	16	0	24	71	1	3	86	0

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

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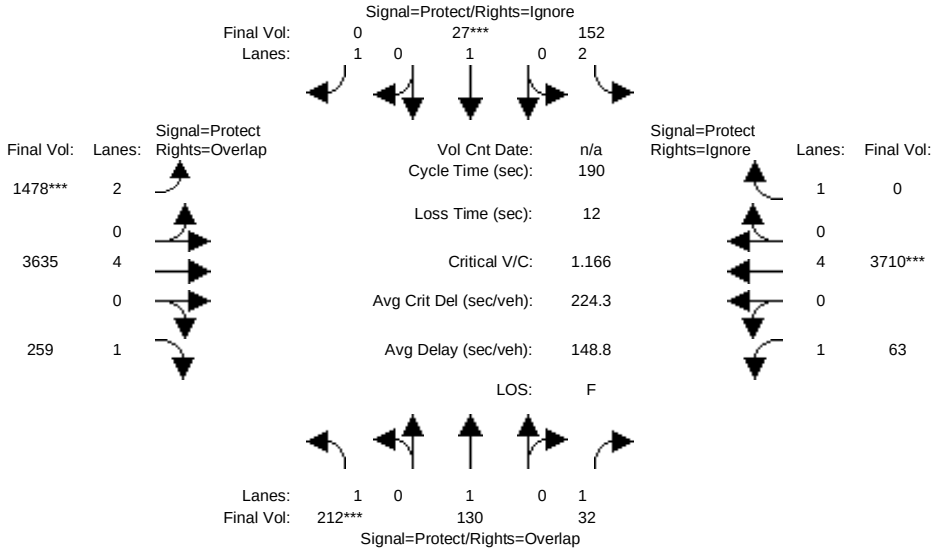
Intersection #5805: (27) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	32	32	32	12	12	12	60	122	122	12	74	74
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:												
Base Vol:	212	130	32	149	27	509	1478	3635	259	63	3710	836
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	212	130	32	149	27	509	1478	3635	259	63	3710	836
Added Vol:	0	0	0	3	0	0	0	0	0	0	0	18
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	212	130	32	152	27	509	1478	3635	259	63	3710	854
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:	212	130	32	152	27	0	1478	3635	259	63	3710	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	212	130	32	152	27	0	1478	3635	259	63	3710	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:	212	130	32	152	27	0	1478	3635	259	63	3710	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	0.05	0.01	0.00	0.47	0.48	0.15	0.04	0.49	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	0.41	0.08	0.76	0.23	0.00	1.49	0.74	0.18	0.57	1.25	0.00
Delay/Veh:	83.1	71.4	57.2	103.6	85.5	0.0	309.0	51.9	15.5	97.3	200	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.1	71.4	57.2	103.6	85.5	0.0	309.0	51.9	15.5	97.3	200	0.0
LOS by Move:	F	E	E	F	F	A	F	D	B	F	F	A
HCM2kAvgQ:	14	7	2	7	2	0	86	48	12	5	77	0

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

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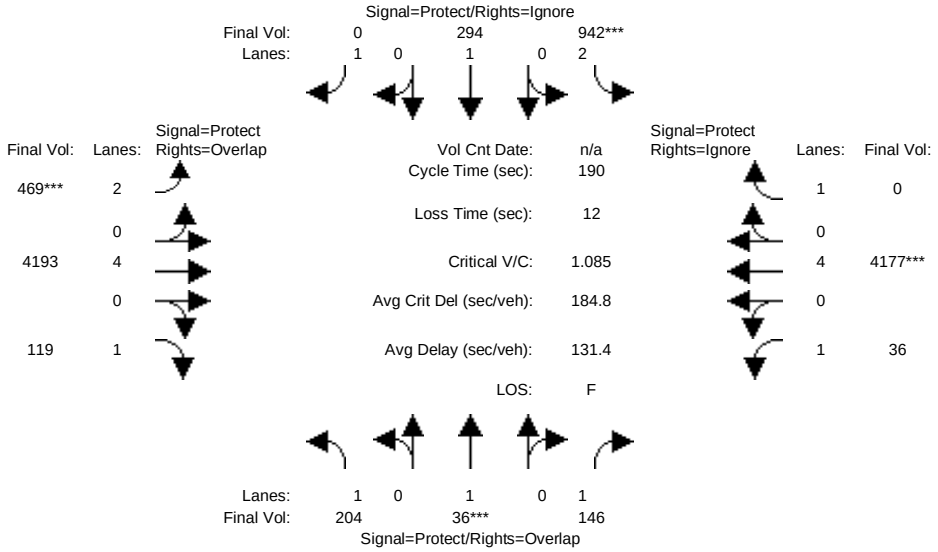
Intersection #5805: (27) MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	26	26	26	39	39	39	24	95	95	9	80	80
Y+R:	5.0	5.4	5.4	5.3	5.5	5.5	5.4	5.8	5.8	5.0	5.8	5.8
Volume Module:4:45 - 5:45 PM												
Base Vol:	204	36	146	925	294	1177	469	4193	119	36	4177	213
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	36	146	925	294	1177	469	4193	119	36	4177	213
Added Vol:	0	0	0	17	0	0	0	0	0	0	0	3
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	36	146	942	294	1177	469	4193	119	36	4177	216
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:	204	36	146	942	294	0	469	4193	119	36	4177	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	36	146	942	294	0	469	4193	119	36	4177	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:	204	36	146	942	294	0	469	4193	119	36	4177	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	0.02	0.08	0.30	0.15	0.00	0.15	0.55	0.07	0.02	0.55	0.00
Crit Moves:		****		****			****				****	
Green Time:	28.4	26.0	35.0	45.1	42.7	0.0	24.0	97.9	126.3	9.0	82.9	0.0
Volume/Cap:	0.78	0.14	0.45	1.26	0.69	0.00	1.18	1.07	0.10	0.43	1.26	0.00
Delay/Veh:	91.6	72.4	70.0	200.0	72.3	0.0	186.6	71.9	4.5	91.6	182	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.6	72.4	70.0	200.0	72.3	0.0	186.6	71.9	4.5	91.6	182	0.0
LOS by Move:	F	E	E	F	E	A	F	E	A	F	F	A
HCM2kAvgQ:	14	2	8	48	16	0	24	72	1	3	86	0

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

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