Appendix G: Traffic Impact Analysis

HEXAGON TRANSPORTATION CONSULTANTS, INC.

Gateway Crossings Mixed-Use Development - Final

Traffic Impact Analysis

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Executive Summary

This report presents the results of the traffic impact analysis conducted for the Gateway Crossings mixed-use development located on the southwest corner of the Brokaw Road and Coleman Avenue intersection in Santa Clara, California. The proposed project would consist of one of the following two development options:

- Option 1: Up to 1,400 residential units and up to 215,000 square feet of commercial uses, or
- Option 2: Up to 1,600 residential units and up to 215,000 square feet of commercial uses.

Under both development options, up to 215,000 square feet of commercial uses would be constructed on-site and primarily consist of a full-service hotel and other ancillary commercial space throughout the site. The hotel would include up to 250 rooms, up to a 10,000 square-foot restaurant, and up to 5,000 square feet of conference/meeting space for a total gross floor area of up to 200,000 square feet. The remaining 15,000 square feet of ancillary commercial space would be located throughout the project site on the ground floor of the residential buildings. Parking for the ancillary commercial uses would be provided along internal on-site streets. Access to the project site is proposed via a new mid-block signalized intersection on Coleman Avenue and one driveway and a residential garage access point on Brokaw Road.

The analyses were completed using trips generated by Option 2, which would generate more trips than Option 1. If Option 2 results in significant traffic impacts, the differences in impacts and mitigation between the two project options will be identified, as appropriate.

Scope of Study

This study was conducted for the purpose of identifying the potential traffic impacts related to the proposed project. Although the proposed project is located in the City of Santa Clara, facilities outside of the City of Santa Clara would be affected by the proposed project. Thus, the impacts of the project were evaluated following the standards and methodologies set forth by the Cities of Santa Clara and San Jose and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). The traffic study includes an analysis of AM and PM peak hour traffic conditions for 19 signalized intersections, including 7 CMP intersections and 1 future intersection, 25 freeway segments, and 7 freeway ramps in the vicinity of the project site.

An assessment of site access and on-site circulation, as well as an analysis of the project's effects on bicycle, pedestrian, transit facilities, and freeway ramps were conducted in accordance with generally accepted traffic engineering standards.

Project Trip Generation

Proposed Project Trip Generation

The trip estimates for each of the proposed land use components of the proposed project were reduced to account for internalization, or trips made between each of the proposed land uses. The reductions are based on the assumption that vehicle trips to each of the proposed land uses of the site would be reduced due to internalization of trips. Reductions were applied for the internalization, or trips made between residential and retail uses (15%), and trips made between hotel and retail (10%) as recommended by the VTA's *Transportation Impact Analysis Guidelines*, October 2014.

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

Furthermore, a nine-percent transit reduction was applied to the trips estimated to be generated by the proposed residential uses due to the project site's close proximity of a Caltrain station located at the Santa Clara Transit Center, as prescribed by the VTA guidelines. A pedestrian undercrossing currently under construction will provide a connection between Brokaw Road and Santa Clara Transit Center.

Based on the ITE trip generation rates and applicable reductions, it is estimated that the proposed project would generate 12,044 daily trips, with 881 trips (231 inbound and 650 outbound) occurring during the AM peak hour and 1,070 trips (672 inbound and 398 outbound) occurring during the PM peak hour.

Former Project Trip Generation

Trips associated with the former 272,840 square-foot research and development (R&D) building on the project site are subtracted from the estimated trips to be generated by the proposed project. Based on the ITE trip generation rates, the former R&D building would generate 2,213 daily trips, with 333 trips (276 inbound and 57 outbound) occurring during the AM peak hour and 292 trips (44 inbound and 248 outbound) occurring during the PM peak hour.

Net Project Trip Generation

Based on the ITE trip generation rates, applicable reduction, and credit for former use on the project site, it is estimated that the proposed project would generate an additional 9,831 daily trips, with 548 trips (-45 inbound and 593 outbound) occurring during the AM peak hour and 778 trips (628 inbound and 150 outbound) occurring during the PM peak hour.

Background Plus Project Intersection Level of Service Analysis

Table ES-1 summarizes the results of the intersection level of service analysis under background plus project conditions. The results show that five intersections located within the Cities of Santa Clara and San Jose would be significantly impacted by the project, according to applicable impact criteria. The proposed improvements to mitigate the impacts are described below.

(1) Coleman Avenue and Brokaw Road (CSC)

Mitigation Measure. Change the signal control for Brokaw Road (the east and west legs of this intersection) from protected left-turn phasing to split phase. Add a shared through/left-turn lane to the east and west approaches within the existing right-of-way. Change the existing shared through/right-turn lanes to right-turn only lanes on the east and west approaches, and change the eastbound right-turn coding from include to overlap, indicating that many eastbound right turns would be able to turn right on red. In addition, no U-turns would be allowed on northbound Coleman Avenue. A third southbound through on Coleman Avenue would also be needed by removing the pork chop island, squaring off the corner, and restriping to provide exclusive southbound through and right turn lanes. With implementation of these improvements, the intersection would operate at an acceptable LOS C during the PM peak hour under background plus project conditions. This mitigation does not require Brokaw Road to be widened. However, to accommodate future bike lanes, Brokaw Road would need to be widened by 10 feet. The impact would be less than significant with the proposed mitigation measure.

(6) De La Cruz Boulevard and Central Expressway (CMP)

Mitigation Measure. This intersection is controlled by Santa Clara County. The Comprehensive County Expressway Planning Study identifies the conversion of HOV to mixed-flow lanes on Central Expressway as a Tier 1A project. The City Place development also identifies adding a second southbound right-turn lane and a third northbound left-turn lane as a mitigation measure. With implementation of these improvements, the intersection would operate at an unacceptable LOS F during the PM peak hour, but the average delay would be better than background conditions. The project would be required to pay a fair-share contribution toward the identified improvements; however, the project's impacts are concluded to be significant unavoidable because the improvements at these intersections are not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvement concurrent with the proposed project.

(7) Lafayette Street and Central Expressway (CMP)

Mitigation Measure. This intersection is controlled by Santa Clara County. The Comprehensive County Expressway Planning Study identifies the conversion of HOV to mixed-flow lanes on Central Expressway as a Tier 1A project. Therefore, mitigation of the identified project impact at the intersection will consist of a fair-share contribution towards the HOV lane conversion. City staff shall determine the fair-share contribution. With implementation of this improvement, the intersection would operate at an acceptable LOS E during the AM peak hour and an unacceptable LOS F during the PM peak hour, but the average delay during the PM peak hour is better than background conditions. The project would be required to pay a fair-share contribution toward the identified improvements; however, the project's impact is concluded to be significant unavoidable because the improvement at this intersection is not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvement concurrent with the proposed project.

(13) Coleman Avenue and I-880 (S) (CSJ, CMP)

Mitigation Measure. This intersection is under the jurisdiction of the City of San José. There currently exist two left-turn lanes and two right-turn lanes on the I-880 northbound off-ramp. A potential mitigation would consist of restriping one of the left-turn lanes to a shared left- or right-turn lane, effectively creating three right-turn lanes. There currently exist three receiving lanes on the north leg of Coleman Avenue. With implementation of this improvement, the intersection would operate at an acceptable LOS D during the AM peak hour. With the implementation of this measure, the project's impact is concluded to be significant unavoidable because the improvement at this intersection is not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvement concurrent with the proposed project. If Caltrans would not approve this potential mitigation, the impact at this intersection would be significant and unavoidable.

(15) Coleman Avenue and Taylor Street (CSJ)

Mitigation Measure. This intersection's level of service could be improved by widening Coleman Avenue to six lanes in both directions. The widening of Coleman Avenue has been identified as a Strategy 2000 improvement. With implementation of this improvement, the intersection would operate at an acceptable LOS D during both the AM and PM peak hours. Therefore, the project would be required to make a fair-share contribution for the improvement. The project's impact is concluded to be significant unavoidable because the improvement at this intersection is not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvement concurrent with the proposed project.

Freeway Segment Analysis

The results of the freeway level of service analysis are summarized in Table ES 2. The results of the freeway segment analysis show that, based on the CMP freeway segment criteria, the project would have a significant impact on mixed-flow lanes on 21 directional freeway segments during at least one peak hour.

The VTA's Valley Transportation Plan (VTP) 2040 identifies freeway express lane projects along US 101 between Cochrane Road and Whipple Avenue, and along all of SR 87. On all identified freeway segments, the existing HOV lanes are proposed to be converted to express lanes. On US 101, a second express lane is proposed to be implemented in each direction for a total of two express lanes. Converting the HOV lanes to express lanes on I-880 and SR 87 would not mitigate the project impact. On US 101, converting the existing HOV lane to an express lane and adding an express lane in each direction would increase the capacity of the freeway and would fully mitigate the freeway impacts. The project should make a fair-share contribution toward the cost of the identified express lane program along US 101.

Because the express lane projects are not fully funded and because freeways are under Caltrans jurisdiction, the improvements cannot be assured. Therefore, the project's freeway impacts are considered significant and unavoidable.

Project Development Option 1 Analysis

Option 1 is proposed to have 200 less residential units in building 4 than Option 2. The results of analyses showed that Option 1 would have the same number of intersection impacts and one less freeway segment impact when compared to Option 2.

Cumulative Plus Project Intersection Level of Service Analysis

Table ES-1 summarizes the results of the intersection level of service analysis under cumulative conditions. The results show that seven intersections located within the Cities of Santa Clara and San Jose would be significantly impacted by the project, according to applicable impact criteria. The proposed improvements to mitigate the impacts are described below.

(1) Coleman Avenue and Brokaw Road (CSC)

Mitigation Measure. Change the signal control for Brokaw Road (the east and west legs of this intersection) from protected left-turn phasing to split phase. Add a shared through/left-turn lane to the east and west approaches within the existing right-of-way. Change the existing shared through/right-turn lanes to right-turn only lanes on the east and west approaches, and change the eastbound right-turn coding from include to overlap, indicating that many eastbound right turns would be able to turn right on red. In addition, no U-turns would be allowed on northbound Coleman Avenue. A third southbound through on Coleman would also be needed by removing the pork chop island, squaring off the corner, and restriping to provide exclusive southbound through and right turn lanes. With implementation of these improvements, the intersection would operate at an acceptable LOS C during the PM peak hour under cumulative plus project conditions. This mitigation does not require Brokaw Road to be widened. However, to accommodate future bike lanes, Brokaw Road would need to be widened by 10 feet. The impact would be less than significant with the proposed mitigation measure.

(6) De La Cruz Boulevard and Central Expressway (CMP)

Mitigation Measure. This intersection is controlled by Santa Clara County. The Comprehensive County Expressway Planning Study identifies the conversion of HOV to mixed-flow lanes on Central Expressway as a Tier 1A project. The City Place development also identifies adding a second southbound right-turn lane and a third northbound left-turn lane as a mitigation measure. With implementation of these improvements, the intersection would operate at an unacceptable LOS F during the PM peak hour, but the average delay is better than cumulative conditions. The project would be required to pay a fair-share contribution toward the identified improvements; however, the project's impact is concluded to be significant unavoidable because the improvements at this intersection are not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvements concurrent with the proposed project.

(7) Lafayette Street and Central Expressway (CMP)

Mitigation Measure. This intersection is controlled by Santa Clara County. The Comprehensive County Expressway Planning Study identifies the conversion of HOV to mixed-flow lanes on Central Expressway as a Tier 1A project. Therefore, mitigation of the identified project impact at the intersection will consist of a fair-share contribution towards the HOV lane conversion. City staff shall determine the fair-share contribution. With implementation of this improvement, the intersection would operate at an acceptable LOS E during the AM peak hour. The project's impact is concluded to be significant unavoidable because the improvement at this intersection is not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvement concurrent with the proposed project.

(8) Scott Boulevard and Central Expressway (CMP)

Mitigation Measure. This intersection is controlled by Santa Clara County. The Comprehensive County Expressway Planning Study identifies the conversion of HOV to mixed-flow lanes on Central Expressway as a Tier 1A project. The City Place development EIR also identifies adding

a third southbound left-turn lane as a mitigation measure. Therefore, mitigation of the identified project impact at the intersection will consist of a fair-share contribution towards the HOV lane conversion. City staff shall determine the fair-share contribution. With implementation of this improvement, the intersection would operate at an unacceptable LOS F during the PM peak hour, but the average delay is better than cumulative conditions. The project's impact is concluded to be significant unavoidable because the improvements at this intersection are not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvements concurrent with the proposed project.

(12) Coleman Avenue and I-880 (N) (CSJ, CMP)

Mitigation Measure. This intersection is under the jurisdiction of the City of San José. There currently exist two left-turn lanes and one right-turn lane on the I-880 northbound off-ramp. A potential mitigation would be restriping one of the left-turn lanes to a shared left- or right-turn lane, effectively creating two right-turn lanes. There currently exist three receiving lanes on the north leg of Coleman Avenue. With implementation of this improvement, the intersection would operate at an acceptable LOS C during the AM peak hour. The project's impact is concluded to be significant unavoidable because the improvement at this intersection is not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvement concurrent with the proposed project.

(13) Coleman Avenue and I-880 (S) (CSJ, CMP)

Mitigation Measure. This intersection is under the jurisdiction of the City of San José. There currently exist two left-turn lanes and two right-turn lanes on the I-880 northbound off-ramp. A potential mitigation would consist of restriping one of the left-turn lanes to a shared left- or right-turn lane, effectively creating three right-turn lanes. There currently exist three receiving lanes on the north leg of Coleman Avenue. With implementation of this improvement, the intersection would operate at an acceptable LOS D during the AM peak hour. The project's impact is concluded to be significant unavoidable because the improvement at this intersection is not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvement concurrent with the proposed project.

(15) Coleman Avenue and Taylor Street (CSJ)

Mitigation Measure. This intersection is under the jurisdiction of the City of San José. This intersection's level of service could be improved by widening Coleman Avenue to six lanes in both directions. The widening of Coleman Avenue has been identified as a Strategy 2000 improvement. With implementation of this improvement, the intersection would operate at an acceptable LOS D during both the AM and PM peak hours. Therefore, the project would be required to make a fair-share contribution for the improvement. The project's impact is concluded to be significant unavoidable because the improvement at this intersection is not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvement concurrent with the proposed project.

Site Access and Circulation

Site access and on-site circulation were evaluated using commonly accepted transportation planning principles. This review is based on the project site plan prepared by MVE dated January 8, 2018.

Site Access

Under both development options analyzed, vehicular access to the project site would be provided via four access points: one driveway along Coleman Avenue and three driveways along Brokaw Road. Driveway 1 would be located on Coleman Avenue, approximately 550 feet south of the Coleman Avenue/Brokaw Road intersection. The site plan shows Driveway 1 as the main project site entrance. This driveway would connect to the internal roadway system that circulates the site and provides direct access to all parking structures within the site. Driveway 2 would be located along Brokaw Road between the Coleman Avenue and Driveway 3, and also would connect to the internal roadway system and provide access to Buildings 1 and 2. Driveway 3 would be added as a new approach to the Costco Driveway/Brokaw Road intersection, and also would connect to the internal roadway system and provide access to Buildings 2, 3, and 4.

A fourth driveway would be located along the western project site boundary and provide access to Buildings 3 and 4.

Based on the location of the parking garages and the access driveways, the estimated peak-hour project trips were assigned to the site access points. Driveway 1 is estimated to serve the majority of the project traffic. At Driveway 1, at most 114 and 320 trips are estimated to make left-turns in or out of the project site from/to Coleman Avenue during the AM and PM peak-hours, respectively. Additionally, it is estimated that 43 and 170 AM and PM peak-hour project trips, respectively, would make a left-turn into Driveway 3 from Brokaw Road. Driveways 2 and 4 would serve fewer peak-hour trips than Driveway 3. Because of its proximity to Coleman Avenue, driveway 2 should be restricted to right turns out only. This should be accomplished with chatter bars or plastic delineators in the median on Brokaw Road.

The following potential site access and operations deficiencies have been identified:

Driveway 1

- Excessive delay will be experienced for the inbound and outbound left-turning vehicles if this driveway is stop-controlled.
- The peak-hour traffic signal warrant check (Warrant #3, described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways*, Part 4, Highway Traffic Signals, 2014) indicates that Driveway 1 would have peak-hour traffic volumes that meet the threshold that warrant signalization during both the AM and PM peak hours. Therefore, a traffic signal at Driveway 1 would be warranted.
- Due to the close proximity of Driveway 1 to the intersection of Coleman Avenue and Brokaw Road (approximately 550 feet), a traffic signal at Driveway 1 is not recommended.

Driveway 3

- Driveway 3 would serve the majority of project traffic from Brokaw Road. If stop-controlled, this intersection would operate at LOS F during both peak hours with the combination of project, Costco, and BART traffic on Brokaw Road.
- The peak-hour traffic signal warrant check (Warrant #3, described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways*, Part 4, Highway Traffic Signals, 2014) indicates that Driveway 3 would have peak-hour traffic volumes that meet the threshold that warrant signalization during the PM peak hour. Therefore, a traffic signal at Driveway 3 would be warranted.

Driveways 2 and 4

- The inbound left-turning traffic at Driveway 2 and 4 potentially could block westbound through traffic along Brokaw Road, which would include Costco traffic and future traffic accessing the planned Santa Clara BART Station parking garage.

Recommended Site Access Improvements

Driveway 1. It is recommended that Driveway 1 be restricted to right-in and -out access only. Prohibiting left-turn access at this driveway would minimize conflict with through traffic on Coleman Avenue. An alternative would be to eliminate outbound left-turn access at Driveway 1 and allow left-turn in access, maintaining the existing two-way left-turn lane at Driveway 1 to provide queue storage for left-turn in vehicles. This recommendation, however, would result in the displacement of traffic from Driveway 1 to the other driveways on Brokaw Road, which provide a circuitous route to/from facilities along Coleman Avenue, forcing drivers to circulate throughout the project site.

Driveway 2. It is recommended that Driveway 2 be restricted to right turns only. This could be accomplished with chatter bars or plastic delineators in the median on Brokaw Road.

Driveway 3. It is recommended that the intersection of Costco/Project Driveway 3 and Brokaw Road be signalized. This intersection would operate at LOS C or better during both peak hours with signalization.

Driveway 4. It is recommended that a striped median left-turn lane be added. This would eliminate conflict between inbound Driveway 4 traffic and westbound through traffic on Brokaw Road.

New Site Access along Coleman Avenue. Separate from this project, a new road is proposed along the western boundary of the site. When built, this road will provide access to the properties on both sides. In order to eliminate the conflicting movements at Driveway 1 (unsignalized intersection in close proximity to the intersection of Coleman Avenue/Brokaw Road), it is recommended that the proposed new road be signalized at Coleman Avenue. This new intersection would provide a new access roadway between the project site and the adjacent sites to the south, providing a signalized main access to both sites. The access road from the new signalized access would connect to the project site's internal roadway between buildings 2 and 3, providing a more direct route to facilities located along the Coleman Avenue frontage (east side of the project site).

Vehicular On-Site Circulation

The on-site circulation was reviewed in accordance with the City of Santa Clara Zoning Ordinance and generally accepted traffic engineering standards. A total of five buildings are being proposed, each with its own parking garage. All parking structures would be accessed via the internal on-site roadway. Additionally, the site plan shows parallel parking spaces along segments of the internal on-site streets that would serve the residential and ancillary commercial uses.

The internal on-site roadway network provides good connectivity between the different uses on-site and the proposed access driveways. All new roadways and driveways should be designed in accordance with City of Santa Clara standards.

Based on the site plan, the two parking garages along Coleman Avenue would have one access point each, while the remaining three parking garages are shown to have two access points

each. All access to the proposed parking garages (with the exception of Driveway 4) would be provided via the internal roadway.

The proposed parking garages appear to provide continuous circulation within the garage. Tandem parking is being proposed within all parking garages. In order to guarantee effective use of the tandem parking spaces, all of the tandem parking spaces should be assigned parking. If assigned, the tandem spaces would not be expected to create any parking related issues.

Recommended On-Site Circulation Improvements

Design of New Internal Roadways. All new roadways within the site should be designed to provide adequate width and turn-radii in order to provide continuous unimpeded circulation through the site for passenger vehicles, emergency vehicles, and large trucks, such as garbage trucks. The design of all internal roadways should adhere to City of Santa Clara design guidelines and standards, and the final design will have to be approved by the City of Santa Clara.

Tandem Parking. It is recommended that all proposed tandem parking be assigned parking.

Potential Impacts on Pedestrians, Bicycles, and Transit

In the project vicinity, sidewalks are provided on the following roadways.

- West side of Coleman Avenue, between Aviation Avenue and De La Cruz Boulevard
- East side of Coleman Avenue, with the exception of a short segment south of Brokaw Road
- Both sides of Brokaw Road, west of Coleman Avenue
- South side of Brokaw Road, east of Coleman Avenue for approximately 250 feet

A pedestrian connection is present between Brokaw Road and the Santa Clara Transit Center (located on El Camino Real, west of the project site). It consists of an underground pedestrian pathway that begins at the western end of Brokaw Road and ends at the Transit Center, on the west side of the railroad tracks. This pedestrian connection provides a direct connection between the project site and the Transit Center and other existing services along El Camino Real.

As shown on the site plan, the internal on-site streets are shown to have sidewalks on both sides of the street, providing a connection between the project site and the existing sidewalks on Brokaw Road and Coleman Avenue. Additionally, the intersection of Coleman Avenue and Brokaw Road provides marked crosswalks and pedestrian signal heads that would facilitate pedestrian access from the project site to the adjacent shopping center located north of the project site.

The project is not located near any existing bike lanes. However, the Cities of Santa Clara and San Jose bicycle plans identify bike lanes on Coleman Avenue and De La Cruz Boulevard that will connect to other existing bike lanes. The project will be widening Coleman Avenue along its frontage, which will provide sufficient space for the planned future bike lanes. With the planned bicycle improvements, the proposed project would be served directly by the planned bicycle facility along Coleman Avenue. Santa Clara may also wish to stripe bike lanes on Brokaw Road to serve the future BART station. With the proposed mitigation at the Coleman Avenue/Brokaw Road intersection in place, Brokaw Road would need to be widened by 10 feet in order to accommodate future bike lanes.

The project site is currently served directly by two bus lines (VTA Bus Lines 10 and 304), with the nearest bus stops located at the intersection of Coleman Avenue/Brokaw Road. Additionally, once the pedestrian pathway that will connect Brokaw Road to the Santa Clara Transit Center is complete, the project site will be served by all the bus lines and commuter rail services available at the Transit Center. Assuming a commute hour transit mode share of 9 percent (as recommended by VTA guidelines), the project would generate up to 70 new transit riders during the AM and PM peak hours.

Given that the Santa Clara Transit Center will be accessible from the project site, the new ridership generated by the proposed project could be accommodated by the existing transit service provided in the project vicinity.

Potential Future BART Station

The BART Phase II Extension Project will include a 5-mile-long subway tunnel through downtown San Jose and will extend the BART system from the future Phase I terminus for approximately six miles to the City of Santa Clara. The Santa Clara BART station is being proposed to be located adjacent to the Santa Clara Transit Center with access to a planned new parking garage on Brokaw Road. With implementation of the proposed BART extension project, the project site would be directly served by BART. Overall, the new BART station will offer another mode of travel and decrease the amount of traffic on the surrounding roadways due to the transportation demand mode shift from driving to taking BART.

Recommended Transit Improvements

Existing bus stops along Coleman Avenue. There are currently two existing VTA bus stops located near the project site – one located along the project's frontage on the west side of Coleman Avenue and the second one located on the east side of Coleman Avenue, just south of Brokaw Road. The proposed mitigation at the Coleman Avenue/Brokaw Road intersection is to restripe the existing southbound right-turn lane as a shared through and right-turn lane, which would include providing a third through lane on Coleman Avenue south of Brokaw Road and relocating the existing bus stop, bus pad, and passenger pad on the west side of Coleman Avenue. The VTA has recommended the following improvements:

Southbound Coleman Avenue, south of Brokaw Road:

- Install new bus shelter per VTA's updated specifications
- Install a new passenger pad and bus pad with the improvement at the Coleman Avenue/Brokaw Road intersection (a third through lane on Coleman Avenue)

Northbound Coleman Avenue, south of Brokaw Road:

- Install a new 12'x55' bus pad (PCC pavement) per VTA specifications
- Install a minimum 8'x40' passenger pad to comply with ADA standards and VTA specifications
- Install a new bus stop bench provided by the project, per VTA specifications

Transit Delay Analysis

An evaluation of the effects of project traffic on transit vehicle delay 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 analysis shows that for most transit routes evaluated, the traffic associated with the proposed project would increase delay to transit service by two minutes or less. The VTA has

not established policies or significance criteria related to transit vehicle delay. Thus, this data is presented for informational purposes only.

Queuing Analysis

The following four left-turn movements were examined as part of the queuing analysis for this project:

- Northbound and eastbound left turns at Coleman Avenue and Brokaw Road
- Northbound and eastbound left turns at Coleman Avenue and Project Entrance

The eastbound left-turn at the intersection of Coleman Avenue and Brokaw Road is the only movement expected to have a queue storage deficiency.

Coleman Avenue and Brokaw Road

Eastbound Left-Turn

The queuing analysis indicates that the maximum vehicle queues for the eastbound left-turn pocket at the Coleman Avenue and Brokaw Road intersection would exceed the existing vehicle storage capacity under background conditions during the PM peak hour and under background plus project conditions during both the AM and PM peak hours.

The eastbound left-turn pocket currently provides approximately 225 feet of vehicle storage, which can accommodate approximately 9 vehicles. The estimated 95th percentile vehicle queue for the eastbound left-turn movement is projected to be approximately 13 vehicles (or 325 feet) during the AM peak hour and 12 vehicles (or 300 feet) during the PM peak hour under background plus project conditions. The proposed mitigation at the Coleman Avenue/Brokaw Road intersection by adding a second eastbound left-turn lane would accommodate the projected queue length. With the dual left-turn lane improvement, the estimated 95th percentile vehicle queue for the eastbound left-turn movement is projected to be approximately 7 vehicles (or 175 feet) per lane.

Freeway Ramp Analysis

Freeway On-Ramps

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

It is projected that the project would result in the addition of peak-hour trips to the following four freeway on-ramps.

1. I-880 Southbound Diagonal On-Ramps from Southbound Coleman Avenue
2. I-880 Northbound Diagonal On-Ramps from Southbound Coleman Avenue
3. U.S. 101 Southbound Diagonal On-Ramp from Northbound Trimble Road
4. U.S. 101 Northbound Loop On-Ramp from Northbound Trimble Road

Since the proposed project would generate the majority of its trips during the AM peak hour, and therefore have the greatest effect on the AM peak-hour queues, the on-ramps that are metered during the AM peak hour were evaluated.

During the AM peak hour, the U.S. 101 northbound loop on-ramp from northbound Trimble Road is the only study freeway on-ramp that is controlled by a meter. The existing queue length and meter service rate at the on-ramp were measured in the field during the AM peak hour. Vehicle wait times at the ramp meter (the time it took a vehicle at the end of the queue to proceed through the meter) were derived from the collected data.

A ratio between the existing traffic volumes using the freeway on-ramp and the approved and project trips was calculated to estimate the number of vehicles that would be added to the existing queue under background and background plus project conditions. Based on this analysis, it was estimated that the addition of project traffic to the study freeway on-ramp would equate to an 19% increase in traffic volume during the AM peak hour, increasing the vehicle wait times at the ramp by less than one minute. In addition, project traffic would result in the extension of the projected vehicle queue at the on-ramp by approximately four vehicles.

The maximum queue lengths measured in the field and projected under background plus project conditions would extend beyond the available storage at the study on-ramp. As part of the redesign of the interchange at US 101/De La Cruz, the Trimble Road US 101 overpass will be widened to six lanes. Additional queue storage and an HOV lane will be added to the study US 101 northbound loop on-ramp from northbound Trimble Road.

Freeway Off-Ramps

A queuing analysis was completed for the following freeway off-ramps, where the project will result in the addition of peak hour trips. These freeway off-ramps are controlled by a traffic signal at their intersection with the cross street.

1. I-880 Northbound Off-Ramp to Coleman Avenue
2. I-800 Southbound Off-Ramp to Coleman Avenue
3. US 101 Northbound Off-Ramp to Trimble Road

The results of the analysis showed that the 95th percentile queue lengths at the I-880 northbound and southbound off-ramps at Coleman Avenue are projected to exceed the existing storage capacity during the AM peak hour under both background and background plus project conditions. However, the addition of project trips is not projected to increase the estimated queue lengths at these two ramps.

Construction-Related Traffic

Construction would primarily be accomplished using diesel-powered heavy equipment. A variety of project construction activities would include clearing, excavation, and grading operations, import/export of fill material, and construction vehicle travel.

Traffic from these various activities would be ongoing throughout the demolition, building, and rehabilitation processes for the project site. Therefore, there is potential for temporary traffic-related impacts to occur from construction activities at the site. To reduce the impacts due to construction traffic, the project contractor should prepare a Construction Management Plan, which will include, but not be limited to, a traffic construction management plan with the following conditions and shall be subject to review and approval by City staff.

- The project contractor shall implement truck haul routes for construction trucks deemed acceptable by the City.
- Additionally, signs shall be posted along roads identifying construction traffic access or flow limitations due to lane restrictions during periods of truck traffic.

Construction of the project under either option is estimated to take approximately 36 months to complete, possibly starting as early as late 2018 and concluding as early as late 2021. Project construction would likely be completed in phases with each phase taking approximately six to nine months. The project would excavate approximately 90,000 cubic yards of soil. The average commercial dump truck can hold approximately 10 cubic yards of soil. Assuming that the excavation activities take 5 months, this is an average of 82 dump trucks per day on average. The project includes a Development Agreement that may extend construction in phases over a period of 10 years with a five-year extension. The construction workers will park on-site within the staging area adjacent to the western site boundary. The construction of the project is not anticipated to result in any road closure, but it may require a lane reduction along the project's frontages. The project is proposing to have a temporary traffic control plan with a flagger during the construction phase. However, the effect of construction traffic would be only be temporary during construction and would not require any mitigations.

Table ES 1
Intersection Levels of Service

Study Number	Intersection	Location	LOS Standard	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS	Existing Plus Project Avg. Delay	Existing Plus Project LOS	Existing Plus Project Incr. In Crit. Delay	Existing Plus Project Incr. In Crit. V/C	Background Avg. Delay	Background LOS	Background Plus Project Avg. Delay	Background Plus Project LOS	Background Plus Project Incr. In Crit. Delay	Background Plus Project Incr. In Crit. V/C	Mitigated Avg. Delay	Mitigated LOS	Cumulative Avg. Delay	Cumulative LOS	Cumulative Plus Project Avg. Delay	Cumulative Plus Project LOS	Cumulative Plus Project Incr. In Crit. Delay	Cumulative Plus Project Incr. In Crit. V/C	Cumulative Plus Project % of Project Contribution	Mitigated Avg. Delay	Mitigated LOS
1	Coleman Avenue and Brokaw Road	Santa Clara	D	AM	03/14/17	16.6	B	25.4	C	11.4	0.147	18.4	B	28.5	C	14.4	0.133	20.1	C	24.3	C	40.2	D	26.9	0.133		24.2	C
				PM	03/14/17	**84.8**	**F**	**104.5**	**F**	**34.6**	**0.086**	**127.7**	**F**	**135.8**	**F**	**18.6**	**0.051**	28.9	C	**193.8**	**F**	**210.2**	**F**	**22.3**	**0.051**		53.7	D
2	Lafayette Street and Lewis Street	Santa Clara	D	AM	03/14/17	12.7	B	13.2	B	0.6	0.004	11.8	B	12.3	B	2.6	0.007			11.7	B	12.1	B	0.3	0.004			
				PM	03/14/17	34.7	C	35.4	D	1.1	0.006	**72.9**	**E**	**74.1**	**E**	**1.8**	**0.005**			**103.2**	**F**	**104.4**	**F**	**2.0**	**0.005**			
3	Lafayette Street and El Camino Real *	Santa Clara	E	AM	06/09/15	39.2	D	39.2	D	0.0	0.000	45.9	D	45.9	D	0.0	0.000			53.0	D	53.1	D	0.0	0.000			
				PM	11/15/16	38.8	D	39.0	D	0.2	0.005	45.0	D	45.2	D	0.0	0.000			56.3	E	56.6	E	0.0	0.000			
4	De La Cruz Boulevard and Reed Street	Santa Clara	D	AM	03/14/17	11.2	B	11.0	B	0.3	0.047	11.1	B	11.3	B	0.4	0.043			11.3	B	11.5	B	0.5	0.043			
				PM	03/14/17	18.1	B	17.6	B	0.0	0.050	18.4	B	18.6	B	0.7	0.047			18.7	B	19.3	B	1.1	0.047			
5	De La Cruz Boulevard and Martin Avenue	Santa Clara	D	AM	03/14/17	33.0	C	32.2	C	-0.8	0.045	33.3	C	32.7	C	-0.1	0.042			34.4	C	34.1	C	0.3	0.042			
				PM	03/14/17	30.7	C	30.5	C	0.5	0.052	30.7	C	31.8	C	2.1	0.049			31.1	C	32.7	C	2.9	0.049			
6	De La Cruz Boulevard and Central Expressway *	Santa Clara	E	AM	10/28/15	38.2	D	42.3	D	7.6	0.036	68.9	E	74.7	E	11.3	0.016	36.3	D	**88.6**	**F**	**94.2**	**F**	**11.5**	**0.016**		44.8	D
				PM	10/04/16	**92.2**	**F**	**107.3**	**F**	**-0.2**	**0.011**	**140.5**	**F**	**162.6**	**F**	**7.4**	**0.033**	**111.6**	**F**	**167.4**	**F**	**191.1**	**F**	**13.8**	**0.033**		**127.5**	**F**
7	Lafayette Street and Central Expressway *	Santa Clara	E	AM	10/29/15	52.3	D	52.8	D	-0.3	0.004	78.4	E	**81.2**	**F**	**5.1**	**0.011**	59.7	E	**101.9**	**F**	**104.7**	**F**	**5.0**	**0.011**		76.3	E
				PM	10/04/16	66.9	E	67.7	E	1.9	0.013	**103.8**	**F**	**105.6**	**F**	**4.1**	**0.012**	**92.3**	**F**	**152.1**	**F**	**153.7**	**F**	**1.6**	**0.010**		**136.0**	**F**
8	Scott Boulevard and Central Expressway *	Santa Clara	E	AM	10/29/15	42.1	D	41.9	D	-0.1	0.008	52.9	D	53.0	D	0.0	0.007			53.9	D	54.1	D	0.2	0.007		47.6	D
				PM	10/04/16	75.6	E	76.8	E	0.6	0.008	**103.8**	**F**	**106.7**	**F**	**2.2**	**0.007**			**116.9**	**F**	**120.1**	**F**	**6.3**	**0.012**		**86.2**	**F**
9	Coleman Avenue and Aviation Avenue	San Jose	D	AM	03/23/17	11.6	B	12.4	B	2.3	0.037	30.3	C	26.4	C	-3.7	-0.013			51.7	D	44.9	D	23.9	0.060			
				PM	03/23/17	7.0	A	6.9	A	0.3	0.042	11.4	B	11.1	B	0.1	0.012			11.6	B	11.5	B	0.9	0.064			
10	Coleman Avenue and Newhall Drive	San Jose	D	AM	03/14/17	13.0	B	12.9	B	-0.1	0.024	12.6	B	12.5	B	-0.1	-0.008			12.6	B	12.3	B	0.3	0.037			
				PM	03/14/17	24.8	C	23.6	C	0.3	0.042	31.1	C	30.7	C	1.5	0.012			36.0	D	36.5	D	9.3	0.057			
11	Coleman Avenue and Airport Boulevard	San Jose	D	AM	10/20/15	12.2	B	12.1	B	0.4	0.025	14.3	B	14.4	B	0.6	0.001			15.0	B	15.0	B	1.3	0.039			
				PM	03/14/17	11.5	B	11.3	B	0.2	0.028	11.8	B	12.1	B	0.7	0.018			12.0	B	12.3	B	1.2	0.069			
12	Coleman Avenue and I-880 (N) *	San Jose	D	AM	05/12/15	24.7	C	26.4	C	3.1	0.037	**73.7**	**E**	**67.2**	**E**	**-5.5**	**-0.013**			**98.2**	**F**	**90.7**	**F**	**25.5**	**0.059**	**34%**	34.5	C
				PM	11/10/16	19.1	B	22.0	C	3.2	0.089	22.4	C	27.2	C	6.4	0.067			27.5	C	37.2	D	21.7	0.153		18.5	B
13	Coleman Avenue and I-880 (S) *	San Jose	D	AM	05/12/15	37.3	D	41.9	D	6.6	0.056	**68.0**	**E**	**73.1**	**E**	**8.3**	**0.019**	37.5	D	**79.5**	**E**	**84.8**	**F**	**23.4**	**0.058**	**52%**	40.4	D
				PM	11/10/16	28.4	C	28.1	C	5.3	0.189	29.4	C	32.1	C	0.7	0.054	26.4	C	29.8	C	32.3	C	1.5	0.067		26.2	C
14	Coleman Avenue and Hedding Street	San Jose	D	AM	05/12/15	41.0	D	41.1	D	1.3	0.021	41.2	D	40.8	D	0.5	0.002			44.4	D	44.0	D	4.8	0.042			
				PM	05/12/15	39.9	D	40.0	D	0.7	0.049	38.5	D	39.1	D	11.1	0.014			39.1	D	39.7	D	1.7	0.053			
15	Coleman Avenue and Taylor Street	San Jose	D	AM	05/12/15	45.0	D	46.9	D	3.0	0.041	**59.3**	**E**	**63.5**	**E**	**6.5**	**0.024**	50.4	D	**65.2**	**E**	**69.8**	**E**	**16.2**	**0.061**	**42%**	52.0	D
				PM	05/12/15	44.7	D	45.7	D	0.1	0.008	**60.2**	**E**	**63.8**	**E**	**7.9**	**0.029**	47.4	D	**68.8**	**E**	**73.4**	**E**	**24.1**	**0.085**	**39%**	49.2	D
16	SR 87 and Taylor Street	San Jose	D	AM	05/12/15	25.6	C	25.9	C	1.1	0.020	29.7	C	30.0	C	1.0	0.008			29.5	C	29.7	C	0.3	0.004			
				PM	05/12/15	29.8	C	32.4	C	4.3	0.047	33.6	C	37.5	D	6.4	0.043			33.0	C	36.7	D	5.8	0.039			
17	U.S. 101 and Trimble Road	San Jose	D	AM	03/14/17	22.4	C	23.2	C	1.3	0.018	33.8	C	35.7	D	3.1	0.013			**58.5**	**E**	**62.2**	**E**	**35.2**	**0.109**	18%		
				PM	03/14/17	13.5	B	14.3	B	1.1	0.026	18.2	B	20.3	C	3.5	0.025			34.4	C	37.9	D	28.7	0.125			
18	De La Cruz Boulevard and Trimble Road *	San Jose	D	AM	10/28/15	33.8	C	33.7	C	0.2	0.005	35.4	D	35.5	D	0.5	0.005			50.4	D	50.9	D	1.5	0.005			
				PM	10/19/16	**55.6**	**E**	**55.9**	**E**	**0.7**	**0.014**	**70.5**	**E**	**72.9**	**E**	**3.8**	**0.014**			**89.8**	**F**	**93.2**	**F**	**5.2**	**0.014**	8%		
19	Coleman Avenue and Project Entrance (Future)	Santa Clara	D	AM	--	--	--	16.0	B	13.3	0.193	--	--	15.8	B	--	--			--	--	16.0	B	--	--			
				PM	--	--	--	22.4	C	26.0	0.350	--	--	24.9	C	--	--			--	--	29.0	C	--	--			

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

Table ES 2
Freeway Segment Levels of Service

					Existing Plus Project												Project Trips			
					Mixed-Flow Lane						HOV Lane						Mixed-Flow Lane		HOV Lane	
#	Freeway	Segment	Direction	Peak Hour	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Volume	% of Capacity	Volume	% of Capacity
1	US 101	from I-880 to Old Bayshore Highway	NB	AM	8	3	6,900	3,062	**128**	**F**	15	1	1,650	1,470	**98**	**F**	12	0.17	0	0.00
			NB	PM	67	3	6,900	3,234	16	B	70	1	1,650	840	12	B	34	0.49	0	0.00
2	US 101	from Old Bayshore Highway to North First Street	NB	AM	9	3	6,900	3,312	**123**	**F**	12	1	1,650	1,300	**108**	**F**	12	0.17	0	0.00
			NB	PM	67	3	6,900	3,434	17	B	70	1	1,650	560	8	A	34	0.49	0	0.00
3	US 101	from North First Street to Guadalupe Parkway (SR 87)	NB	AM	12	3	6,900	3,902	**108**	**F**	11	1	1,650	1,210	**110**	**F**	12	0.17	0	0.00
			NB	PM	67	3	6,900	2,834	14	B	70	1	1,650	630	9	A	34	0.49	0	0.00
4	US 101	from Guadalupe Parkway (SR 87) to De La Cruz Boulevard	NB	AM	8	3	6,900	3,050	**127**	**F**	12	1	1,650	1,290	**108**	**F**	0	0.00	0	0.00
			NB	PM	66	3	6,900	3,770	19	C	70	1	1,650	630	9	A	0	0.00	0	0.00
5	US 101	from De La Cruz Boulevard to San Tomas Expressway/Montague Expressway	NB	AM	23	3	6,900	5,348	**78**	**F**	26	1	1,650	1,850	**71**	**F**	**98**	**1.42**	0	0.00
			NB	PM	66	3	6,900	4,820	24	C	70	1	1,650	770	11	A	60	0.87	0	0.00
6	US 101	from San Tomas Expressway/Montague Expressway to Bowers Avenue/Great America Parkway	NB	AM	15	3	6,900	4,468	**99**	**F**	19	1	1,650	1,640	**86**	**F**	**98**	**1.42**	0	0.00
			NB	PM	66	3	6,900	5,570	28	D	70	1	1,650	770	11	A	60	0.87	0	0.00
7	US 101	from Bowers Avenue/Great America Parkway to Lawrence Expressway	NB	AM	16	3	6,900	4,568	**95**	**F**	21	1	1,650	1,710	**81**	**F**	**98**	**1.42**	0	0.00
			NB	PM	65	3	6,900	5,720	29	D	70	1	1,650	1,120	16	B	60	0.87	0	0.00
8	US 101	from Lawrence Expressway to North Fair Oaks Avenue	NB	AM	19	3	6,900	4,875	**86**	**F**	25	1	1,650	1,830	**73**	**F**	**85**	**1.23**	0	0.00
			NB	PM	65	3	6,900	5,712	29	D	70	1	1,650	840	12	B	52	0.75	0	0.00
9	US 101	from North Fair Oaks Avenue to North Mathilda Avenue	NB	AM	33	3	6,900	6,025	**61**	**F**	38	1	1,650	2,060	54	E	**85**	**1.23**	0	0.00
			NB	PM	66	3	6,900	4,812	24	C	70	1	1,650	770	11	A	52	0.75	0	0.00
10	US 101	from North Mathilda Avenue to SR 237	NB	AM	43	3	6,900	6,402	50	E	26	1	1,650	1,850	**71**	**F**	72	1.04	0	0.00
			NB	PM	66	3	6,900	4,804	24	C	70	1	1,650	1,400	20	C	44	0.64	0	0.00
11	I-880	from I-280 to Stevens Creek Boulevard	NB	AM	15	3	6,900	4,445	**99**	**F**	--	--	--	--	--	--	35	0.51	--	--
			NB	PM	67	3	6,900	2,321	12	B	--	--	--	--	--	--	101	1.46	--	--
12	I-880	from Stevens Creek Boulevard to North Bascom Avenue	NB	AM	10	3	6,900	3,515	**117**	**F**	--	--	--	--	--	--	35	0.51	--	--
			NB	PM	22	3	6,900	5,251	**80**	**F**	--	--	--	--	--	--	**101**	**1.46**	--	--
13	I-880	from North Bascom Avenue to The Alameda	NB	AM	27	3	6,900	5,545	**68**	**F**	--	--	--	--	--	--	35	0.51	--	--
			NB	PM	14	3	6,900	4,351	**104**	**F**	--	--	--	--	--	--	**101**	**1.46**	--	--
14	I-880	from The Alameda to Coleman Avenue	NB	AM	15	3	6,900	4,315	**96**	**F**	--	--	--	--	--	--	35	0.51	--	--
			NB	PM	8	3	6,900	3,081	**128**	**F**	--	--	--	--	--	--	**101**	**1.46**	--	--
15	I-880	from Coleman Avenue to SR 87	NB	AM	19	3	6,900	5,008	**88**	**F**	--	--	--	--	--	--	**98**	**1.42**	--	--
			NB	PM	17	3	6,900	4,710	**92**	**F**	--	--	--	--	--	--	60	0.87	--	--
16	I-880	from SR 87 to North First Street	NB	AM	32	3	6,900	5,958	**62**	**F**	--	--	--	--	--	--	**98**	**1.42**	--	--
			NB	PM	23	3	6,900	5,310	**77**	**F**	--	--	--	--	--	--	60	0.87	--	--
17	I-880	from North First Street to U.S. 101	NB	AM	28	3	6,900	5,728	**68**	**F**	--	--	--	--	--	--	**98**	**1.42**	--	--
			NB	PM	19	3	6,900	4,910	**86**	**F**	--	--	--	--	--	--	60	0.87	--	--
18	SR 87	from SR 85 to Capitol Expressway	NB	AM	15	2	4,400	2,859	**95**	**F**	6	1	1,650	830	**138**	**F**	9	0.20	0	0.00
			NB	PM	67	2	4,400	2,427	18	B	70	1	1,650	840	12	B	27	0.61	0	0.00
19	SR 87	from Capitol Expressway to Curtner Avenue	NB	AM	11	2	4,400	2,502	**114**	**F**	14	1	1,650	1,400	**100**	**F**	12	0.27	0	0.00
			NB	PM	65	2	4,400	3,804	29	D	70	1	1,650	700	10	A	34	0.77	0	0.00
20	SR 87	from Curtner Avenue to Almaden Road	NB	AM	12	2	4,400	2,614	**109**	**F**	21	1	1,650	1,680	**80**	**F**	14	0.32	0	0.00
			NB	PM	65	2	4,400	4,070	31	D	70	1	1,650	1,400	20	C	40	0.91	0	0.00
21	SR 87	from Almaden Road to Alma Avenue	NB	AM	35	2	4,400	4,076	58	E	43	1	1,650	2,110	49	E	16	0.36	0	0.00
			NB	PM	47	2	4,400	4,377	47	E	70	1	1,650	1,190	17	B	47	1.07	0	0.00
22	SR 87	from Alma Avenue to I-280	NB	AM	62	2	4,400	4,356	35	D	66	1	1,650	1,790	27	D	16	0.36	0	0.00
			NB	PM	52	2	4,400	4,417	42	D	70	1	1,650	1,050	15	B	47	1.07	0	0.00
23	SR 87	from I-280 to Julian Street	NB	AM	16	2	4,400	3,003	**94**	**F**	25	1	1,650	1,800	**72**	**F**	23	0.52	0	0.00
			NB	PM	67	2	4,400	2,067	15	B	70	1	1,650	770	11	A	67	1.52	0	0.00
24	SR 87	from Julian Street to Coleman Avenue	NB	AM	13	2	4,400	2,683	**103**	**F**	31	1	1,650	1,960	**63**	**F**	23	0.52	0	0.00
			NB	PM	63	2	4,400	4,357	35	D	70	1	1,650	910	13	B	67	1.52	0	0.00
25	SR 87	from Coleman Avenue to Taylor Street	NB	AM	41	2	4,400	4,213	51	E	47	1	1,650	2,170	46	D	23	0.52	0	0.00
			NB	PM	66	2	4,400	2,847	22	C	70	1	1,650	490	7	A	67	1.52	0	0.00

Table ES 2 (Contiued)
Freeway Level of Service Analysis

					Existing Plus Project												Project Trips			
					Mixed-Flow Lane						HOV Lane						Mixed-Flow Lane		HOV Lane	
#	Freeway	Segment	Direction	Peak Hour	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Volume	% of Capacity	Volume	% of Capacity
26	SR 87	from Taylor Street to Coleman Avenue	SB	AM	66	2	4,400	3,105	24	C	67	1	1,650	410	6	A	65	1.48	0	0.00
			SB	PM	16	2	4,400	3,050	**95**	**F**	70	1	1,650	2,520	36	D	40	0.91	0	0.00
27	SR 87	from Coleman Avenue to Julian Street	SB	AM	65	2	4,400	3,965	31	D	67	1	1,650	470	7	A	65	1.48	0	0.00
			SB	PM	37	2	4,400	4,110	56	E	70	1	1,650	1,960	28	D	40	0.91	0	0.00
28	SR 87	from Julian Street to I-280	SB	AM	67	2	4,400	1,935	14	B	67	1	1,650	410	6	A	65	1.48	0	0.00
			SB	PM	27	2	4,400	3,770	**70**	**F**	70	1	1,650	2,520	36	D	40	0.91	0	0.00
29	SR 87	from I-280 to Alma Avenue	SB	AM	67	2	4,400	2,046	15	B	67	1	1,650	540	8	A	46	1.05	0	0.00
			SB	PM	20	2	4,400	3,308	**83**	**F**	40	1	1,650	2,160	54	E	28	0.64	0	0.00
30	SR 87	from Alma Avenue to Almaden Road	SB	AM	66	2	4,400	3,586	27	D	67	1	1,650	410	6	A	46	1.05	0	0.00
			SB	PM	21	2	4,400	3,438	**82**	**F**	50	1	1,650	2,350	47	E	28	0.64	0	0.00
31	SR 87	from Almaden Road to Curtner Avenue	SB	AM	66	2	4,400	2,679	20	C	67	1	1,650	540	8	A	39	0.89	0	0.00
			SB	PM	45	2	4,400	4,344	48	E	70	1	1,650	2,450	35	D	24	0.55	0	0.00
32	SR 87	from Curtner Avenue to Capitol Expressway	SB	AM	67	2	4,400	2,163	16	B	67	1	1,650	410	6	A	33	0.75	0	0.00
			SB	PM	51	2	4,400	4,410	43	D	70	1	1,650	1,960	28	D	20	0.45	0	0.00
33	SR 87	from Capitol Expressway to SR 85	SB	AM	66	2	4,400	3,066	23	C	67	1	1,650	410	6	A	26	0.59	0	0.00
			SB	PM	65	2	4,400	4,046	31	D	70	1	1,650	1,330	19	C	16	0.36	0	0.00
34	I-880	from U.S. 101 to North First Street	SB	AM	15	3	6,900	4,405	**98**	**F**	--	--	--	--	--	--	35	0.51	--	--
			SB	PM	29	3	6,900	5,761	**66**	**F**	--	--	--	--	--	--	**101**	**1.46**	--	--
35	I-880	from North First Street to SR 87	SB	AM	22	3	6,900	5,185	**79**	**F**	--	--	--	--	--	--	35	0.51	--	--
			SB	PM	22	3	6,900	5,251	**80**	**F**	--	--	--	--	--	--	**101**	**1.46**	--	--
36	I-880	from SR 87 to Coleman Avenue	SB	AM	64	3	6,900	6,375	33	D	--	--	--	--	--	--	35	0.51	--	--
			SB	PM	29	3	6,900	5,851	**67**	**F**	--	--	--	--	--	--	**101**	**1.46**	--	--
37	I-880	from Coleman Avenue to The Alameda	SB	AM	65	3	6,900	6,148	32	D	--	--	--	--	--	--	98	1.42	--	--
			SB	PM	18	3	6,900	4,870	**90**	**F**	--	--	--	--	--	--	60	0.87	--	--
38	I-880	from The Alameda to North Bascom Avenue	SB	AM	65	3	6,900	5,948	31	D	--	--	--	--	--	--	98	1.42	--	--
			SB	PM	36	3	6,900	6,110	57	E	--	--	--	--	--	--	60	0.87	--	--
39	I-880	from North Bascom Avenue to Stevens Creek Boulevard	SB	AM	28	3	6,900	5,728	**68**	**F**	--	--	--	--	--	--	**98**	**1.42**	--	--
			SB	PM	48	3	6,900	6,540	45	D	--	--	--	--	--	--	60	0.87	--	--
40	I-880	from Stevens Creek Boulevard to I-280	SB	AM	66	3	6,900	4,858	25	C	--	--	--	--	--	--	98	1.42	--	--
			SB	PM	66	3	6,900	5,210	26	C	--	--	--	--	--	--	60	0.87	--	--
41	US 101	from SR 237 to North Mathilda Avenue	SB	AM	66	3	6,900	4,585	23	C	55	1	1,650	2,200	40	D	25	0.36	0	0.00
			SB	PM	18	3	6,900	4,774	**88**	**F**	40	1	1,650	2,400	**60**	**F**	**74**	**1.07**	0	0.00
42	US 101	from North Mathilda Avenue to North Fair Oaks Avenue	SB	AM	66	3	6,900	4,790	24	C	67	1	1,650	1,210	18	B	30	0.43	0	0.00
			SB	PM	25	3	6,900	5,487	**73**	**F**	30	1	1,650	2,040	**68**	**F**	**87**	**1.26**	0	0.00
43	US 101	from North Fair Oaks Avenue to Lawrence Expressway	SB	AM	66	3	6,900	5,540	28	D	67	1	1,650	1,140	17	B	30	0.43	0	0.00
			SB	PM	16	3	6,900	4,507	**94**	**F**	20	1	1,650	2,120	**106**	**F**	**87**	**1.26**	0	0.00
44	US 101	from Lawrence Expressway to Bowers Avenue/Great America Parkway	SB	AM	62	3	6,900	6,545	35	D	67	1	1,650	1,010	15	B	35	0.51	0	0.00
			SB	PM	11	3	6,900	3,771	**114**	**F**	20	1	1,650	2,040	**102**	**F**	**101**	**1.46**	0	0.00
45	US 101	from Bowers Avenue/Great America Parkway to San Tomas Expressway/Montague Expressway	SB	AM	66	3	6,900	4,195	21	C	67	1	1,650	940	14	B	35	0.51	0	0.00
			SB	PM	12	3	6,900	3,991	**111**	**F**	20	1	1,650	2,180	**109**	**F**	**101**	**1.46**	0	0.00
46	US 101	from San Tomas Expressway/Montague Expressway to De La Cruz Boulevard	SB	AM	66	3	6,900	4,985	25	C	67	1	1,650	740	11	A	35	0.51	0	0.00
			SB	PM	11	3	6,900	3,771	**114**	**F**	30	1	1,650	2,130	**71**	**F**	**101**	**1.46**	0	0.00
47	US 101	from De La Cruz Boulevard to Guadalupe Parkway (SR 87)	SB	AM	66	3	6,900	4,983	25	C	67	1	1,650	410	6	A	33	0.48	0	0.00
			SB	PM	40	3	6,900	6,260	52	E	70	1	1,650	2,520	36	D	20	0.29	0	0.00
48	US 101	from Guadalupe Parkway (SR 87) to North First Street	SB	AM	67	3	6,900	3,233	16	B	67	1	1,650	210	3	A	33	0.48	0	0.00
			SB	PM	24	3	6,900	5,420	**75**	**F**	30	1	1,650	2,190	**73**	**F**	20	0.29	0	0.00
49	US 101	from North First Street to Old Bayshore Highway	SB	AM	67	3	6,900	2,633	13	B	67	1	1,650	140	2	A	33	0.48	0	0.00
			SB	PM	6	3	6,900	2,900	**161**	**F**	20	1	1,650	2,160	**108**	**F**	20	0.29	0	0.00
50	US 101	from Old Bayshore Highway to I-880	SB	AM	67	3	6,900	3,633	18	B	67	1	1,650	410	6	A	33	0.48	0	0.00
			SB	PM	6	3	6,900	2,470	**137**	**F**	20	1	1,650	1,800	**90**	**F**	20	0.29	0	0.00

Table ES 2 (Contiued)
Freeway Level of Service Analysis

				Existing Plus Project												Project Trips			
				Mixed-Flow Lane						HOV Lane						Mixed-Flow Lane		HOV Lane	
#	Freeway	Segment	Direction	Peak Hour	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Volume	% of Capacity	Volume	% of Capacity

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016.
Bold indicates unacceptable LOS.
Boxed indicates significant impact.

1. Introduction

This report presents the results of the traffic impact analysis conducted for the Gateway Crossings mixed-use development located on the southwest corner of the Brokaw Road and Coleman Avenue intersection in Santa Clara, California. The proposed project would consist of one of the following two development options:

- Option 1: Up to 1,400 residential units and up to 215,000 square feet of commercial uses, or
- Option 2: Up to 1,600 residential units and up to 215,000 square feet of commercial uses.

Under both development options, up to 215,000 square feet of commercial uses would be constructed on-site and primarily consist of a full-service hotel and other ancillary commercial space throughout the site. The hotel would include up to 250 rooms, up to a 10,000 square-foot restaurant, and up to 5,000 square feet of conference/meeting space for a total gross floor area of up to 200,000 square feet. The remaining 15,000 square feet of ancillary commercial space would be located throughout the project site on the ground floor of the residential buildings. Parking for the ancillary commercial uses would be provided along internal on-site streets. Access to the project site is proposed via a new mid-block signalized intersection on Coleman Avenue and one driveway and a residential garage access point on Brokaw Road.

The analyses were completed using trips generated by Option 2, which would generate more trips than Option 1. If Option 2 results in significant traffic impacts, the differences in impacts and mitigation between the two project options will be identified, as appropriate.

The project site and the surrounding study area are shown on Figure 1. The proposed site plan is shown on Figure 2.

Scope of Study

This study was conducted for the purpose of identifying the potential traffic impacts related to the proposed development. The potential impacts of the project were evaluated in accordance with the standards set forth by the Cities of Santa Clara and San Jose and the Santa Clara Valley Transportation Authority (VTA). The VTA administers the County Congestion Management Program (CMP). Since the project is expected to add more than 100 net peak hour vehicle trips, a CMP analysis is necessary. Accordingly, a freeway segment level of service and future growth scenario analyses were prepared. The traffic study includes an analysis of AM and PM peak hour traffic conditions for 19 signalized intersections, including 7 CMP

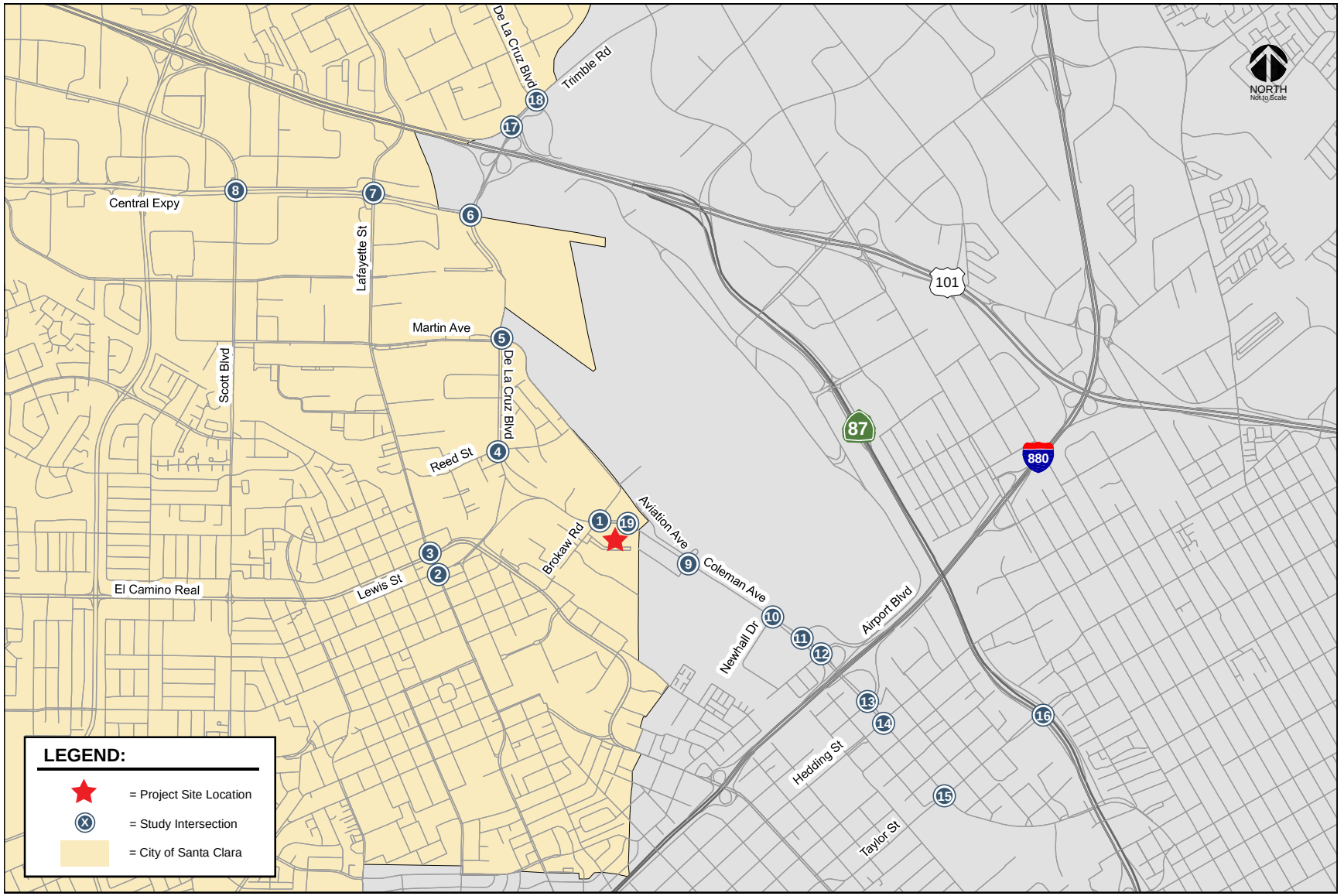


Figure 1
Site Location and Study Intersections

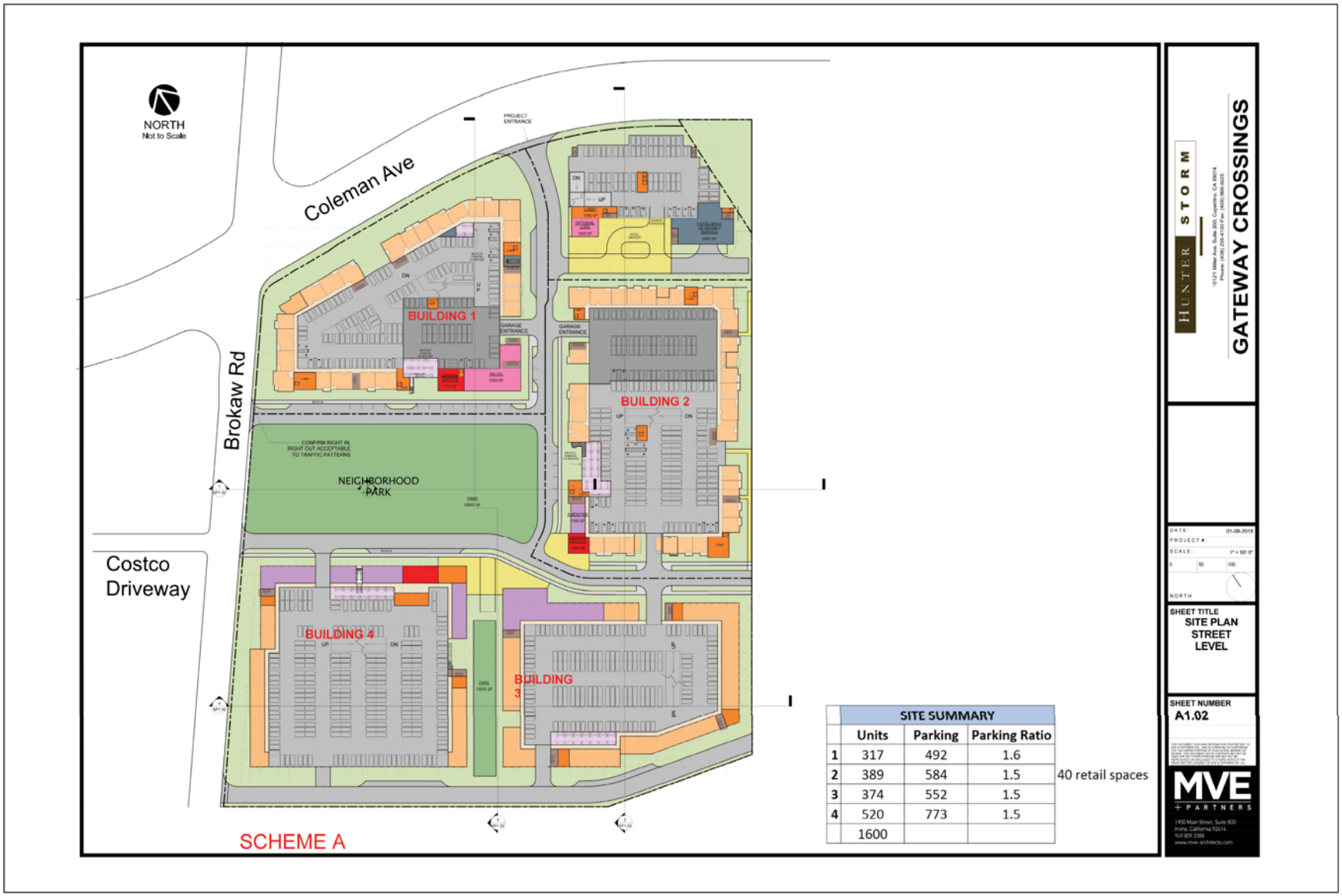


Figure 2
Site Plan

intersections and 1 future intersection, 25 freeway segments, and 7 freeway ramps in the vicinity of the project site. The study also includes an analysis of transit, bicycle, and pedestrian access. The study intersections, freeway segments, and freeway on-ramps are identified below.

City of Santa Clara (CSC) Study Intersections

1. Coleman Avenue and Brokaw Road
2. Lafayette Street and Lewis Street
3. Lafayette Street and El Camino Real *
4. De La Cruz Boulevard and Reed Street
5. De La Cruz Boulevard and Martin Avenue
6. De La Cruz Boulevard and Central Expressway *
7. Lafayette Street and Central Expressway *
8. Scott Boulevard and Central Expressway *

City of Jose (CSJ) Study Intersections

9. Coleman Avenue and Aviation Avenue
10. Coleman Avenue and Newhall Drive
11. Coleman Avenue and Airport Boulevard
12. Coleman Avenue and I-880 (N) *
13. Coleman Avenue and I-880 (S) *
14. Coleman Avenue and Hedding Street
15. Coleman Avenue and Taylor Street
16. SR 87 and Taylor Street
17. U.S. 101 and Trimble Road
18. De La Cruz Boulevard and Trimble Road *

City of Santa Clara (CSC) Future Study Intersection

19. Coleman Avenue and Project Entrance

* Denotes CMP Intersection

Study Freeway Segments

1. U.S. 101 between I-880 and Old Bayshore Highway
2. U.S. 101 between Old Bayshore Highway and North First Street
3. U.S. 101 between North First Street and Guadalupe Parkway (SR 87)
4. U.S. 101 between Guadalupe Parkway (SR 87) and De La Cruz Boulevard
5. U.S. 101 between De La Cruz Boulevard and San Tomas Expressway/Montague Expressway
6. U.S. 101 between San Tomas Expressway/Montague Expressway and Bowers Avenue/Great America Parkway
7. U.S. 101 between Bowers Avenue/Great America Parkway and Lawrence Expressway
8. U.S. 101 between Lawrence Expressway and North Fair Oaks Avenue
9. U.S. 101 between North Fair Oaks Avenue and North Mathilda Avenue
10. U.S. 101 between North Mathilda Avenue and SR 237
11. I-880 between I-280 and Stevens Creek Boulevard
12. I-880 between Stevens Creek Boulevard and North Bascom Avenue
13. I-880 between North Bascom Avenue and The Alameda
14. I-880 between The Alameda and Coleman Avenue
15. I-880 between Coleman Avenue and SR 87

16. I-880 between SR 87 and North First Street
17. I-880 between North First Street and U.S. 101
18. SR 87 between Taylor Street and Coleman Avenue
19. SR 87 between Coleman Avenue and Julian Street
20. SR 87 between Julian Street and I-280
21. SR 87 between I-280 and Alma Avenue
22. SR 87 between Alma Avenue and Almaden Road
23. SR 87 between Almaden Road and Curtner Avenue
24. SR 87 between Curtner Avenue and Capitol Expressway
25. SR 87 between Capitol Expressway and SR 85

Study Freeway Ramps

1. I-880 Southbound Diagonal On-Ramps from Southbound Coleman Avenue
2. I-880 Northbound Diagonal On-Ramps from Southbound Coleman Avenue
3. U.S. 101 Southbound Diagonal On-Ramp from Northbound Trimble Road
4. U.S. 101 Northbound Loop On-Ramp from Northbound Trimble Road
5. I-880 Northbound Loop Off-Ramp to Coleman Avenue
6. I-880 Southbound Diagonal Off-Ramp to Coleman Avenue
7. U.S. 101 Northbound Diagonal Off-Ramp to Trimble Road

Traffic conditions at the study intersections were analyzed for both the weekday AM and PM peak hours of adjacent street traffic. The AM peak hour is expected to occur between 7:00 AM and 9:00 AM and the PM peak hour is expected to occur between 4:00 PM and 6:00 PM on a regular weekday. These are the peak commute hours during which most traffic congestion occurs on the roadways.

Traffic conditions were evaluated for the following scenarios:

Scenario 1: *Existing Conditions.* Existing conditions were represented by existing peak-hour traffic volumes on the existing roadway network. Existing traffic volumes were obtained from latest available 2016 CMP count data, recently completed traffic studies, and new traffic counts conducted on March 2017.

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

Scenario 3: *Background Conditions*. Background conditions were represented by future traffic volumes on the future roadway network. Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet constructed developments in the study area. The added traffic from approved but not yet constructed developments was based on the list of approved projects provided by the City of Santa Clara. San Jose's Approved Trip Inventory (ATI) volumes were also included in background traffic volumes. Background conditions include transportation improvements required as mitigation for other approved developments.

Scenario 4: *Background plus Project Conditions*. Background traffic volumes with the project (hereafter called project traffic volumes) were estimated by adding to background traffic volumes the additional traffic generated by the project. Background plus project conditions were evaluated relative to background conditions in order to determine potential project impacts.

Scenario 5: *Cumulative Conditions*. Cumulative conditions represent future traffic volumes on the future transportation network. Cumulative conditions include traffic growth projected to occur due to the approved development projects, and proposed but not yet approved (pending) development projects in the study area. The added traffic from pending projects was based on the list of pending projects within the City of Santa Clara and pending developments identified by the City of San Jose.

Scenario 6: *Cumulative plus Project Conditions*. Cumulative plus project conditions were estimated by adding to the cumulative traffic volumes the additional traffic estimated to be generated by the proposed project. Cumulative plus project conditions were evaluated relative to cumulative conditions for Santa Clara study intersections and background conditions for San Jose study intersections in order to determine potential project impacts.

Methodology

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

Data Requirements

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

- Existing traffic volumes
- Existing lane configurations
- Signal timing and phasing
- Existing freeway ramp meter service rates and queue lengths
- A list of approved and planned projects

Level of Service Standards and Analysis Methodologies

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

Signalized Intersections

The Cities of Santa Clara and San Jose level of service methodology is TRAFFIX, which is based on the Highway Capacity Manual (HCM) 2000 method for signalized intersections. This methodology evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Since TRAFFIX is also the CMP-designated intersection level of service methodology, each of the Cities' methodologies employs the CMP defaults

values for the analysis parameters. The City of Santa Clara has set forth LOS D as the minimum standard, except on CMP and expressway facilities within Santa Clara and roadways considered "regionally significant", which have a standard of LOS E. The City of San Jose's level of service standard is LOS D or better for all signalized intersections, including CMP intersections. The correlation between average delay and level of service is shown in Table 1.

CMP Intersections

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

Freeway Segments

As prescribed in the CMP technical 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 vehicles per hour (vph)
N= number of travel lanes
S= average travel speed, in miles per hour (mph)

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. The freeway segment level of service definition is shown in Table 2.

Report Organization

The remainder of this report is divided into six additional chapters. Chapter 2 describes the existing conditions in terms of the existing roadway network, transit service, and existing bicycle and pedestrian facilities. Chapter 3 presents the intersection levels of service under background conditions with the addition of traffic from approved development projects. Chapter 4 describes the method used to estimate project traffic and the resulting traffic conditions expected under existing plus project conditions and presents traffic conditions, potential project impacts, and recommended mitigation measures under background plus project conditions. Chapter 5 presents the traffic conditions in the study area under cumulative conditions with the addition of traffic from development projects that are not yet approved, and cumulative plus project conditions with the addition of project trips to the cumulative volumes. Chapter 6 presents the analysis of other transportation related issues, including impacts to transit, bicycle facilities, and freeway ramps. Chapter 7 presents the conclusions of the traffic impact analysis.

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

Level of Service	Description	Average Control Delay Per Vehicle (Sec.)
A	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Up to 10.0
B	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
C	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high V/C ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	Operations with high delay values indicating poor progression, long cycle lengths, and high V/C ratios. Individual cycle failures are frequent occurrences. This is considered to be the limit of acceptable delay.	55.1 to 80.0
F	Operation with delays unacceptable to most drivers occurring due to oversaturation, poor progression, or very long cycle lengths.	Greater than 80.0

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

Table 2
Freeway Segment Level of Service Definitions Based on Density

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.	0-11
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.	>11-18
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.	>18-26
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.	>26-46
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.	>46-58
F	Vehicular flow breakdowns occur. Large queues form behind breakdown points.	>58

Source: Santa Clara County 2009 CMP (Based on the 2000 Highway Capacity Manual, Washington, D.C.)

2. Existing Conditions

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

Existing Roadway Network

Regional access to the project site is provided via US 101, I-880, and SR 87

US 101 is a north/south freeway with six mixed-flow lanes and two high-occupancy-vehicle (HOV) lanes through most of Santa Clara and San Jose. US 101 extends northward through San Francisco and southward through Gilroy. Access to and from the site is provided via interchanges at I-880 and De La Cruz Boulevard/Trimble Road.

I-880 is a north/south freeway providing regional access from East Bay cities to San Jose, where it ultimately becomes SR 17 and extends into Santa Cruz. Within the project vicinity, I-880 primarily is a six-lane freeway. Access to the project site from I-880 is provided via an interchange at Coleman Avenue.

SR 87 is a six-lane freeway that is aligned in a north-south orientation. SR 87 begins at its interchange with SR 85 and extends northward, terminating at its junction with US 101. SR 87 has two mixed-flow lanes and a HOV lane in each direction. Access to the site is provided via an interchange at Taylor Street.

Local access to the site is provided by Coleman Avenue, De La Cruz Boulevard, Brokaw Road, El Camino Real, The Alameda, Central Expressway, and Lafayette Street.

Coleman Avenue is a four- to six-lane arterial that begins at its intersection with De La Cruz Boulevard in Santa Clara and terminates where it becomes North Market Street in San Jose. Adjacent to the project site, Coleman Avenue is a five- to six-lane facility. Coleman Avenue narrows from three lanes to two lanes in the northbound direction midway between Newhall Drive and Aviation Avenue, and then widens back to three lanes just north of Aviation Avenue. In the southbound direction, Coleman Avenue narrows from three lanes to two lanes at Brokaw Road and then widens back to three lanes just north of Aviation Avenue. Coleman Avenue will provide direct access to the project site via a new mid-block signalized intersection, just south of Brokaw Road.

De La Cruz Boulevard is a six-lane arterial that runs between Central Expressway and El Camino Real. North of Central Expressway, De La Cruz Boulevard transitions to Trimble Road to North San Jose. De La Cruz Boulevard terminates at and provides access to Coleman

Avenue and El Camino Real via a railroad track overpass. De la Cruz Boulevard provides direct access to the site via its connection to Coleman Avenue.

Brokaw Road is a two-lane east-west roadway that begins at the Caltrain railroad tracks and ends just east of Coleman Avenue, where it becomes Martin Avenue. Brokaw Road provides direct access via a driveway and a residential garage access.

El Camino Real is a six-lane major arterial that is aligned in a west/east orientation in the vicinity of the site. El Camino Real extends northward through San Francisco and southward to Santa Clara. El Camino Real provides access to the site via De La Cruz Boulevard.

The Alameda is generally a four-lane undivided arterial that extends from Santa Clara University in the north to the downtown San Jose area where it runs east to west, ultimately becoming Santa Clara Street east of Autumn Street. Santa Clara Street is a four-lane arterial street that provides access to downtown San Jose. The Alameda/Santa Clara Street provides access to the project site via Hedding Street or Taylor Street to Coleman Avenue.

Central Expressway is a four- to six-lane expressway that extends east-west from Alma Street in Palo Alto to Del La Cruz Boulevard in San Jose Santa Clara. Central Expressway has limited access to surface streets across its span. Central Expressway has signalized intersections with De La Cruz Boulevard, Lafayette Street, and Scott Boulevard in the vicinity of the project site. At De La Cruz Boulevard, Central Expressway is a six-lane facility. Central Expressway provides access to the site via its intersection with De La Cruz Boulevard/Trimble Road.

Lafayette Street is a four-lane arterial that extends north-south from Gold Street north of SR 237 to the project area. North of El Camino Real and in the project vicinity, Lafayette Street is a four-lane arterial. South of El Camino Real Lafayette Street is a three-lane arterial with a reversible center lane between Lewis Street and Homestead Road that operates northbound during the AM peak hour and southbound during the PM peak hour. Lafayette Street is four lanes between Homestead Road and Washington Street. Lafayette Street provides access to the site via De La Cruz Boulevard.

Existing Bicycle and Pedestrian Facilities

There are several bicycle facilities in the vicinity of the project site. The existing bicycle facilities within the study area are described below.

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. There is a Class I bike path, which is part of the multi-use trail system that runs along the Guadalupe River and is shared between pedestrians and bicyclists and separated from motor vehicle traffic. The Guadalupe River trail is an 11-mile continuous Class I bikeway from Curtner Avenue in the south to Alviso in the north. This trail system can be accessed via Airport Boulevard in the project vicinity.

Class II Bike Lanes are preferential use areas within a roadway designated for bicycles. Within the project vicinity, Class II bikeways are present on Coleman Avenue between Earthquake Way and SR 87 with a short discontinuity between Hedding Street and Taylor Street, the entire length of Hedding Street east of Spring Street, and Taylor Street between Spring Street and First Street.

Class III Bike Routes are signed bike routes that provide a connection through residential, downtown, and rural/hillside areas to Class I and Class II facilities. Bike routes serve as transportation routes within neighborhoods to parks, schools, and other community amenities. However, none of the local streets near the project site are designated as bike routes. Bicycles are also permitted on Coleman Avenue and De La Cruz Boulevard. However, due to high speeds and traffic volumes, it is recommended for use only by bicyclists of advanced skills. The existing bicycle facilities within the study area are shown on Figure 3.

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the project vicinity, sidewalks are provided on the following roadways:

- West side of Coleman Avenue between Aviation Avenue and Costco
- East side of Coleman Avenue with a short discontinuity just south of Brokaw Road
- Both sides of Brokaw Road, west of Coleman Avenue
- South side of Brokaw Road, east of Coleman Avenue for approximately 250 feet

Crosswalks are provided at the following intersections in the vicinity of the project site:

- Coleman Avenue and Brokaw Road
- Coleman Avenue and Aviation Avenue
- Coleman Avenue and Earthquake Way
- Coleman Avenue and Newhall Drive
- Coleman Avenue and Airport Boulevard

All of the crosswalks at the signalized study intersections include pedestrian signal heads and push buttons. Sidewalks in the project vicinity provide adequate access to the local pedestrian network and the nearby transit facilities.

Existing Transit Service

Existing transit service to the study area is provided by the VTA. The VTA bus service is described below and shown on Figure 4. The bus lines that operate within the study area are listed in Table 3. A pedestrian undercrossing is currently under construction to provide connection between Brokaw Road and Santa Clara Transit Center.

VTA Bus Service

Local Route 10 provides free shuttle service between Santa Clara Transit Center and Metro Airport LRT Station via Coleman Avenue in the vicinity of the project site. Route 10 runs between approximately 5:00 AM and 11:30 PM with 15-minute headways during the weekday commute periods. The bus stop closest to the project site is located at the Coleman Avenue/Brokaw Road intersection.

Local Route 22 operates on El Camino Real in the study area. It runs from the Palo Alto Transit Center to the Eastridge Transit Center and operates all hours of the day with 15-minute headways during the weekday commute periods. The bus stop closest to the project site is located at the Santa Clara Transit Center.

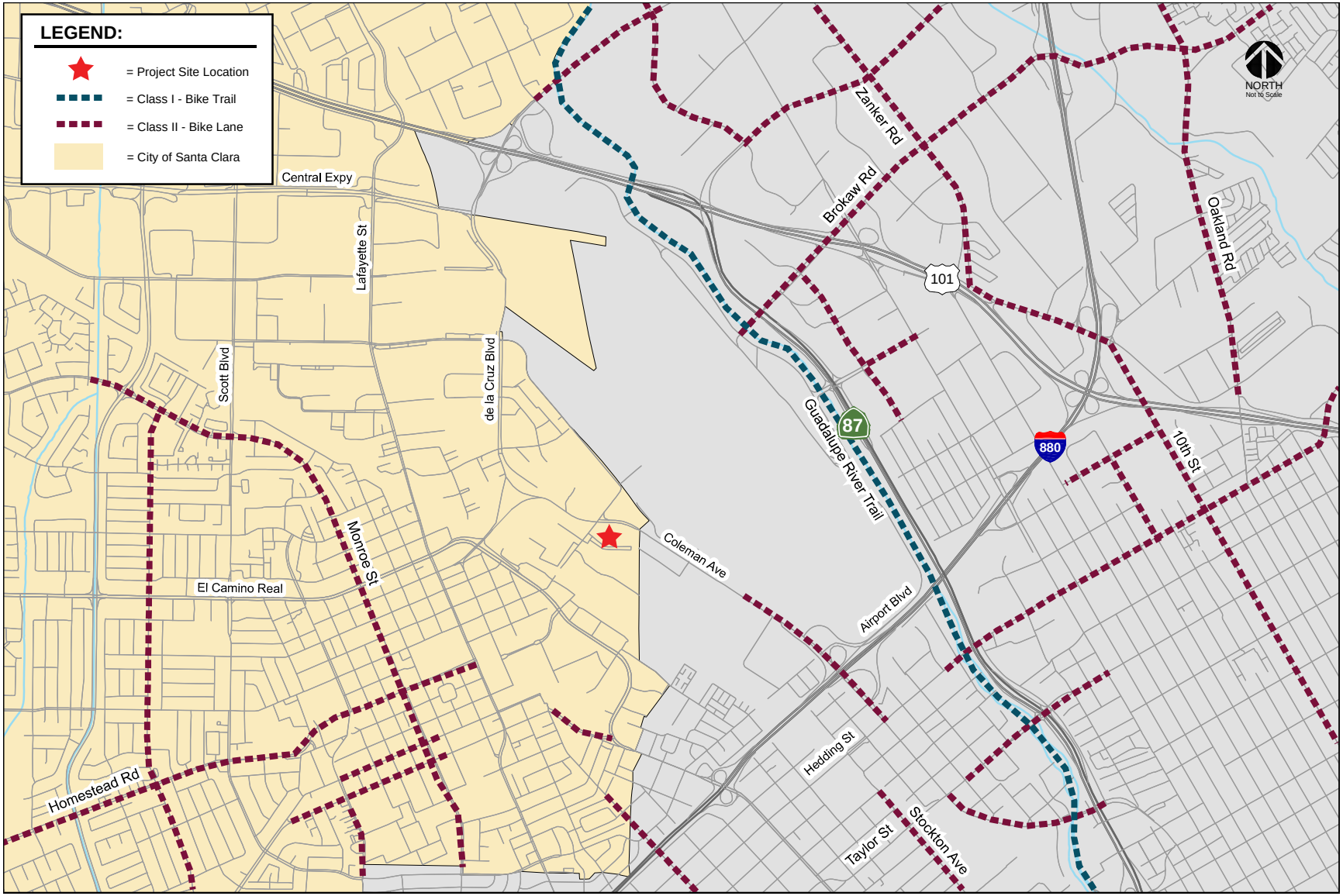


Figure 3
Existing Bicycle Facilities

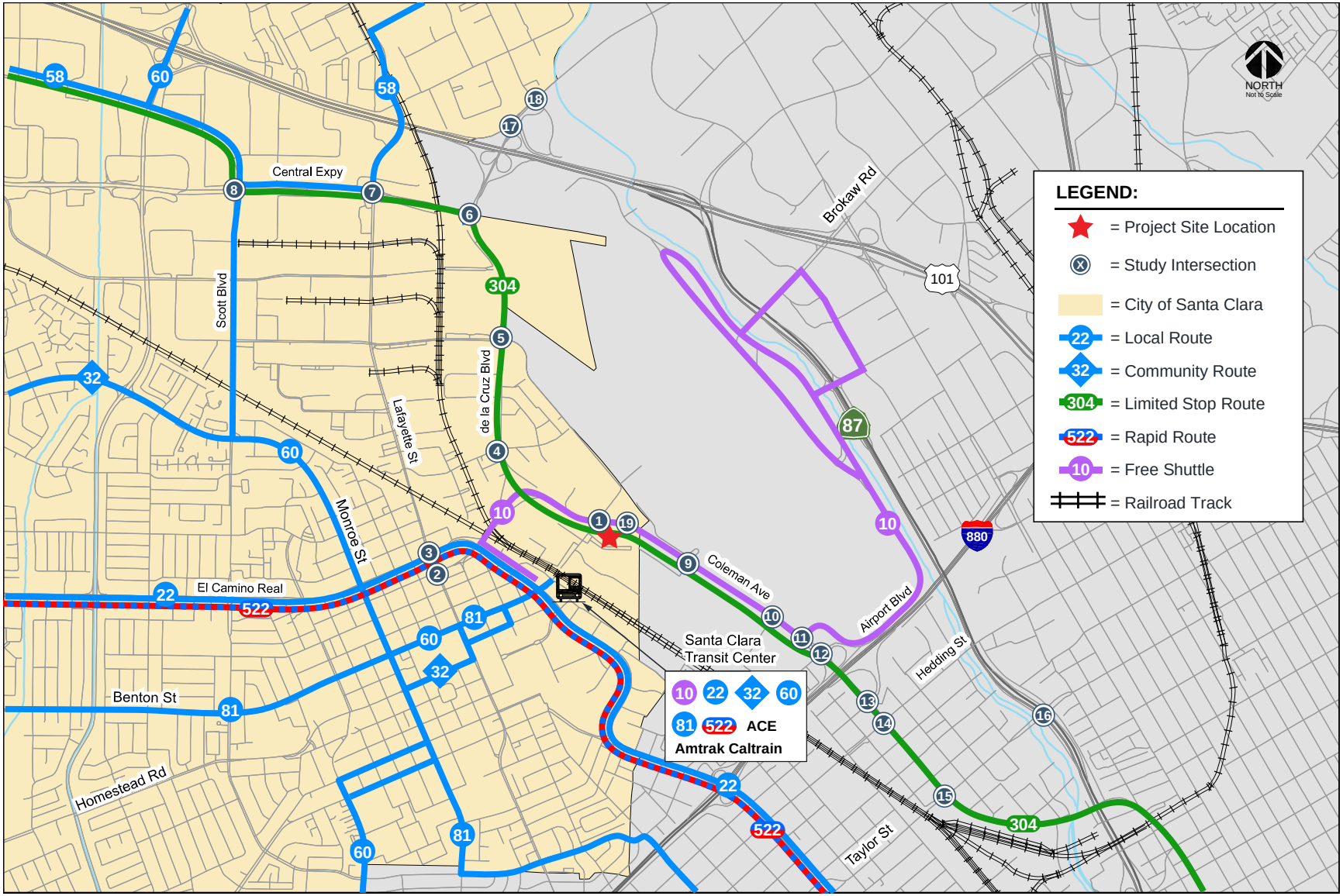


Figure 4
Existing Transit Services

Table 3
Existing Transit Services

Route	Route Description	Weekday	
		Hours of Operation	Headways[1] (minutes)
Local Route 10	Santa Clara Transit Center to Metro Airport LRT Station	5:00 AM - 11:30 PM	15
Local Route 22	Palo Alto Transit Center to Eastridge Transit Center	24 hours	15
Local Route 32	San Antonio Shopping Center to Santa Clara Transit Center	6:00 AM - 8:30 PM	30
Local Route 60	Winchester Transit Center to Great America	5:30 AM - 11:00 PM	15
Local Route 81	San Jose State University to Moffett Field/Ames Center	6:00 AM - 9:00 PM	30
Limited-Stop Route 304[2]	Sunnyvale Transit Center to Santa Teresa Light Rail Station	6:00 AM - 7:00 PM	30 - 50
Rapid Route 522	Palo Alto Transit Center to Eastridge Center	5:00 AM - 11:30 PM	15

Notes:
Source: VTA Service Schedule, April 10, 2017.
[1] Headways during peak periods.
[2] Limited hours of operation and daily runs.

Community Route 32 provides service between the Santa Clara Transit Center and the San Antonio shopping center. It provides weekday service between 6:00 AM and 8:30 PM with 30-minute headways during the weekday commute periods. The bus stop closest to the project site is located at the Santa Clara Transit Center.

Local Route 60 provides service between Los Gatos the Winchester Transit Center and Great America on weekdays between the hours of 5:30 AM and 11:00 PM. It provides service with 15-minute headways during the commute hours. The bus stop closest to the project site is located at the Santa Clara Transit Center.

Local Route 81 runs between East San Jose/SJSU and Moffett Field/Ames Center. In the general vicinity of the project route 81 runs along Park Avenue, Newhall Street, Monroe Street, and Benton Street. Line 81 operates between the hours of 6:00 AM and 9:00 PM, with 30-minute headways during the commute hours. The bus stop closest to the project site is located at the Santa Clara Transit Center.

Limited-Stop Route 304 provides limited service from the Sunnyvale Transit Center, through downtown San Jose, to the Santa Teresa Light Rail Station. Route 304 operates four trips with 30- to 50-minute headways during each of the two commute periods. The bus stop closest to the project site are located at the intersection of Coleman Avenue and Brokaw Road.

Rapid Route 522 runs between Eastridge Mall and the Palo Alto Transit Center. It operates on weekdays between 5:00 AM and 9:00 PM and on Saturdays between 6:00 AM and 8:30 PM, with 15-minute headways during the commute hours most of the day. The Route 522 line operates along The Alameda and El Camino Real near the site and provides service to the Santa Clara Transit Center.

Caltrain

Caltrain operates a commuter rail service seven days a week between San Jose and San Francisco. During weekday commuting hours, Caltrain also serves the south county including Gilroy, San Martin and Morgan Hill. Caltrain provides shuttle service to businesses in the Silicon

Valley and on the peninsula. The Santa Clara Caltrain/ACE Station is located at Benton Street/Railroad Avenue and El Camino Real, within the Santa Clara Transit Center. Caltrain provides service with 30-minute headways during commute hours.

Altamont Commuter Express (ACE)

The ACE provides commuter rail service between the Central Valley and Silicon Valley. Four trains are in operation with 60-minute headways during the commute hours with westbound trains heading to San Jose in the morning and eastbound trains heading to Stockton in the evening. ACE stations are located at the Santa Clara Transit Center. Shuttle service from the stations to employment centers are provided by various public transit agencies.

Amtrak Capitol Corridor Inner-City Rail

Amtrak provides commuter rail service between Sacramento and San Jose. It operates from 4:30 AM to 12:00 AM with 1- to 3-hour headways during the commute periods. The train shares the Santa Clara Caltrain Station.

Existing Intersection Lane Configurations

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

Existing Traffic Volumes

Existing peak-hour traffic volumes were obtained from previously completed traffic studies, the CMP database, and new traffic counts conducted on March 2017. The existing peak-hour intersection volumes are shown in Figure 6. Intersection turning-movement counts conducted for this analysis are presented in Appendix A and peak-hour intersection turning-movement volumes for all intersections and study scenarios are tabulated in Appendix B.

Existing Intersection Levels of Service

The results of the intersection level of service analysis under existing conditions are summarized Table 4. The results show that, measured against the applicable municipal and CMP level of service standards, the following three intersections currently operate at unacceptable levels of service during at least one peak hour under existing conditions.

City of Santa Clara Study Intersections

1. Coleman Avenue and Brokaw Road – PM Peak Hour
6. De La Cruz Boulevard and Central Expressway (CMP) – PM Peak Hour

City of San Jose Study Intersection

18. De La Cruz Boulevard and Trimble Road (CMP) – PM Peak Hour

The results of the analysis show that the remaining study intersections currently operate at acceptable levels of service during the AM and PM peak hours of traffic. The intersection level of service calculation sheets are included in Appendix C.

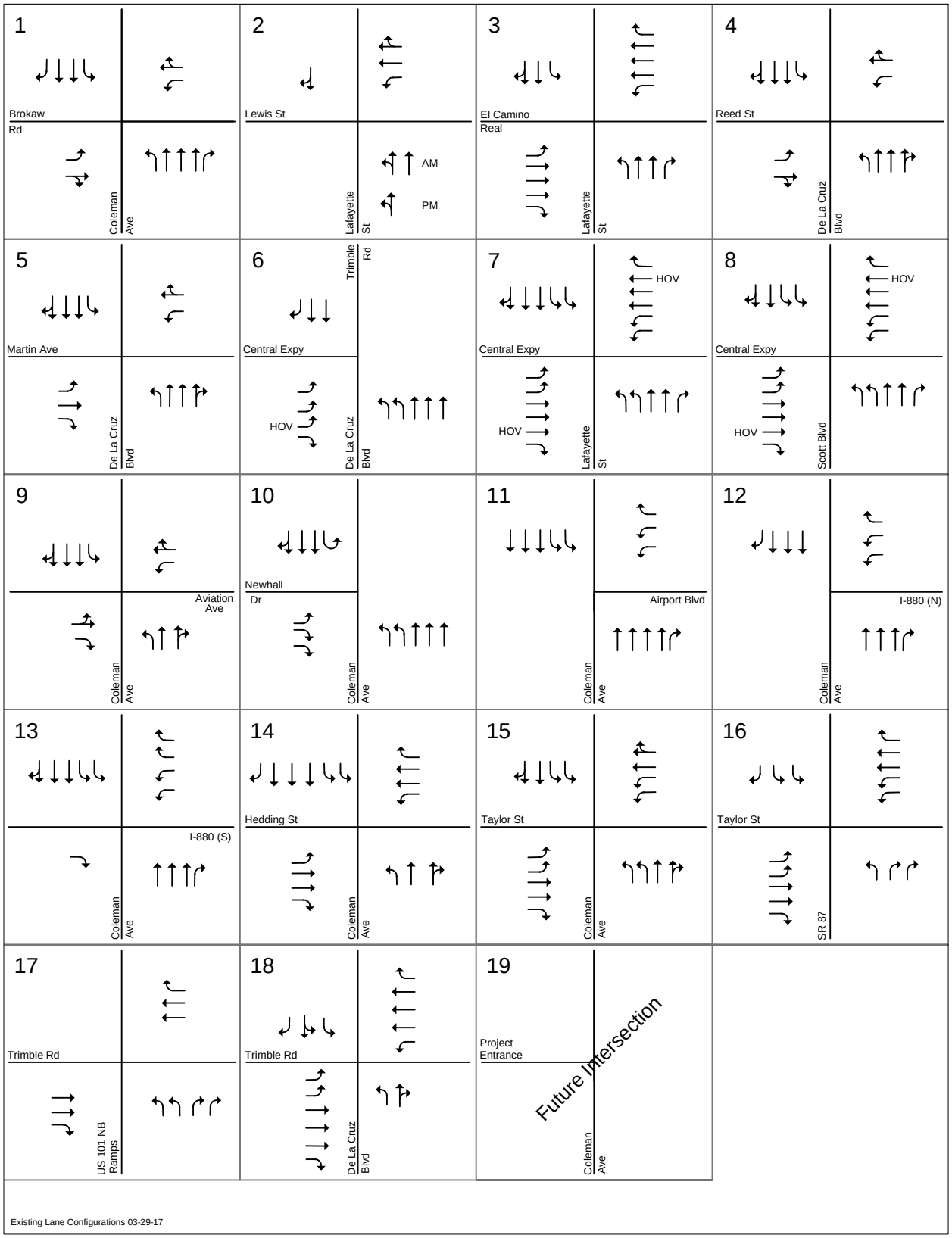


Figure 5
Existing Lane Configurations

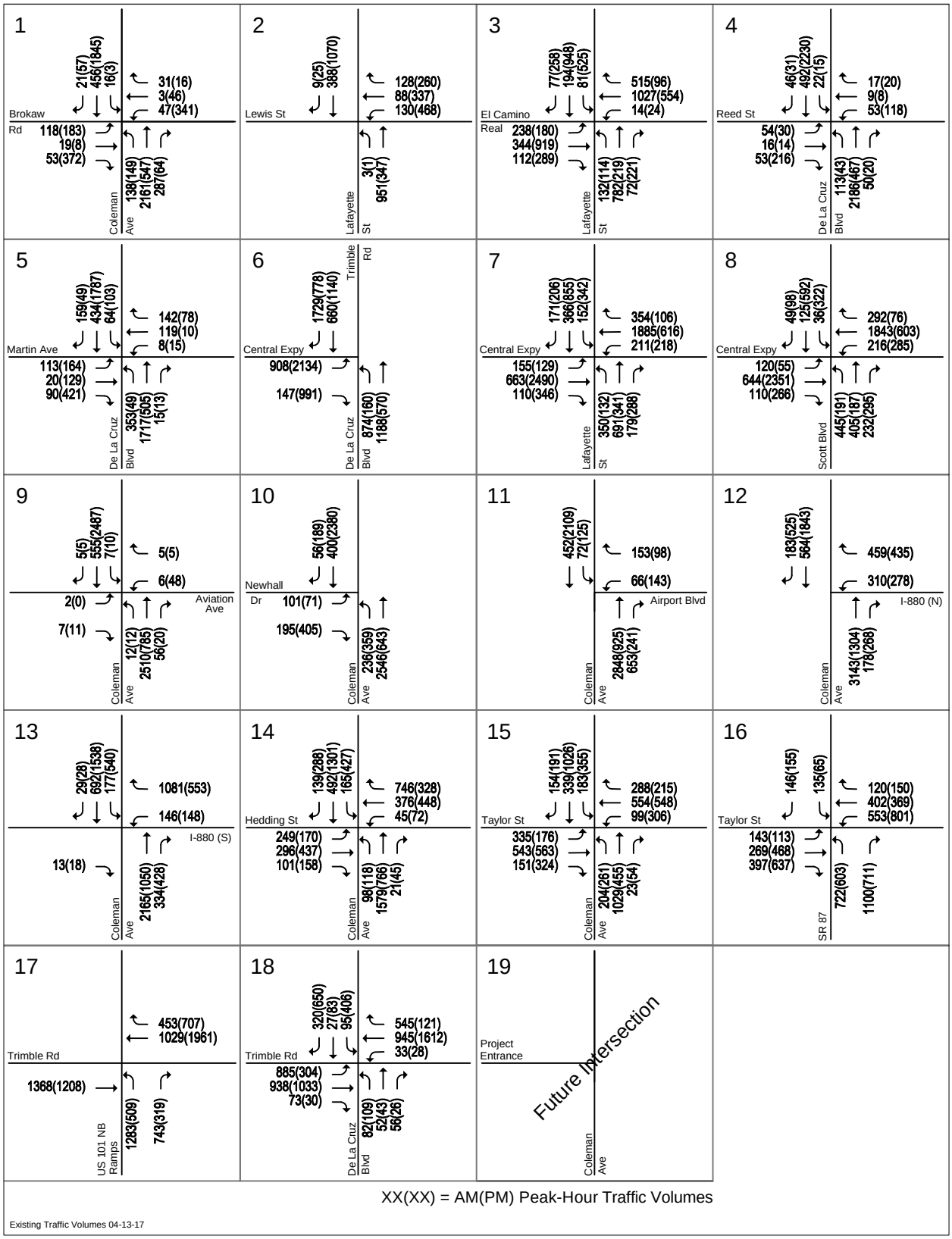


Figure 6
Existing Traffic Volumes

Table 4
Existing Intersection Levels of Service

Study Number	Intersection	Location	LOS Standard	Peak Hour	Count Date	Avg. Delay	LOS
1	Coleman Avenue and Brokaw Road	Santa Clara	D	AM	03/14/17	16.6	B
				PM	03/14/17	**84.8**	**F**
2	Lafayette Street and Lewis Street	Santa Clara	D	AM	03/14/17	12.7	B
				PM	03/14/17	34.7	C
3	Lafayette Street and El Camino Real *	Santa Clara	E	AM	06/09/15	39.2	D
				PM	11/15/16	38.8	D
4	De La Cruz Boulevard and Reed Street	Santa Clara	D	AM	03/14/17	11.2	B
				PM	03/14/17	18.1	B
5	De La Cruz Boulevard and Martin Avenue	Santa Clara	D	AM	03/14/17	33.0	C
				PM	03/14/17	30.7	C
6	De La Cruz Boulevard and Central Expressway *	Santa Clara	E	AM	10/28/15	38.2	D
				PM	10/04/16	**92.2**	**F**
7	Lafayette Street and Central Expressway *	Santa Clara	E	AM	10/29/15	52.3	D
				PM	10/04/16	66.9	E
8	Scott Boulevard and Central Expressway *	Santa Clara	E	AM	10/29/15	42.1	D
				PM	10/04/16	75.6	E
9	Coleman Avenue and Aviation Avenue	San Jose	D	AM	03/23/17	11.6	B
				PM	03/23/17	7.0	A
10	Coleman Avenue and Newhall Drive	San Jose	D	AM	03/14/17	13.0	B
				PM	03/14/17	24.8	C
11	Coleman Avenue and Airport Boulevard	San Jose	D	AM	10/20/15	12.2	B
				PM	03/14/17	11.5	B
12	Coleman Avenue and I-880 (N) *	San Jose	D	AM	05/12/15	24.7	C
				PM	11/10/16	19.1	B
13	Coleman Avenue and I-880 (S) *	San Jose	D	AM	05/12/15	37.3	D
				PM	11/10/16	28.4	C
14	Coleman Avenue and Hedding Street	San Jose	D	AM	05/12/15	41.0	D
				PM	05/12/15	39.9	D
15	Coleman Avenue and Taylor Street	San Jose	D	AM	05/12/15	45.0	D
				PM	05/12/15	44.7	D
16	SR 87 and Taylor Street	San Jose	D	AM	05/12/15	25.6	C
				PM	05/12/15	29.8	C
17	U.S. 101 and Trimble Road	San Jose	D	AM	03/14/17	22.4	C
				PM	03/14/17	13.5	B
18	De La Cruz Boulevard and Trimble Road *	San Jose	D	AM	10/28/15	33.8	C
				PM	10/19/16	**55.6**	**E**
19	Coleman Avenue and Project Entrance (Future)	Santa Clara	D	AM	--	--	--
				PM	--	--	--

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

Existing Freeway Levels of Service

Traffic volumes for the study freeway segments were obtained from the 2016 CMP Annual Monitoring Report (see Table 5). The results show that all of the study freeway segments currently operate at LOS F during at least one peak hour with the exception of the following:

21. Northbound SR 87, from Almaden Road to Alma Avenue
22. Northbound SR 87, from Alma Avenue to I-280
25. Northbound SR 87, from Coleman Avenue to Taylor Street
27. Southbound SR 87, from Coleman Avenue to Julian Street
31. Southbound SR 87, from Almaden Road to Curtner Avenue
32. Southbound SR 87, from Curtner Avenue to Capitol Expressway
33. Southbound SR 87, from Capitol Expressway to SR 85
38. Southbound I-880, from The Alameda to North Bascom Avenue
40. Southbound I-880, from Stevens Creek Boulevard to I-280
47. Southbound US 101, from De La Cruz Boulevard to Guadalupe Parkway (SR 87)

Observed Existing Traffic Conditions

Traffic conditions in the field were observed in order to identify existing operational deficiencies and to confirm the accuracy of calculated levels of service. The purpose of this effort was (1) to identify any existing traffic problems that may not be directly related to intersection level of service, and (2) to identify any locations where the level of service calculation does not accurately reflect level of service in the field.

Overall most study intersections operated adequately during both AM and PM peak hours of traffic, and the level of service analysis appears to accurately reflect actual existing traffic conditions. However, field observations showed that some operational problems currently occur during the peak commute hours. These issues are described below.

De La Cruz Boulevard and Central Expressway

During the PM peak hour, the southbound through queue only extended past the U.S. 101 off-ramp for a brief period out of every cycle, but it cleared the intersection in every signal cycle. Therefore, the southbound right turn operates as a free right-turn for most of the times out of every cycle as opposed to the included right-turn as conservatively coded in the level of service calculations. This change would improve the intersection level of service but would not eliminate the significant impact at this intersection.

Scott Boulevard and Central Expressway

During the PM peak hour, the eastbound through movement extended past the start of the HOV lane on Central Expressway out of every signal cycle and blocked the eastbound right-turning vehicles, and it did not clear the intersection in every signal cycle. Therefore, the eastbound right-turn lane operates as included most of times out of every cycle as opposed to overlapped coding in the level of service calculations. This change would worsen the intersection level of service and would not eliminate the significant impact at this intersection.

Table 5
Existing Freeway Levels of Service

					Mixed-Flow Lane					HOV Lane				
#	Freeway	Segment	Direction	Peak Hour	Avg. Speed[1]	# of Lanes[1]	Volume[1]	Density[1]	LOS[1]	Avg. Speed[1]	# of Lanes[1]	Volume[1]	Density	LOS
1	US 101	from I-880 to Old Bayshore Highway	NB	AM	8	3	3,050	**127**	**F**	15	1	1,470	**98**	**F**
			NB	PM	67	3	3,200	16	B	70	1	840	12	B
2	US 101	from Old Bayshore Highway to North First Street	NB	AM	9	3	3,300	**122**	**F**	12	1	1,300	**108**	**F**
			NB	PM	67	3	3,400	17	B	70	1	560	8	A
3	US 101	from North First Street to Guadalupe Parkway (SR 87)	NB	AM	12	3	3,890	**108**	**F**	11	1	1,210	**110**	**F**
			NB	PM	67	3	2,800	14	B	70	1	630	9	A
4	US 101	from Guadalupe Parkway (SR 87) to De La Cruz Boulevard	NB	AM	8	3	3,050	**127**	**F**	12	1	1,290	**108**	**F**
			NB	PM	66	3	3,770	19	C	70	1	630	9	A
5	US 101	from De La Cruz Boulevard to San Tomas Expressway/Montague Expressway	NB	AM	23	3	5,250	**76**	**F**	26	1	1,850	**71**	**F**
			NB	PM	66	3	4,760	24	C	70	1	770	11	A
6	US 101	from San Tomas Expressway/Montague Expressway to Bowers Avenue/Great America	NB	AM	15	3	4,370	**97**	**F**	19	1	1,640	**86**	**F**
			NB	PM	66	3	5,510	28	D	70	1	770	11	A
7	US 101	from Bowers Avenue/Great America Parkway to Lawrence Expressway	NB	AM	16	3	4,470	**93**	**F**	21	1	1,710	**81**	**F**
			NB	PM	65	3	5,660	29	D	70	1	1,120	16	B
8	US 101	from Lawrence Expressway to North Fair Oaks Avenue	NB	AM	19	3	4,790	**84**	**F**	25	1	1,830	**73**	**F**
			NB	PM	65	3	5,660	29	D	70	1	840	12	B
9	US 101	from North Fair Oaks Avenue to North Mathilda Avenue	NB	AM	33	3	5,940	**60**	**F**	38	1	2,060	54	E
			NB	PM	66	3	4,760	24	C	70	1	770	11	A
10	US 101	from North Mathilda Avenue to SR 237	NB	AM	43	3	6,330	49	E	26	1	1,850	**71**	**F**
			NB	PM	66	3	4,760	24	C	70	1	1,400	20	C
11	I-880	from I-280 to Stevens Creek Boulevard	NB	AM	15	3	4,410	**98**	**F**	--	--	--	--	--
			NB	PM	67	3	2,220	11	A	--	--	--	--	--
12	I-880	from Stevens Creek Boulevard to North Bascom Avenue	NB	AM	10	3	3,480	**116**	**F**	--	--	--	--	--
			NB	PM	22	3	5,150	**78**	**F**	--	--	--	--	--
13	I-880	from North Bascom Avenue to The Alameda	NB	AM	27	3	5,510	**68**	**F**	--	--	--	--	--
			NB	PM	14	3	4,250	**101**	**F**	--	--	--	--	--
14	I-880	from The Alameda to Coleman Avenue	NB	AM	15	3	4,280	**95**	**F**	--	--	--	--	--
			NB	PM	8	3	2,980	**124**	**F**	--	--	--	--	--
15	I-880	from Coleman Avenue to SR 87	NB	AM	19	3	4,910	**86**	**F**	--	--	--	--	--
			NB	PM	17	3	4,650	**91**	**F**	--	--	--	--	--
16	I-880	from SR 87 to North First Street	NB	AM	32	3	5,860	**61**	**F**	--	--	--	--	--
			NB	PM	23	3	5,250	**76**	**F**	--	--	--	--	--
17	I-880	from North First Street to U.S. 101	NB	AM	28	3	5,630	**67**	**F**	--	--	--	--	--
			NB	PM	19	3	4,850	**85**	**F**	--	--	--	--	--
18	SR 87	from SR 85 to Capitol Expressway	NB	AM	15	2	2,850	**95**	**F**	6	1	830	**138**	**F**
			NB	PM	67	2	2,400	18	B	70	1	840	12	B
19	SR 87	from Capitol Expressway to Curtner Avenue	NB	AM	11	2	2,490	**113**	**F**	14	1	1,400	**100**	**F**
			NB	PM	65	2	3,770	29	D	70	1	700	10	A
20	SR 87	from Curtner Avenue to Almaden Road	NB	AM	12	2	2,600	**108**	**F**	21	1	1,680	**80**	**F**
			NB	PM	65	2	4,030	31	D	70	1	1,400	20	C
21	SR 87	from Almaden Road to Alma Avenue	NB	AM	35	2	4,060	58	E	43	1	2,110	49	E
			NB	PM	47	2	4,330	46	D	70	1	1,190	17	B
22	SR 87	from Alma Avenue to I-280	NB	AM	62	2	4,340	35	D	66	1	1,790	27	D
			NB	PM	52	2	4,370	42	D	70	1	1,050	15	B
23	SR 87	from I-280 to Julian Street	NB	AM	16	2	2,980	**93**	**F**	25	1	1,800	**72**	**F**
			NB	PM	67	2	2,000	15	B	70	1	770	11	A
24	SR 87	from Julian Street to Coleman Avenue	NB	AM	13	2	2,660	**102**	**F**	31	1	1,960	**63**	**F**
			NB	PM	63	2	4,290	34	D	70	1	910	13	B
25	SR 87	from Coleman Avenue to Taylor Street	NB	AM	41	2	4,190	51	E	47	1	2,170	46	D
			NB	PM	66	2	2,780	21	C	70	1	490	7	A
26	SR 87	from Taylor Street to Coleman Avenue	SB	AM	66	2	3,040	23	C	67	1	410	6	A
			SB	PM	16	2	3,010	**94**	**F**	70	1	2,520	36	D
27	SR 87	from Coleman Avenue to Julian Street	SB	AM	65	2	3,900	30	D	67	1	470	7	A
			SB	PM	37	2	4,070	55	E	70	1	1,960	28	D
28	SR 87	from Julian Street to I-280	SB	AM	67	2	1,870	14	B	67	1	410	6	A
			SB	PM	27	2	3,730	**69**	**F**	70	1	2,520	36	D
29	SR 87	from I-280 to Alma Avenue	SB	AM	67	2	2,000	15	B	67	1	540	8	A
			SB	PM	20	2	3,280	**82**	**F**	40	1	2,160	54	E
30	SR 87	from Alma Avenue to Almaden Road	SB	AM	66	2	3,540	27	D	67	1	410	6	A
			SB	PM	21	2	3,410	**81**	**F**	50	1	2,350	47	E
31	SR 87	from Almaden Road to Curtner Avenue	SB	AM	66	2	2,640	20	C	67	1	540	8	A
			SB	PM	45	2	4,320	48	E	70	1	2,450	35	D
32	SR 87	from Curtner Avenue to Capitol Expressway	SB	AM	67	2	2,130	16	B	67	1	410	6	A
			SB	PM	51	2	4,390	43	D	70	1	1,960	28	D
33	SR 87	from Capitol Expressway to SR 85	SB	AM	66	2	3,040	23	C	67	1	410	6	A
			SB	PM	65	2	4,030	31	D	70	1	1,330	19	C
34	I-880	from U.S. 101 to North First Street	SB	AM	15	3	4,370	**97**	**F**	--	--	--	--	--
			SB	PM	29	3	5,660	**65**	**F**	--	--	--	--	--
35	I-880	from North First Street to SR 87	SB	AM	22	3	5,150	**78**	**F**	--	--	--	--	--
			SB	PM	22	3	5,150	**78**	**F**	--	--	--	--	--
36	I-880	from SR 87 to Coleman Avenue	SB	AM	64	3	6,340	33	D	--	--	--	--	--
			SB	PM	29	3	5,750	**66**	**F**	--	--	--	--	--

Table 5 (Continued)
Existing Freeway Levels of Service

					Mixed-Flow Lane					HOV Lane				
#	Freeway	Segment	Direction	Peak Hour	Avg. Speed[1]	# of Lanes[1]	Volume[1]	Density[1]	LOS[1]	Avg. Speed[1]	# of Lanes[1]	Volume[1]	Density	LOS
37	I-880	from Coleman Avenue to The Alameda	SB	AM	65	3	6,050	31	D	--	--	--	--	--
			SB	PM	18	3	4,810	**89**	**F**	--	--	--	--	--
38	I-880	from The Alameda to North Bascom Avenue	SB	AM	65	3	5,850	30	D	--	--	--	--	--
			SB	PM	36	3	6,050	56	E	--	--	--	--	--
39	I-880	from North Bascom Avenue to Stevens Creek Boulevard	SB	AM	28	3	5,630	**67**	**F**	--	--	--	--	--
			SB	PM	48	3	6,480	45	D	--	--	--	--	--
40	I-880	from Stevens Creek Boulevard to I-280	SB	AM	66	3	4,760	24	C	--	--	--	--	--
			SB	PM	66	3	5,150	26	C	--	--	--	--	--
41	US 101	from SR 237 to North Mathilda Avenue	SB	AM	66	3	4,560	23	C	55	1	2,200	40	D
			SB	PM	18	3	4,700	**87**	**F**	40	1	2,400	**60**	**F**
42	US 101	from North Mathilda Avenue to North Fair Oaks Avenue	SB	AM	66	3	4,760	24	C	67	1	1,210	18	B
			SB	PM	25	3	5,400	**72**	**F**	30	1	2,040	**68**	**F**
43	US 101	from North Fair Oaks Avenue to Lawrence Expressway	SB	AM	66	3	5,510	28	D	67	1	1,140	17	B
			SB	PM	16	3	4,420	**92**	**F**	20	1	2,120	**106**	**F**
44	US 101	from Lawrence Expressway to Bowers Avenue/Great America Parkway	SB	AM	62	3	6,510	35	D	67	1	1,010	15	B
			SB	PM	11	3	3,670	**111**	**F**	20	1	2,040	**102**	**F**
45	US 101	from Bowers Avenue/Great America Parkway to San Tomas Expressway/Montague Expressway	SB	AM	66	3	4,160	21	C	67	1	940	14	B
			SB	PM	12	3	3,890	**108**	**F**	20	1	2,180	**109**	**F**
46	US 101	from San Tomas Expressway/Montague Expressway to De La Cruz Boulevard	SB	AM	66	3	4,950	25	C	67	1	740	11	A
			SB	PM	11	3	3,670	**111**	**F**	30	1	2,130	**71**	**F**
47	US 101	from De La Cruz Boulevard to Guadalupe Parkway (SR 87)	SB	AM	66	3	4,950	25	C	67	1	410	6	A
			SB	PM	40	3	6,240	52	E	70	1	2,520	36	D
48	US 101	from Guadalupe Parkway (SR 87) to North First Street	SB	AM	67	3	3,200	16	B	67	1	210	3	A
			SB	PM	24	3	5,400	**75**	**F**	30	1	2,190	**73**	**F**
49	US 101	from North First Street to Old Bayshore Highway	SB	AM	67	3	2,600	13	B	67	1	140	2	A
			SB	PM	6	3	2,880	**160**	**F**	20	1	2,160	**108**	**F**
50	US 101	from Old Bayshore Highway to I-880	SB	AM	67	3	3,600	18	B	67	1	410	6	A
			SB	PM	6	3	2,450	**136**	**F**	20	1	1,800	**90**	**F**

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016.
Bold indicates unacceptable LOS.

3. Background Conditions

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

Background Transportation Network

It is assumed in this analysis that the transportation network under background conditions would be the same as the existing transportation network with the exception of the following improvements. The improvements were identified by the City of San Jose to be completed as part of the approved FMC project.

Coleman Avenue and Hedding Street – Addition of a second eastbound left-turn lane (FMC).

Background Traffic Volumes

Background peak-hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved, but not yet constructed, developments. A list of approved but not yet constructed developments (Appendix D) was provided by the City of Santa Clara. The City Place development, which was recently approved, may take ten years or more to complete. Therefore, background conditions include the trips generated by City Place Phases 1, 2, and 3 as identified in the project's EIR. San Jose's Approved Trip Inventory (ATI) volumes and traffic generated by Phase 1 of the North San Jose Development Policy were also included in the background traffic volumes. For approved projects where a traffic impact analysis was not prepared or approved trips were not provided by the City, traffic was estimated using rates from the Institute of Transportation Engineer's publication, *Trip Generation Manual, 9th Edition* and assigned to the roadway network based on existing travel patterns and the locations of complementary land uses. Trips associated with the former R&D building were also added under background conditions based on direction from the City of Santa Clara. Background traffic volumes are shown on Figure 7.

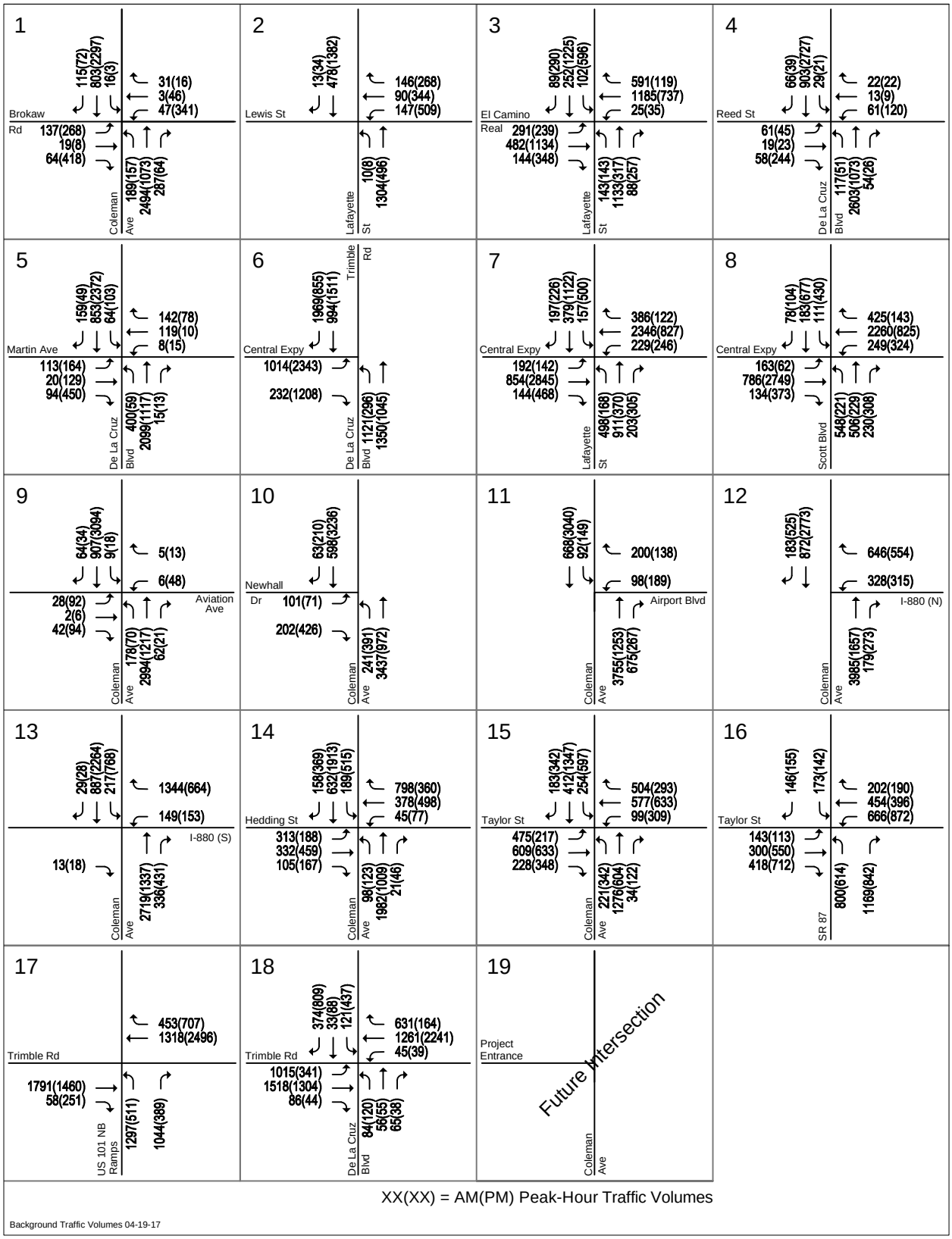


Figure 7
Background Traffic Volumes

Background Intersection Levels of Service

The results of the intersection level of service analysis under background conditions are summarized in Table 6. The results show that, measured against applicable level of service standards, the following signalized intersections would operate at an unacceptable level of service during one or both peak hours:

City of Santa Clara Study Intersections

1. Coleman Avenue and Brokaw Road – PM Peak Hour
2. La Lafayette Street and Lewis Street – PM Peak Hour
6. De La Cruz Boulevard and Central Expressway (CMP) – PM Peak Hour
7. Lafayette Street and Central Expressway (CMP) – PM Peak Hour
8. Scott Boulevard and Central Expressway (CMP) – PM Peak Hour

City of San Jose Study Intersections

12. Coleman Avenue and I-880 (N) (CMP) – AM Peak Hour
13. Coleman Avenue and I-880 (S) (CMP) – AM Peak Hour
15. Coleman Avenue and Taylor Street – AM and PM Peak Hours
18. De La Cruz Boulevard and Trimble Road (CMP) – PM Peak Hour

The remaining study intersections would operate at acceptable levels of service during both the AM and PM peak hours of traffic under background conditions. The intersection level of service calculation sheets are included in Appendix C.

Table 6
Background Intersection Levels of Service

Study Number	Intersection	Location	LOS Standard	Peak Hour	Existing Avg. Delay	Existing LOS	Background Avg. Delay	Background LOS
1	Coleman Avenue and Brokaw Road	Santa Clara	D	AM	16.6	B	18.4	B
				PM	**84.8**	**F**	**127.7**	**F**
2	Lafayette Street and Lewis Street	Santa Clara	D	AM	12.7	B	11.8	B
				PM	34.7	C	**72.9**	**E**
3	Lafayette Street and El Camino Real *	Santa Clara	E	AM	39.2	D	45.9	D
				PM	38.8	D	45.0	D
4	De La Cruz Boulevard and Reed Street	Santa Clara	D	AM	11.2	B	11.1	B
				PM	18.1	B	18.4	B
5	De La Cruz Boulevard and Martin Avenue	Santa Clara	D	AM	33.0	C	33.3	C
				PM	30.7	C	30.7	C
6	De La Cruz Boulevard and Central Expressway *	Santa Clara	E	AM	38.2	D	68.9	E
				PM	**92.2**	**F**	**140.5**	**F**
7	Lafayette Street and Central Expressway *	Santa Clara	E	AM	52.3	D	78.4	E
				PM	66.9	E	**103.8**	**F**
8	Scott Boulevard and Central Expressway *	Santa Clara	E	AM	42.1	D	52.9	D
				PM	75.6	E	**103.8**	**F**
9	Coleman Avenue and Aviation Avenue	San Jose	D	AM	11.6	B	30.3	C
				PM	7.0	A	11.4	B
10	Coleman Avenue and Newhall Drive	San Jose	D	AM	13.0	B	12.6	B
				PM	24.8	C	31.1	C
11	Coleman Avenue and Airport Boulevard	San Jose	D	AM	12.2	B	14.3	B
				PM	11.5	B	11.8	B
12	Coleman Avenue and I-880 (N) *	San Jose	D	AM	24.7	C	**73.7**	**E**
				PM	19.1	B	22.4	C
13	Coleman Avenue and I-880 (S) *	San Jose	D	AM	37.3	D	**68.0**	**E**
				PM	28.4	C	29.4	C
14	Coleman Avenue and Hedding Street	San Jose	D	AM	41.0	D	41.2	D
				PM	39.9	D	38.5	D
15	Coleman Avenue and Taylor Street	San Jose	D	AM	45.0	D	**59.3**	**E**
				PM	44.7	D	**60.2**	**E**
16	SR 87 and Taylor Street	San Jose	D	AM	25.6	C	29.7	C
				PM	29.8	C	33.6	C
17	U.S. 101 and Trimble Road	San Jose	D	AM	22.4	C	33.8	C
				PM	13.5	B	18.2	B
18	De La Cruz Boulevard and Trimble Road *	San Jose	D	AM	33.8	C	35.4	D
				PM	**55.6**	**E**	**70.5**	**E**
19	Coleman Avenue and Project Entrance (Future)	Santa Clara	D	AM	--	--	--	--
				PM	--	--	--	--

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

4. Project Traffic Conditions

This chapter describes the roadway traffic operations under existing plus project conditions and background plus project conditions, the method by which project traffic is estimated, and any impacts caused by the project. Existing plus project traffic conditions could potentially occur if the project were to be occupied prior to the other approved projects in the area. However, it is unlikely that this traffic condition would occur, since some of the other approved projects expected to add traffic to the study area would likely be built and occupied during the time the project is going through the development review process.

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, the directions to and from which the project trips would travel were estimated. In the project trip assignment, the project trips were assigned to specific streets and intersections. These procedures are described below.

Trip Generation

Through empirical research, data have been collected that indicate the amount of traffic that can be expected to be generated by common land uses. The standard trip generation rates can be applied to help predict the future traffic increases that would result from a new development. The standard trip generation rates are published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual.*

Proposed Project Trip Generation

The trip estimates for each of the proposed land use components of the proposed project were reduced to account for internalization, or trips made between each of the proposed land uses. The reductions are based on the assumption that vehicle trips to each of the proposed land uses of the site would be reduced due to internalization of trips. Reductions were applied for the internalization, or trips made between residential and retail uses (15%), and trips made between hotel and retail (10%) as recommended by the VTA's *Transportation Impact Analysis Guidelines*, October 2014.

In addition, trip generation for retail uses is typically adjusted to account for pass-by-trips. Pass-by-trips are trips that would already be on the adjacent roadways (and are therefore already counted in the existing traffic) but would turn into the site while passing by. Justification for applying the pass-by-trip reduction is founded on the observation that such retail traffic is not

actually generated by the retail development, but is already part of the ambient traffic levels. Pass-by-trips are therefore excluded from the traffic projections (although pass-by traffic is accounted for at the site entrances). A typical pass-by trip reduction of 25% for retail development within Santa Clara County was applied to the retail component of the proposed project.

Furthermore, a nine-percent transit reduction was applied to the trips estimated to be generated by the proposed residential uses due to the project site's close proximity of a Caltrain station located at the Santa Clara Transit Center, as prescribed by the VTA guidelines. A pedestrian undercrossing currently under construction will provide a connection between Brokaw Road and Santa Clara Transit Center.

Based on the ITE trip generation rates and applicable reductions, it is estimated that the proposed project would generate 12,044 daily trips, with 881 trips (231 inbound and 650 outbound) occurring during the AM peak hour and 1,070 trips (672 inbound and 398 outbound) occurring during the PM peak hour.

Former Project Trip Generation

Trips associated with the former 272,840 square-foot research and development (R&D) building on the project site are subtracted from the estimated trips to be generated by the proposed project. Based on the ITE trip generation rates, the former R&D building would generate 2,213 daily trips, with 333 trips (276 inbound and 57 outbound) occurring during the AM peak hour and 292 trips (44 inbound and 248 outbound) occurring during the PM peak hour.

Net Project Trip Generation

Based on the ITE trip generation rates, applicable reduction, and credit for former use on the project site, it is estimated that the proposed project would generate an additional 9,831 daily trips, with 548 trips (-45 inbound and 593 outbound) occurring during the AM peak hour and 778 trips (628 inbound and 150 outbound) occurring during the PM peak hour. The trip generation estimates for the proposed are presented in Table 7.

The future Santa Clara BART station would be located on Brokaw Road and adjacent to the project site, which would reduce the project trip generation by offering residents and hotel guests another mode of travel.

Trip Distribution and Assignment

The trip distribution pattern for the project was estimated based on existing travel patterns on the surrounding roadway network, the locations of complementary land uses, and previous traffic impact reports in the study area. The trip distribution pattern for the project is shown on Figure 8. The peak-hour trips generated by the project were assigned to the roadway network in accordance with the project trip distribution pattern. Figure 9 and Figure 10 show the assignment of net project trips without and with former R&D trip credit, respectively, at each study intersections.

Project Transportation Network

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

Table 7
Trip Generation Estimates

Land Use	ITE Land Use	Size	Daily		AM Peak Hour						PM Peak Hour					
					Pk-Hr	Split		Trip			Pk-Hr	Split		Trip		
			Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Land Use																
Residential	***220 - Apartment***	1,600 dwelling units	6.65	10,640	0.51	20%	80%	163	653	816	0.62	65%	35%	645	347	992
15% housing and retail mixed-use reduction[1]				-96				-1	-1	-2				-4	-4	-8
9% housing near Caltrain station[4]				-949				-15	-59	-74				-58	-31	-89
Hotel	***310 - Hotel***	250 rooms	8.17	2,043	0.53	59%	41%	78	55	133	0.60	51%	49%	77	73	150
10% hotel and retail mixed-use reduction[2]				-64				-1	-1	-2				-3	-3	-6
Retail	***820 - Shopping Center***	15,000 square feet	42.70	641	0.96	62%	38%	9	5	14	3.71	48%	52%	27	29	56
15% housing and retail mixed-use reduction[1]				-96				-1	-1	-2				-4	-4	-8
10% hotel and retail mixed-use reduction[2]				-64				-1	-1	-2				-3	-3	-6
25% pass-by reduction[3]				-11				0	0	0				-5	-6	-11
Project Trips After Reductions				**12,044**				**231**	**650**	**881**				**672**	**398**	**1,070**
Former Land Use																
R&D	***760 - Research & Development***	**272,840 square feet**	**8.11**	**2,213**	**1.22**	**83%**	**17%**	**276**	**57**	**333**	**1.07**	**15%**	**85%**	**44**	**248**	**292**
Net Project Trips (Proposed - Former Land Uses)				***9,831***				***-45***	***593***	***548***				***628***	***150***	***778***

Notes:
Source: ITE Trip Generation, 9th Edition, 2012.

[1] As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for a mixed-use development project with housing and retail components is equal to 15% off the smaller trip generator (retail component generates less trips than the housing component).

[2] As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for a mixed-use development project with hotel and retail components is equal to 10% off the smaller trip generator (retail component generates less trips than the hotel component).

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

[4] As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for housing located within 2,000-foot walk of a Caltrain station is 9%. (The project will have access to the Santa Clara Transit Center from Brokaw Road via the pedestrian undercrossing currently under construction).

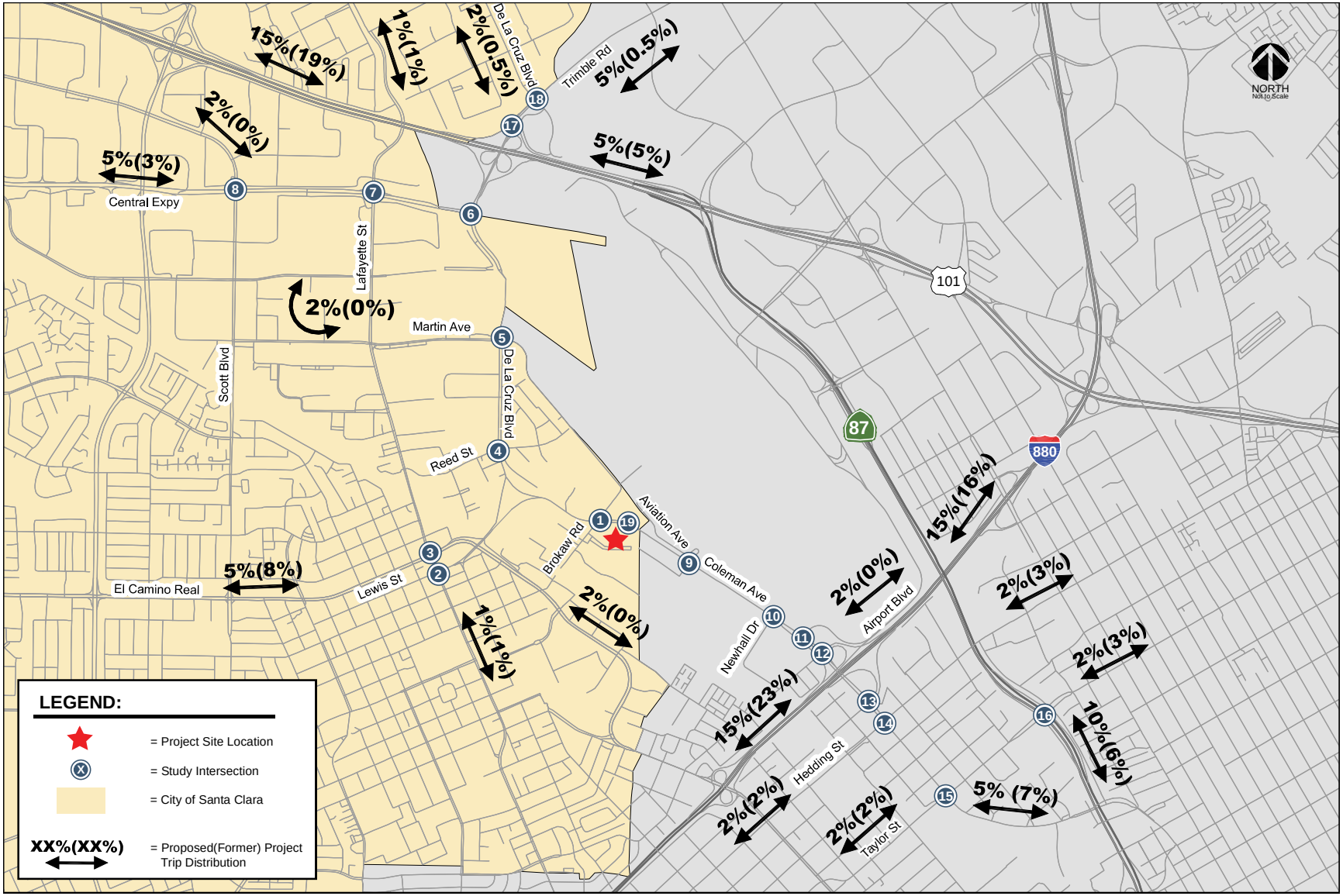


Figure 8
Project Trip Distribution

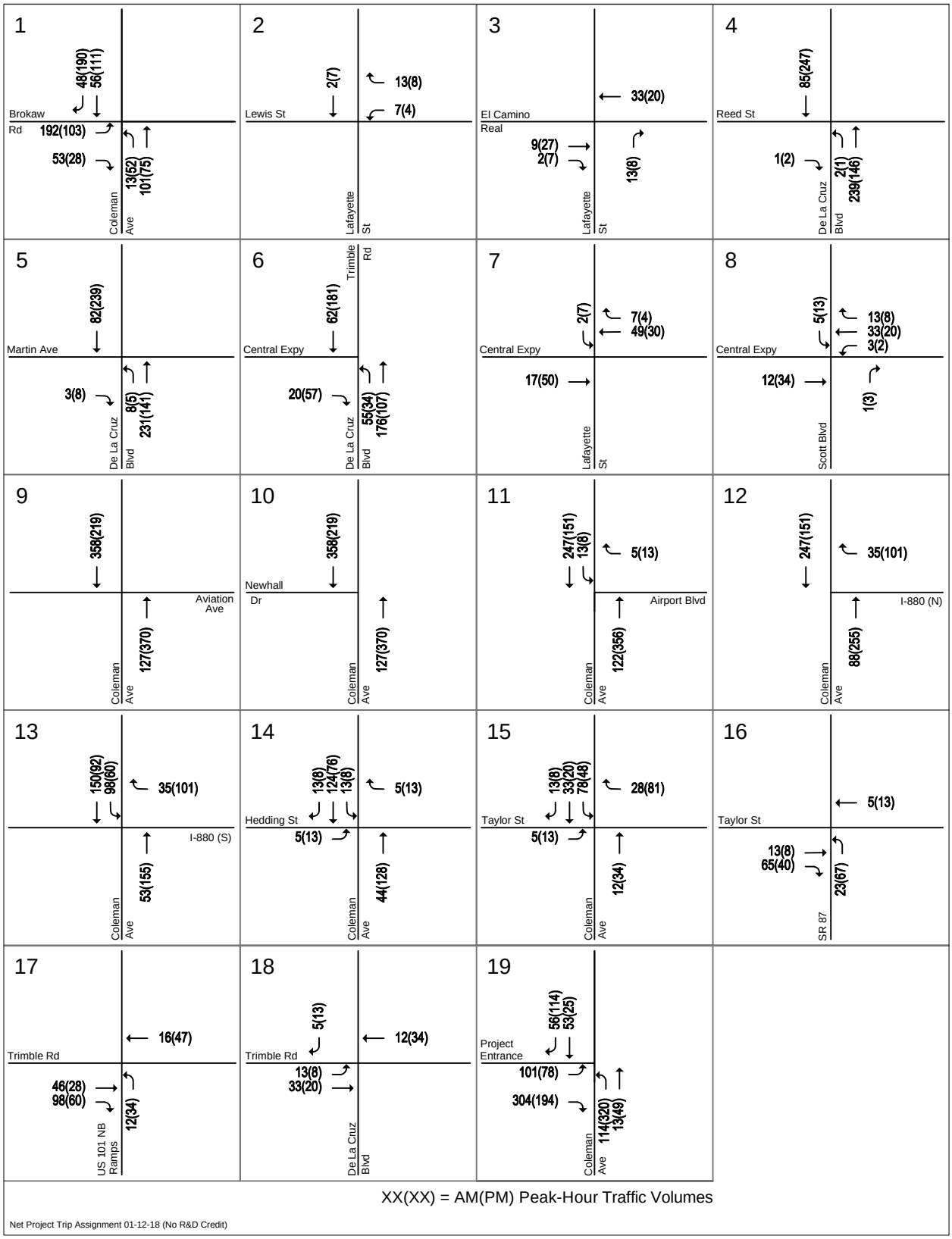


Figure 9
Net Project Trip Assignment without Former R&D Trip Credit

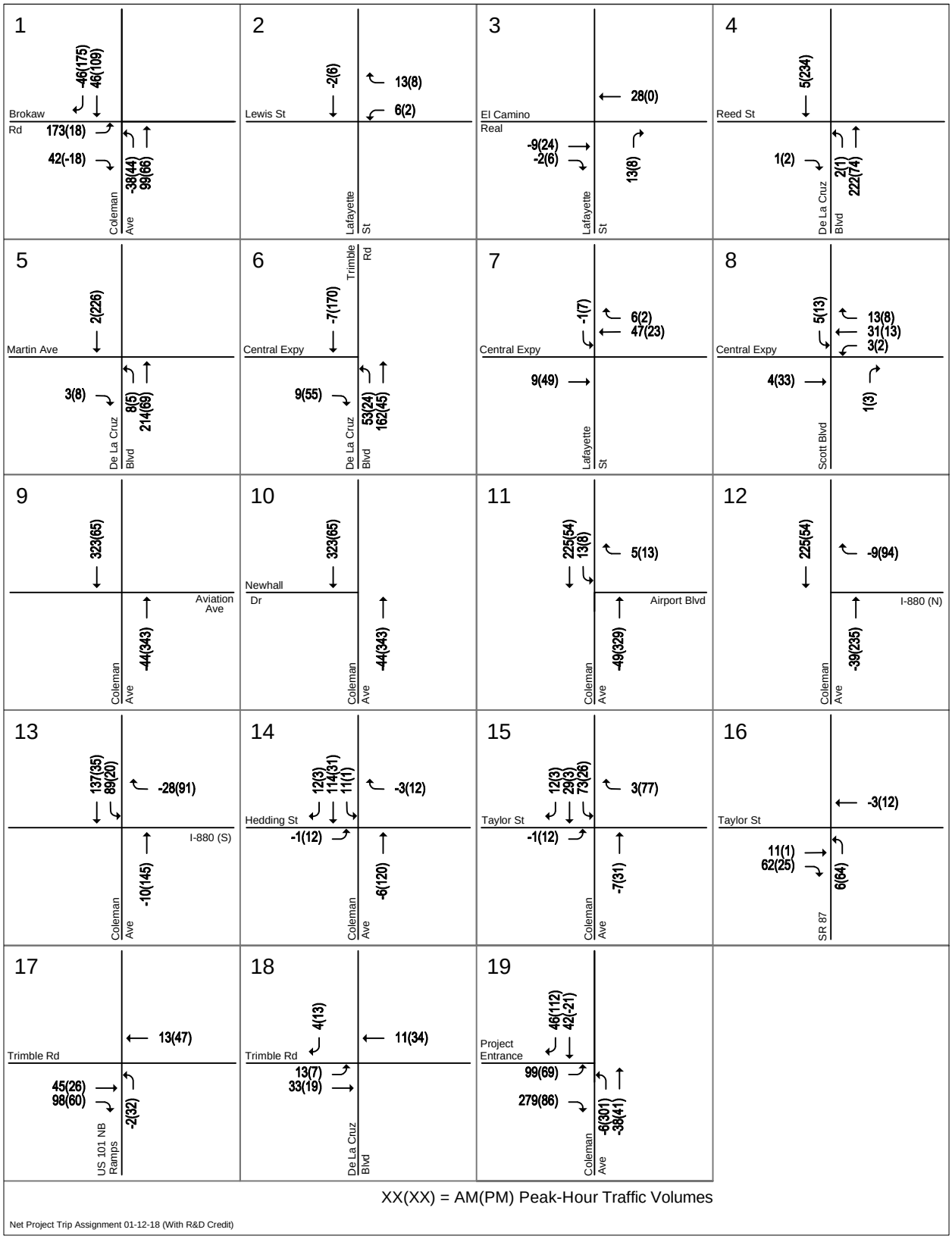


Figure 10
Net Project Trip Assignment with Former R&D Trip Credit

Project Intersection Traffic Volumes

Project impacts were evaluated relative to both (1) existing traffic volumes and (2) background traffic volumes. For the existing plus project scenario, the net new trips generated by the project without the R&D trip credit were added to the existing traffic volumes (described in Chapter 2) to derive the existing plus project traffic volumes. The R&D trip credit is not applicable under existing plus project conditions because the traffic counts were conducted after the R&D buildings were vacant. Figure 11 shows the intersection turning-movement volumes under existing plus project conditions. For the background plus project scenario, the net new trips generated by the project consisting of proposed gross project trips subtracting the trips associated with the former R&D buildings (trip credit) were added to the background traffic volumes (described in Chapter 3) to derive the background plus project traffic volumes. Figure 12 shows the intersection turning-movement volumes under background plus project conditions. Peak-hour intersection volumes for the study intersections are tabulated in Appendix B.

Significant Impact Criteria

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

City of Santa Clara Definition of Significant Intersection Impacts

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

1. The level of service at the intersection degrades from an acceptable level (LOS D or better at all city-controlled intersections and LOS E or better at all expressway intersections) under conditions without project traffic to an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under conditions with project traffic, or
2. The level of service at the intersection is an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under conditions without project traffic and the addition of project trips causes the average critical delay to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by 0.01.

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

A significant impact by the City of Santa Clara standards is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to an acceptable level or no worse than conditions without project traffic.

City of San Jose Definition of Significant Intersection Impacts

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

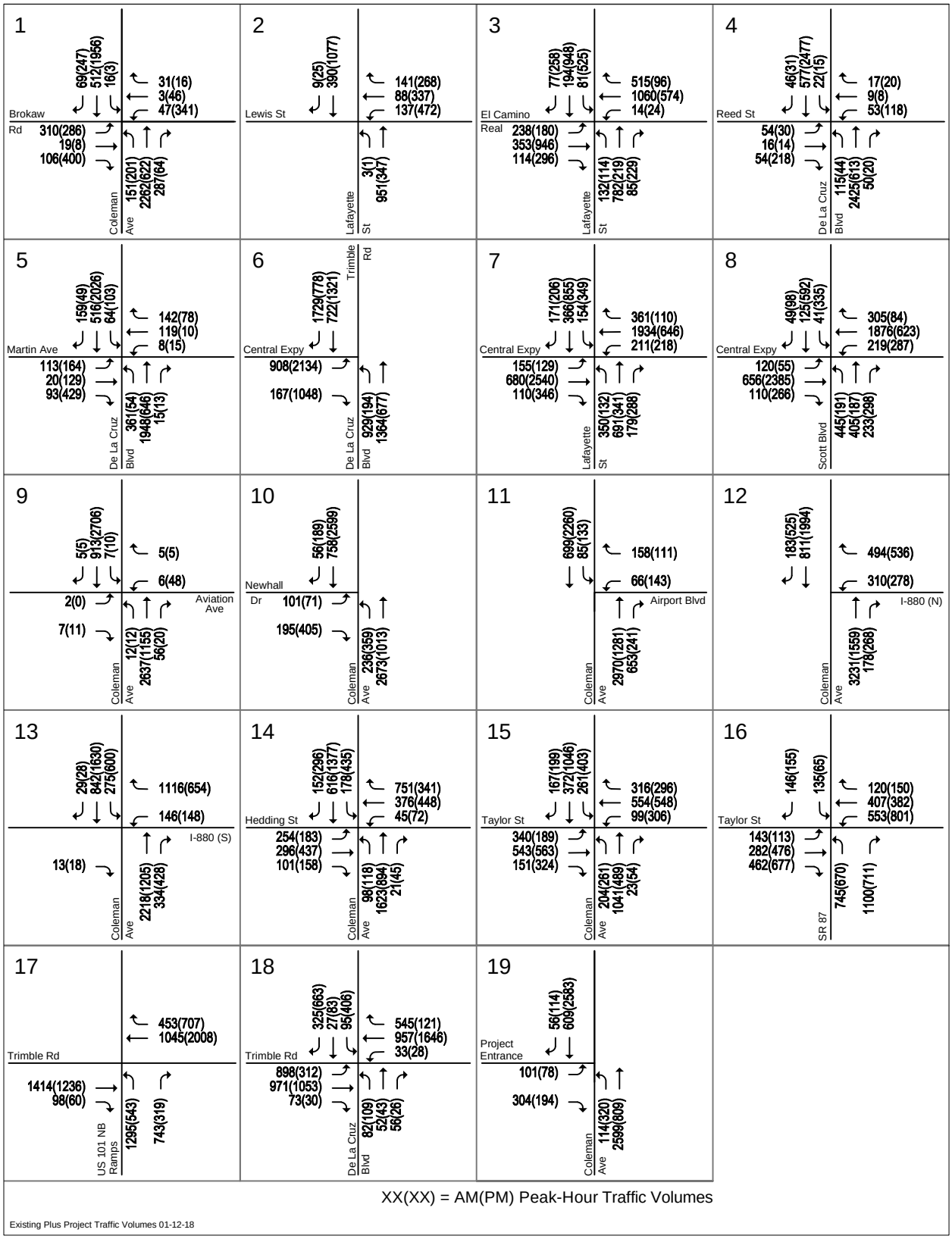


Figure 11
Existing Plus Project Traffic Volumes

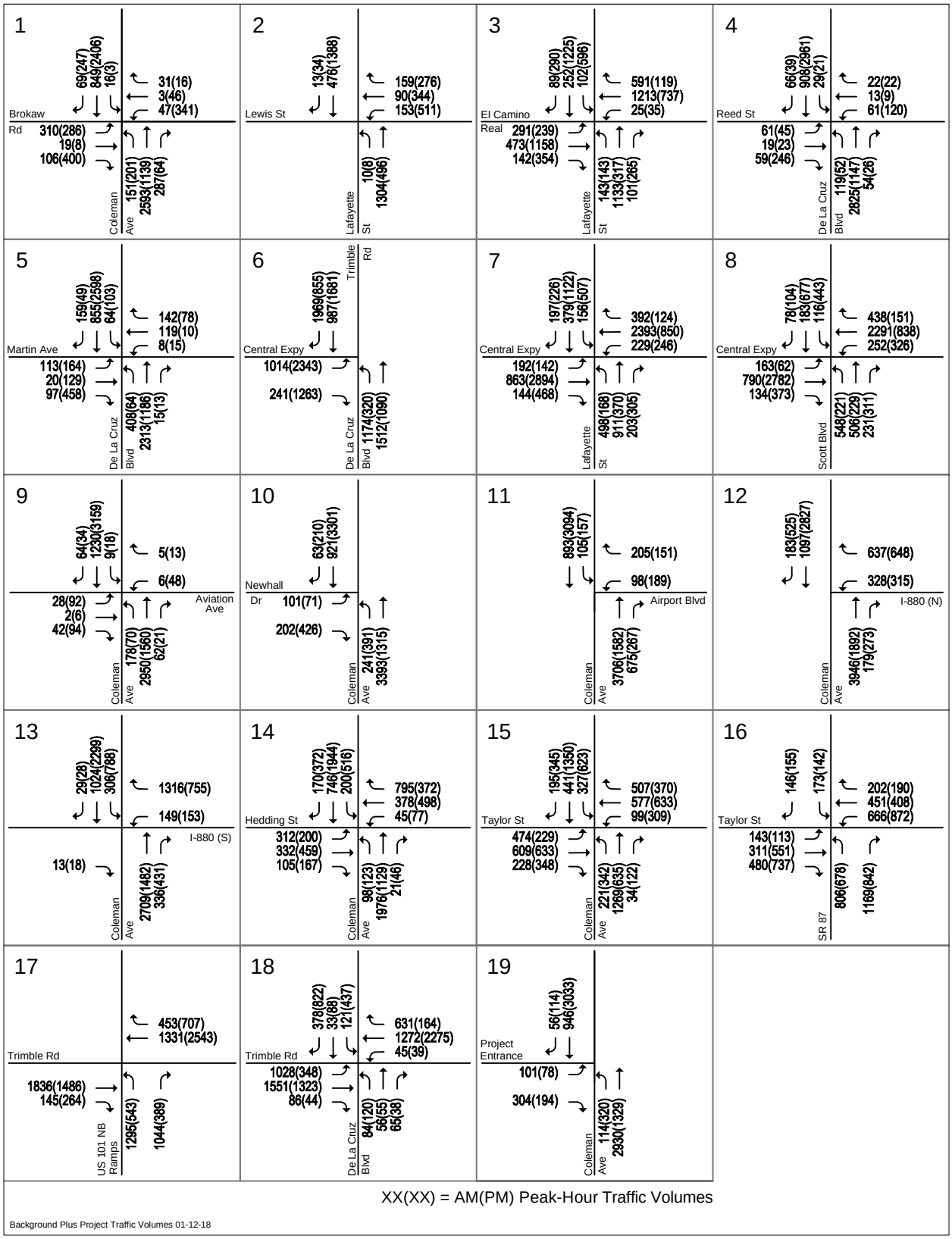


Figure 12
Background Plus Project Traffic Volumes

1. The level of service at the intersection degrades from an acceptable LOS D or better under conditions without project traffic to an unacceptable LOS E or F under conditions with project traffic, or

2. The level of service at the intersection is an unacceptable LOS E or F under conditions without project traffic and the addition of project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

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

A significant impact by City of San Jose standard is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to conditions without project traffic or better.

CMP Definition of Significant Intersection LOS Impacts (Except within City of San Jose)

The definition of a significant impact at a CMP intersection is the same as for each of the Cities, except that the CMP stand for acceptable level of service at a CMP intersection is LOS E or better. A significant impact by CMP standard is said to be satisfactorily mitigated when measures are implemented that would restore intersection conditions to an acceptable level or no worse than conditions without project traffic.

Existing Plus Project Intersection Levels of Service

The results of the intersection level of service analysis under existing plus project conditions are summarized in Table 8. The results show that, measured against the applicable municipal and CMP level of service standards, the following three intersections are projected to operate at an unacceptable LOS during at least one hour under existing plus project conditions. The required improvements for these intersections are described under background plus project conditions.

City of Santa Clara Study Intersections

1. Coleman Avenue and Brokaw Road – PM Peak Hour (Impact)
6. De La Cruz Boulevard and Central Expressway (CMP) – PM Peak Hour (Impact)

City of San Jose Study Intersection

18. De La Cruz Boulevard and Trimble Road (CMP) – PM Peak Hour

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

Table 8
Existing Plus Project Intersection Levels of Service

Study Number	Intersection	Location	LOS Standard	Peak Hour	Existing Avg. Delay	Existing LOS	Existing Plus Project Avg. Delay	Existing Plus Project LOS	Existing Plus Project Incr. In Crit. Delay	Existing Plus Project Incr. In Crit. V/C
1	Coleman Avenue and Brokaw Road	Santa Clara	D	AM	16.6	B	25.4	C	11.4	0.147
				PM	**84.8**	**F**	**104.5**	**F**	**34.6**	**0.086**
2	Lafayette Street and Lewis Street	Santa Clara	D	AM	12.7	B	13.2	B	0.6	0.004
				PM	34.7	C	35.4	D	1.1	0.006
3	Lafayette Street and El Camino Real *	Santa Clara	E	AM	39.2	D	39.2	D	0.0	0.000
				PM	38.8	D	39.0	D	0.2	0.005
4	De La Cruz Boulevard and Reed Street	Santa Clara	D	AM	11.2	B	11.0	B	0.3	0.047
				PM	18.1	B	17.6	B	0.0	0.050
5	De La Cruz Boulevard and Martin Avenue	Santa Clara	D	AM	33.0	C	32.2	C	-0.8	0.045
				PM	30.7	C	30.5	C	0.5	0.052
6	De La Cruz Boulevard and Central Expressway *	Santa Clara	E	AM	38.2	D	42.3	D	7.6	0.036
				PM	**92.2**	**F**	**107.3**	**F**	**-0.2**	**0.011**
7	Lafayette Street and Central Expressway *	Santa Clara	E	AM	52.3	D	52.8	D	-0.3	0.004
				PM	66.9	E	67.7	E	1.9	0.013
8	Scott Boulevard and Central Expressway *	Santa Clara	E	AM	42.1	D	41.9	D	-0.1	0.008
				PM	75.6	E	76.8	E	0.6	0.008
9	Coleman Avenue and Aviation Avenue	San Jose	D	AM	11.6	B	12.4	B	2.3	0.037
				PM	7.0	A	6.9	A	0.3	0.042
10	Coleman Avenue and Newhall Drive	San Jose	D	AM	13.0	B	12.9	B	-0.1	0.024
				PM	24.8	C	23.6	C	0.3	0.042
11	Coleman Avenue and Airport Boulevard	San Jose	D	AM	12.2	B	12.1	B	0.4	0.025
				PM	11.5	B	11.3	B	0.2	0.028
12	Coleman Avenue and I-880 (N) *	San Jose	D	AM	24.7	C	26.4	C	3.1	0.037
				PM	19.1	B	22.0	C	3.2	0.089
13	Coleman Avenue and I-880 (S) *	San Jose	D	AM	37.3	D	41.9	D	6.6	0.056
				PM	28.4	C	28.1	C	5.3	0.189
14	Coleman Avenue and Hedding Street	San Jose	D	AM	41.0	D	41.1	D	1.3	0.021
				PM	39.9	D	40.0	D	0.7	0.049
15	Coleman Avenue and Taylor Street	San Jose	D	AM	45.0	D	46.9	D	3.0	0.041
				PM	44.7	D	45.7	D	0.1	0.008
16	SR 87 and Taylor Street	San Jose	D	AM	25.6	C	25.9	C	1.1	0.020
				PM	29.8	C	32.4	C	4.3	0.047
17	U.S. 101 and Trimble Road	San Jose	D	AM	22.4	C	23.2	C	1.3	0.018
				PM	13.5	B	14.3	B	1.1	0.026
18	De La Cruz Boulevard and Trimble Road *	San Jose	D	AM	33.8	C	33.7	C	0.2	0.005
				PM	**55.6**	**E**	**55.9**	**E**	**0.7**	**0.014**
19	Coleman Avenue and Project Entrance (Future)	Santa Clara	D	AM	--	--	16.0	B	--	--
				PM	--	--	22.4	C	--	--

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

Background Plus Project Intersection Levels of Service

The results of the intersection level of service analysis under background plus project conditions are summarized in Table 9. The results show that, measured against the applicable municipal and CMP level of service standards, the following nine intersections are projected to operate at an unacceptable LOS during at least one hour under background plus project conditions.

City of Santa Clara Study Intersections

1. Coleman Avenue and Brokaw Road – PM Peak Hour (Impact)
2. La Lafayette Street and Lewis Street – PM Peak Hour
6. De La Cruz Boulevard and Central Expressway (CMP) – PM Peak Hour (Impact)
7. Lafayette Street and Central Expressway (CMP) – AM & PM Peak Hours (Impacts)
8. Scott Boulevard and Central Expressway (CMP) – PM Peak Hour

City of San Jose Study Intersections

12. Coleman Avenue and I-880 (N) (CMP) – AM Peak Hour
13. Coleman Avenue and I-880 (S) (CMP) – AM Peak Hour (Impact)
15. Coleman Avenue and Taylor Street – AM & PM Peak Hours (Impacts)
18. De La Cruz Boulevard and Trimble Road (CMP) – PM Peak Hour

Based on applicable municipal and CMP significance criteria, five of the above-identified study intersections would be significantly impacted by the project. The impacts and proposed improvements to mitigate the impacts are described below.

All other study intersections are projected to operate at acceptable levels during both the AM and PM peak hours of traffic when measured against the applicable municipal and CMP level of service standards. The intersection level of service calculation sheets are included in Appendix C.

Existing Plus Project Freeway Segment Levels of Service

Traffic volumes on the study freeway segments under existing plus project conditions were estimated by adding net project trips without the former R&D trip credit to the existing volumes obtained from the 2016 CMP Annual Monitoring Report. The results of the freeway segment analysis under existing plus project conditions are summarized in Table 10. The results show that mixed-flow lanes on 39 of the 50 directional freeway segments analyzed would operate at an unacceptable LOS F during at least one peak hour. In addition, the HOV lanes on 23 of the study segments is projected to operate at LOS F conditions. Based on the CMP freeway segment criteria, the project would have a significant impact on mixed-flow lanes on the following 21 directional freeway segments during at least one peak hour:

Table 9
Background Plus Project Intersection Levels of Service

Study Number	Intersection	Location	LOS Standard	Peak Hour	Background Avg. Delay	Background LOS	Background Plus Project Avg. Delay	Background Plus Project LOS	Background Plus Project Incr. In Crit. Delay	Background Plus Project Incr. In Crit. V/C
1	Coleman Avenue and Brokaw Road	Santa Clara	D	AM	18.4	B	28.5	C	14.4	0.133
				PM	**127.7**	**F**	**135.8**	**F**	**18.6**	**0.051**
2	Lafayette Street and Lewis Street	Santa Clara	D	AM	11.8	B	12.3	B	2.6	0.007
				PM	**72.9**	**E**	**74.1**	**E**	**1.8**	**0.005**
3	Lafayette Street and El Camino Real *	Santa Clara	E	AM	45.9	D	45.9	D	0.0	0.000
				PM	45.0	D	45.2	D	0.0	0.000
4	De La Cruz Boulevard and Reed Street	Santa Clara	D	AM	11.1	B	11.3	B	0.4	0.043
				PM	18.4	B	18.6	B	0.7	0.047
5	De La Cruz Boulevard and Martin Avenue	Santa Clara	D	AM	33.3	C	32.7	C	-0.1	0.042
				PM	30.7	C	31.8	C	2.1	0.049
6	De La Cruz Boulevard and Central Expressway *	Santa Clara	E	AM	68.9	E	74.7	E	11.3	0.016
				PM	**140.5**	**F**	**162.6**	**F**	**7.4**	**0.033**
7	Lafayette Street and Central Expressway *	Santa Clara	E	AM	78.4	E	**81.2**	**F**	**5.1**	**0.011**
				PM	**103.8**	**F**	**105.6**	**F**	**4.1**	**0.012**
8	Scott Boulevard and Central Expressway *	Santa Clara	E	AM	52.9	D	53.0	D	0.0	0.007
				PM	**103.8**	**F**	**106.7**	**F**	**2.2**	**0.007**
9	Coleman Avenue and Aviation Avenue	San Jose	D	AM	30.3	C	26.4	C	-3.7	-0.013
				PM	11.4	B	11.1	B	0.1	0.012
10	Coleman Avenue and Newhall Drive	San Jose	D	AM	12.6	B	12.5	B	-0.1	-0.008
				PM	31.1	C	30.7	C	1.5	0.012
11	Coleman Avenue and Airport Boulevard	San Jose	D	AM	14.3	B	14.4	B	0.6	0.001
				PM	11.8	B	12.1	B	0.7	0.018
12	Coleman Avenue and I-880 (N) *	San Jose	D	AM	**73.7**	**E**	**67.2**	**E**	**-5.5**	**-0.013**
				PM	22.4	C	27.2	C	6.4	0.067
13	Coleman Avenue and I-880 (S) *	San Jose	D	AM	**68.0**	**E**	**73.1**	**E**	**8.3**	**0.019**
				PM	29.4	C	32.1	C	0.7	0.054
14	Coleman Avenue and Hedding Street	San Jose	D	AM	41.2	D	40.8	D	0.5	0.002
				PM	38.5	D	39.1	D	11.1	0.014
15	Coleman Avenue and Taylor Street	San Jose	D	AM	**59.3**	**E**	**63.5**	**E**	**6.5**	**0.024**
				PM	**60.2**	**E**	**63.8**	**E**	**7.9**	**0.029**
16	SR 87 and Taylor Street	San Jose	D	AM	29.7	C	30.0	C	1.0	0.008
				PM	33.6	C	37.5	D	6.4	0.043
17	U.S. 101 and Trimble Road	San Jose	D	AM	33.8	C	35.7	D	3.1	0.013
				PM	18.2	B	20.3	C	3.5	0.025
18	De La Cruz Boulevard and Trimble Road *	San Jose	D	AM	35.4	D	35.5	D	0.5	0.005
				PM	**70.5**	**E**	**72.9**	**E**	**3.8**	**0.014**
19	Coleman Avenue and Project Entrance (Future)	Santa Clara	D	AM	--	--	15.8	B	--	--
				PM	--	--	24.9	C	--	--

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

Mixed-Flow Lane Segment Impacts:

5. Northbound US 101, from De La Cruz Boulevard to San Tomas Expressway/Montague Expressway (AM Peak Hour)
6. Northbound US 101, from San Tomas Expressway/Montague Expressway to Bowers Avenue/Great America Parkway (AM Peak Hour)
7. Northbound US 101, from Bowers Avenue/Great America Parkway to Lawrence Expressway (AM Peak Hour)
8. Northbound US 101, from Lawrence Expressway to North Fair Oaks Avenue (AM Peak Hour)
9. Northbound US 101, from North Fair Oaks Avenue to North Mathilda Avenue (AM Peak Hour)
12. Northbound I-880, from Stevens Creek Boulevard to North Bascom Avenue (PM Peak Hour)
13. Northbound I-880, from North Bascom Avenue to The Alameda (PM Peak Hour)
14. Northbound I-880, from The Alameda to Coleman Avenue (PM Peak Hour)
15. Northbound I-880, from Coleman Avenue to SR 87 (AM Peak Hour)
16. Northbound I-880, from SR 87 to North First Street (AM Peak Hour)

17. Northbound I-880, from North First Street to U.S. 101 (AM Peak Hour)
34. Southbound I-880, from U.S. 101 to North First Street (PM Peak Hour)
35. Southbound I-880, from North First Street to SR 87 (PM Peak Hour)
36. Southbound I-880, from SR 87 to Coleman Avenue (PM Peak Hour)
39. Southbound I-880, from North Bascom Avenue to Stevens Creek Boulevard (AM Peak Hour)
41. Southbound US 101, from SR 237 to North Mathilda Avenue (PM Peak Hour)
42. Southbound US 101, from North Mathilda Avenue to North Fair Oaks Avenue (PM Peak Hour)
43. Southbound US 101, from North Fair Oaks Avenue to Lawrence Expressway (PM Peak Hour)
44. Southbound US 101, from Lawrence Expressway to Bowers Avenue/Great America Parkway (PM Peak Hour)
45. Southbound US 101, from Bowers Avenue/Great America Parkway to San Tomas Expressway/Montague Expressway (PM Peak Hour)
46. Southbound US 101, from San Tomas Expressway/Montague Expressway to De La Cruz Boulevard (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, and along all of SR 87. On all identified freeway segments, the existing HOV lanes are proposed to be converted to express lanes. On US 101, a second express lane is proposed to be implemented in each direction for a total of two express lanes. Converting the HOV lanes to express lanes on I-880 and SR 87 would not mitigate the project impact. On US 101, converting the existing HOV lane to an express lane and adding an express lane in each direction would increase the capacity of the freeway and would fully mitigate the freeway impacts. The project should make a fair-share contribution toward the cost of the identified express lane program along US 101.

Because the express lane projects are not fully funded and because freeways are under Caltrans jurisdiction, the improvements cannot be assured. Therefore, the project's freeway impacts are considered significant and unavoidable.

Table 10
Existing Plus Project Freeway Segment Levels of Service

					Existing Plus Project												Project Trips			
					Mixed-Flow Lane						HOV Lane						Mixed-Flow Lane		HOV Lane	
#	Freeway	Segment	Direction	Peak Hour	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Volume	% of Capacity	Volume	% of Capacity
1	US 101	from I-880 to Old Bayshore Highway	NB	AM	8	3	6,900	3,062	**128**	**F**	15	1	1,650	1,470	**98**	**F**	12	0.17	0	0.00
			NB	PM	67	3	6,900	3,234	16	B	70	1	1,650	840	12	B	34	0.49	0	0.00
2	US 101	from Old Bayshore Highway to North First Street	NB	AM	9	3	6,900	3,312	**123**	**F**	12	1	1,650	1,300	**108**	**F**	12	0.17	0	0.00
			NB	PM	67	3	6,900	3,434	17	B	70	1	1,650	560	8	A	34	0.49	0	0.00
3	US 101	from North First Street to Guadalupe Parkway (SR 87)	NB	AM	12	3	6,900	3,902	**108**	**F**	11	1	1,650	1,210	**110**	**F**	12	0.17	0	0.00
			NB	PM	67	3	6,900	2,834	14	B	70	1	1,650	630	9	A	34	0.49	0	0.00
4	US 101	from Guadalupe Parkway (SR 87) to De La Cruz Boulevard	NB	AM	8	3	6,900	3,050	**127**	**F**	12	1	1,650	1,290	**108**	**F**	0	0.00	0	0.00
			NB	PM	66	3	6,900	3,770	19	C	70	1	1,650	630	9	A	0	0.00	0	0.00
5	US 101	from De La Cruz Boulevard to San Tomas Expressway/Montague Expressway	NB	AM	23	3	6,900	5,348	**78**	**F**	26	1	1,650	1,850	**71**	**F**	**98**	**1.42**	0	0.00
			NB	PM	66	3	6,900	4,820	24	C	70	1	1,650	770	11	A	60	0.87	0	0.00
6	US 101	from San Tomas Expressway/Montague Expressway to Bowers Avenue/Great America Parkway	NB	AM	15	3	6,900	4,468	**99**	**F**	19	1	1,650	1,640	**86**	**F**	**98**	**1.42**	0	0.00
			NB	PM	66	3	6,900	5,570	28	D	70	1	1,650	770	11	A	60	0.87	0	0.00
7	US 101	from Bowers Avenue/Great America Parkway to Lawrence Expressway	NB	AM	16	3	6,900	4,568	**95**	**F**	21	1	1,650	1,710	**81**	**F**	**98**	**1.42**	0	0.00
			NB	PM	65	3	6,900	5,720	29	D	70	1	1,650	1,120	16	B	60	0.87	0	0.00
8	US 101	from Lawrence Expressway to North Fair Oaks Avenue	NB	AM	19	3	6,900	4,875	**86**	**F**	25	1	1,650	1,830	**73**	**F**	**85**	**1.23**	0	0.00
			NB	PM	65	3	6,900	5,712	29	D	70	1	1,650	840	12	B	52	0.75	0	0.00
9	US 101	from North Fair Oaks Avenue to North Mathilda Avenue	NB	AM	33	3	6,900	6,025	**61**	**F**	38	1	1,650	2,060	54	E	**85**	**1.23**	0	0.00
			NB	PM	66	3	6,900	4,812	24	C	70	1	1,650	770	11	A	52	0.75	0	0.00
10	US 101	from North Mathilda Avenue to SR 237	NB	AM	43	3	6,900	6,402	50	E	26	1	1,650	1,850	**71**	**F**	72	1.04	0	0.00
			NB	PM	66	3	6,900	4,804	24	C	70	1	1,650	1,400	20	C	44	0.64	0	0.00
11	I-880	from I-280 to Stevens Creek Boulevard	NB	AM	15	3	6,900	4,445	**99**	**F**	--	--	--	--	--	--	35	0.51	--	--
			NB	PM	67	3	6,900	2,321	12	B	--	--	--	--	--	--	101	1.46	--	--
12	I-880	from Stevens Creek Boulevard to North Bascom Avenue	NB	AM	10	3	6,900	3,515	**117**	**F**	--	--	--	--	--	--	35	0.51	--	--
			NB	PM	22	3	6,900	5,251	**80**	**F**	--	--	--	--	--	--	**101**	**1.46**	--	--
13	I-880	from North Bascom Avenue to The Alameda	NB	AM	27	3	6,900	5,545	**68**	**F**	--	--	--	--	--	--	35	0.51	--	--
			NB	PM	14	3	6,900	4,351	**104**	**F**	--	--	--	--	--	--	**101**	**1.46**	--	--
14	I-880	from The Alameda to Coleman Avenue	NB	AM	15	3	6,900	4,315	**96**	**F**	--	--	--	--	--	--	35	0.51	--	--
			NB	PM	8	3	6,900	3,081	**128**	**F**	--	--	--	--	--	--	**101**	**1.46**	--	--
15	I-880	from Coleman Avenue to SR 87	NB	AM	19	3	6,900	5,008	**88**	**F**	--	--	--	--	--	--	**98**	**1.42**	--	--
			NB	PM	17	3	6,900	4,710	**92**	**F**	--	--	--	--	--	--	60	0.87	--	--
16	I-880	from SR 87 to North First Street	NB	AM	32	3	6,900	5,958	**62**	**F**	--	--	--	--	--	--	**98**	**1.42**	--	--
			NB	PM	23	3	6,900	5,310	**77**	**F**	--	--	--	--	--	--	60	0.87	--	--
17	I-880	from North First Street to U.S. 101	NB	AM	28	3	6,900	5,728	**68**	**F**	--	--	--	--	--	--	**98**	**1.42**	--	--
			NB	PM	19	3	6,900	4,910	**86**	**F**	--	--	--	--	--	--	60	0.87	--	--
18	SR 87	from SR 85 to Capitol Expressway	NB	AM	15	2	4,400	2,859	**95**	**F**	6	1	1,650	830	**138**	**F**	9	0.20	0	0.00
			NB	PM	67	2	4,400	2,427	18	B	70	1	1,650	840	12	B	27	0.61	0	0.00
19	SR 87	from Capitol Expressway to Curtner Avenue	NB	AM	11	2	4,400	2,502	**114**	**F**	14	1	1,650	1,400	**100**	**F**	12	0.27	0	0.00
			NB	PM	65	2	4,400	3,804	29	D	70	1	1,650	700	10	A	34	0.77	0	0.00
20	SR 87	from Curtner Avenue to Almaden Road	NB	AM	12	2	4,400	2,614	**109**	**F**	21	1	1,650	1,680	**80**	**F**	14	0.32	0	0.00
			NB	PM	65	2	4,400	4,070	31	D	70	1	1,650	1,400	20	C	40	0.91	0	0.00
21	SR 87	from Almaden Road to Alma Avenue	NB	AM	35	2	4,400	4,076	58	E	43	1	1,650	2,110	49	E	16	0.36	0	0.00
			NB	PM	47	2	4,400	4,377	47	E	70	1	1,650	1,190	17	B	47	1.07	0	0.00
22	SR 87	from Alma Avenue to I-280	NB	AM	62	2	4,400	4,356	35	D	66	1	1,650	1,790	27	D	16	0.36	0	0.00
			NB	PM	52	2	4,400	4,417	42	D	70	1	1,650	1,050	15	B	47	1.07	0	0.00
23	SR 87	from I-280 to Julian Street	NB	AM	16	2	4,400	3,003	**94**	**F**	25	1	1,650	1,800	**72**	**F**	23	0.52	0	0.00
			NB	PM	67	2	4,400	2,067	15	B	70	1	1,650	770	11	A	67	1.52	0	0.00
24	SR 87	from Julian Street to Coleman Avenue	NB	AM	13	2	4,400	2,683	**103**	**F**	31	1	1,650	1,960	**63**	**F**	23	0.52	0	0.00
			NB	PM	63	2	4,400	4,357	35	D	70	1	1,650	910	13	B	67	1.52	0	0.00
25	SR 87	from Coleman Avenue to Taylor Street	NB	AM	41	2	4,400	4,213	51	E	47	1	1,650	2,170	46	D	23	0.52	0	0.00
			NB	PM	66	2	4,400	2,847	22	C	70	1	1,650	490	7	A	67	1.52	0	0.00

Table 10 (Continued)
Existing Plus Project Freeway Segment Levels of Service

					Existing Plus Project												Project Trips			
					Mixed-Flow Lane						HOV Lane						Mixed-Flow Lane		HOV Lane	
#	Freeway	Segment	Direction	Peak Hour	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Volume	% of Capacity	Volume	% of Capacity
26	SR 87	from Taylor Street to Coleman Avenue	SB	AM	66	2	4,400	3,105	24	C	67	1	1,650	410	6	A	65	1.48	0	0.00
			SB	PM	16	2	4,400	3,050	**95**	**F**	70	1	1,650	2,520	36	D	40	0.91	0	0.00
27	SR 87	from Coleman Avenue to Julian Street	SB	AM	65	2	4,400	3,965	31	D	67	1	1,650	470	7	A	65	1.48	0	0.00
			SB	PM	37	2	4,400	4,110	56	E	70	1	1,650	1,960	28	D	40	0.91	0	0.00
28	SR 87	from Julian Street to I-280	SB	AM	67	2	4,400	1,935	14	B	67	1	1,650	410	6	A	65	1.48	0	0.00
			SB	PM	27	2	4,400	3,770	**70**	**F**	70	1	1,650	2,520	36	D	40	0.91	0	0.00
29	SR 87	from I-280 to Alma Avenue	SB	AM	67	2	4,400	2,046	15	B	67	1	1,650	540	8	A	46	1.05	0	0.00
			SB	PM	20	2	4,400	3,308	**83**	**F**	40	1	1,650	2,160	54	E	28	0.64	0	0.00
30	SR 87	from Alma Avenue to Almaden Road	SB	AM	66	2	4,400	3,586	27	D	67	1	1,650	410	6	A	46	1.05	0	0.00
			SB	PM	21	2	4,400	3,438	**82**	**F**	50	1	1,650	2,350	47	E	28	0.64	0	0.00
31	SR 87	from Almaden Road to Curtner Avenue	SB	AM	66	2	4,400	2,679	20	C	67	1	1,650	540	8	A	39	0.89	0	0.00
			SB	PM	45	2	4,400	4,344	48	E	70	1	1,650	2,450	35	D	24	0.55	0	0.00
32	SR 87	from Curtner Avenue to Capitol Expressway	SB	AM	67	2	4,400	2,163	16	B	67	1	1,650	410	6	A	33	0.75	0	0.00
			SB	PM	51	2	4,400	4,410	43	D	70	1	1,650	1,960	28	D	20	0.45	0	0.00
33	SR 87	from Capitol Expressway to SR 85	SB	AM	66	2	4,400	3,066	23	C	67	1	1,650	410	6	A	26	0.59	0	0.00
			SB	PM	65	2	4,400	4,046	31	D	70	1	1,650	1,330	19	C	16	0.36	0	0.00
34	I-880	from U.S. 101 to North First Street	SB	AM	15	3	6,900	4,405	**98**	**F**	--	--	--	--	--	--	35	0.51	--	--
			SB	PM	29	3	6,900	5,761	**66**	**F**	--	--	--	--	--	--	**101**	**1.46**	--	--
35	I-880	from North First Street to SR 87	SB	AM	22	3	6,900	5,185	**79**	**F**	--	--	--	--	--	--	35	0.51	--	--
			SB	PM	22	3	6,900	5,251	**80**	**F**	--	--	--	--	--	--	**101**	**1.46**	--	--
36	I-880	from SR 87 to Coleman Avenue	SB	AM	64	3	6,900	6,375	33	D	--	--	--	--	--	--	35	0.51	--	--
			SB	PM	29	3	6,900	5,851	**67**	**F**	--	--	--	--	--	--	**101**	**1.46**	--	--
37	I-880	from Coleman Avenue to The Alameda	SB	AM	65	3	6,900	6,148	32	D	--	--	--	--	--	--	98	1.42	--	--
			SB	PM	18	3	6,900	4,870	**90**	**F**	--	--	--	--	--	--	60	0.87	--	--
38	I-880	from The Alameda to North Bascom Avenue	SB	AM	65	3	6,900	5,948	31	D	--	--	--	--	--	--	98	1.42	--	--
			SB	PM	36	3	6,900	6,110	57	E	--	--	--	--	--	--	60	0.87	--	--
39	I-880	from North Bascom Avenue to Stevens Creek Boulevard	SB	AM	28	3	6,900	5,728	**68**	**F**	--	--	--	--	--	--	**98**	**1.42**	--	--
			SB	PM	48	3	6,900	6,540	45	D	--	--	--	--	--	--	60	0.87	--	--
40	I-880	from Stevens Creek Boulevard to I-280	SB	AM	66	3	6,900	4,858	25	C	--	--	--	--	--	--	98	1.42	--	--
			SB	PM	66	3	6,900	5,210	26	C	--	--	--	--	--	--	60	0.87	--	--
41	US 101	from SR 237 to North Mathilda Avenue	SB	AM	66	3	6,900	4,585	23	C	55	1	1,650	2,200	40	D	25	0.36	0	0.00
			SB	PM	18	3	6,900	4,774	**88**	**F**	40	1	1,650	2,400	**60**	**F**	**74**	**1.07**	0	0.00
42	US 101	from North Mathilda Avenue to North Fair Oaks Avenue	SB	AM	66	3	6,900	4,790	24	C	67	1	1,650	1,210	18	B	30	0.43	0	0.00
			SB	PM	25	3	6,900	5,487	**73**	**F**	30	1	1,650	2,040	**68**	**F**	**87**	**1.26**	0	0.00
43	US 101	from North Fair Oaks Avenue to Lawrence Expressway	SB	AM	66	3	6,900	5,540	28	D	67	1	1,650	1,140	17	B	30	0.43	0	0.00
			SB	PM	16	3	6,900	4,507	**94**	**F**	20	1	1,650	2,120	**106**	**F**	**87**	**1.26**	0	0.00
44	US 101	from Lawrence Expressway to Bowers Avenue/Great America Parkway	SB	AM	62	3	6,900	6,545	35	D	67	1	1,650	1,010	15	B	35	0.51	0	0.00
			SB	PM	11	3	6,900	3,771	**114**	**F**	20	1	1,650	2,040	**102**	**F**	**101**	**1.46**	0	0.00
45	US 101	from Bowers Avenue/Great America Parkway to San Tomas Expressway/Montague Expressway	SB	AM	66	3	6,900	4,195	21	C	67	1	1,650	940	14	B	35	0.51	0	0.00
			SB	PM	12	3	6,900	3,991	**111**	**F**	20	1	1,650	2,180	**109**	**F**	**101**	**1.46**	0	0.00
46	US 101	from San Tomas Expressway/Montague Expressway to De La Cruz Boulevard	SB	AM	66	3	6,900	4,985	25	C	67	1	1,650	740	11	A	35	0.51	0	0.00
			SB	PM	11	3	6,900	3,771	**114**	**F**	30	1	1,650	2,130	**71**	**F**	**101**	**1.46**	0	0.00
47	US 101	from De La Cruz Boulevard to Guadalupe Parkway (SR 87)	SB	AM	66	3	6,900	4,983	25	C	67	1	1,650	410	6	A	33	0.48	0	0.00
			SB	PM	40	3	6,900	6,260	52	E	70	1	1,650	2,520	36	D	20	0.29	0	0.00
48	US 101	from Guadalupe Parkway (SR 87) to North First Street	SB	AM	67	3	6,900	3,233	16	B	67	1	1,650	210	3	A	33	0.48	0	0.00
			SB	PM	24	3	6,900	5,420	**75**	**F**	30	1	1,650	2,190	**73**	**F**	20	0.29	0	0.00
49	US 101	from North First Street to Old Bayshore Highway	SB	AM	67	3	6,900	2,633	13	B	67	1	1,650	140	2	A	33	0.48	0	0.00
			SB	PM	6	3	6,900	2,900	**161**	**F**	20	1	1,650	2,160	**108**	**F**	20	0.29	0	0.00
50	US 101	from Old Bayshore Highway to I-880	SB	AM	67	3	6,900	3,633	18	B	67	1	1,650	410	6	A	33	0.48	0	0.00
			SB	PM	6	3	6,900	2,470	**137**	**F**	20	1	1,650	1,800	**90**	**F**	20	0.29	0	0.00

Table 10 (Continued)
Existing Plus Project Freeway Segment Levels of Service

				Existing Plus Project												Project Trips			
				Mixed-Flow Lane						HOV Lane						Mixed-Flow Lane		HOV Lane	
#	Freeway	Segment	Direction	Peak Hour	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Volume	% of Capacity	Volume	% of Capacity

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016.
Bold indicates unacceptable LOS.
Boxed indicates significant impact.

Background Plus Project Impacts and Mitigation Measures

This section discusses the project impacts identified under background plus project conditions. Included are descriptions of project impacts to intersections and proposed mitigation measures. The mitigated intersection levels of service are shown in Table 11.

(1) Coleman Avenue and Brokaw Road (CSC)

Impact: This intersection would operate at LOS F during the PM peak hour under background conditions, and the added trips as a result of the proposed project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hour. This constitutes a significant impact based on City of Santa Clara's level of service impact criteria.

Mitigation Measure. Change the signal control for Brokaw Road (the east and west legs of this intersection) from protected left-turn phasing to split phase. Add a shared through/left-turn lane to the east and west approaches within the existing right-of-way. Change the existing shared through/right-turn lanes to right-turn only lanes on the east and west approaches, and change the eastbound right-turn coding from include to overlap, indicating that many eastbound right turns would be able to turn right on red. In addition, no U-turns would be allowed on northbound Coleman Avenue. A third southbound through on Coleman Avenue would also be needed by removing the pork chop island, squaring off the corner, and restriping to provide exclusive southbound through and right turn lanes. With implementation of these improvements, the intersection would operate at an acceptable LOS C during the PM peak hour under background plus project conditions. This mitigation does not require Brokaw Road to be widened. However, to accommodate future bike lanes, Brokaw Road would need to be widened by 10 feet. The impact would be less than significant with the proposed mitigation measure. This same improvement would apply to the impact under existing plus project at this intersection.

(6) De La Cruz Boulevard and Central Expressway (CMP)

Impact: This intersection would operate at LOS F during the PM peak hour under background conditions, and the added trips as a result of the proposed project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hour. This constitutes a significant impact based on VTA's CMP level of service impact criteria.

Mitigation Measure. This intersection is controlled by Santa Clara County. The Comprehensive County Expressway Planning Study identifies the conversion of HOV to mixed-flow lanes on Central Expressway as a Tier 1A project. The City Place development also identifies adding a second southbound right-turn lane and a third northbound left-turn lane as a mitigation measure. With implementation of these improvements, the intersection would operate at an unacceptable LOS F during the PM peak hour, but the average delay would be better than background conditions. The project would be required to pay a fair-share contribution toward the identified improvements; however, the project's impact is concluded to be significant unavoidable because the improvements at this intersection are not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvements concurrent with the proposed project. This same improvement would apply to the impact under existing plus project at this intersection.

Table 11
Background Plus Project Intersection Levels of Service with Mitigations

Study Number	Intersection	Location	LOS Standard	Peak Hour	Background Avg. Delay	Background LOS	Background Plus Project Avg. Delay	Background Plus Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	Mitigated Avg. Delay	Mitigated LOS
1	Coleman Avenue and Brokaw Road	Santa Clara	D	AM	18.4	B	28.5	C	14.4	0.133	20.1	C
				PM	**127.7**	**F**	**135.8**	**F**	**18.6**	**0.051**	28.9	C
2	Lafayette Street and Lewis Street	Santa Clara	D	AM	11.8	B	12.3	B	2.6	0.007		
				PM	**72.9**	**E**	**74.1**	**E**	**1.8**	**0.005**		
3	Lafayette Street and El Camino Real *	Santa Clara	E	AM	45.9	D	45.9	D	0.0	0.000		
				PM	45.0	D	45.2	D	0.0	0.000		
4	De La Cruz Boulevard and Reed Street	Santa Clara	D	AM	11.1	B	11.3	B	0.4	0.043		
				PM	18.4	B	18.6	B	0.7	0.047		
5	De La Cruz Boulevard and Martin Avenue	Santa Clara	D	AM	33.3	C	32.7	C	-0.1	0.042		
				PM	30.7	C	31.8	C	2.1	0.049		
6	De La Cruz Boulevard and Central Expressway *	Santa Clara	E	AM	68.9	E	74.7	E	11.3	0.016	36.3	D
				PM	**140.5**	**F**	**162.6**	**F**	**7.4**	**0.033**	**111.6**	**F**
7	Lafayette Street and Central Expressway *	Santa Clara	E	AM	78.4	E	**81.2**	**F**	**5.1**	**0.011**	59.7	E
				PM	**103.8**	**F**	**105.6**	**F**	**4.1**	**0.012**	**92.3**	**F**
8	Scott Boulevard and Central Expressway *	Santa Clara	E	AM	52.9	D	53.0	D	0.0	0.007		
				PM	**103.8**	**F**	**106.7**	**F**	**2.2**	**0.007**		
9	Coleman Avenue and Aviation Avenue	San Jose	D	AM	30.3	C	26.4	C	-3.7	-0.013		
				PM	11.4	B	11.1	B	0.1	0.012		
10	Coleman Avenue and Newhall Drive	San Jose	D	AM	12.6	B	12.5	B	-0.1	-0.008		
				PM	31.1	C	30.7	C	1.5	0.012		
11	Coleman Avenue and Airport Boulevard	San Jose	D	AM	14.3	B	14.4	B	0.6	0.001		
				PM	11.8	B	12.1	B	0.7	0.018		
12	Coleman Avenue and I-880 (N) *	San Jose	D	AM	**73.7**	**E**	**67.2**	**E**	**-5.5**	**-0.013**		
				PM	22.4	C	27.2	C	6.4	0.067		
13	Coleman Avenue and I-880 (S) *	San Jose	D	AM	**68.0**	**E**	**73.1**	**E**	**8.3**	**0.019**	37.5	D
				PM	29.4	C	32.1	C	0.7	0.054	26.4	C
14	Coleman Avenue and Hedding Street	San Jose	D	AM	41.2	D	40.8	D	0.5	0.002		
				PM	38.5	D	39.1	D	11.1	0.014		
15	Coleman Avenue and Taylor Street	San Jose	D	AM	**59.3**	**E**	**63.5**	**E**	**6.5**	**0.024**	50.4	D
				PM	**60.2**	**E**	**63.8**	**E**	**7.9**	**0.029**	47.4	D
16	SR 87 and Taylor Street	San Jose	D	AM	29.7	C	30.0	C	1.0	0.008		
				PM	33.6	C	37.5	D	6.4	0.043		
17	U.S. 101 and Trimble Road	San Jose	D	AM	33.8	C	35.7	D	3.1	0.013		
				PM	18.2	B	20.3	C	3.5	0.025		
18	De La Cruz Boulevard and Trimble Road *	San Jose	D	AM	35.4	D	35.5	D	0.5	0.005		
				PM	**70.5**	**E**	**72.9**	**E**	**3.8**	**0.014**		
19	Coleman Avenue and Project Entrance (Future)	Santa Clara	D	AM	--	--	15.8	B	--	--		
				PM	--	--	24.9	C	--	--		

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

(7) Lafayette Street and Central Expressway (CMP)

Impact: This intersection would operate at LOS E during the AM peak hour under background conditions, and the added trips as a result of the project would cause the intersection's level of service to degrade to LOS F. This intersection would also operate at LOS F during the PM peak hour under background conditions, and the added trips as a result of the proposed project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hour. This constitutes a significant impact based on VTA's CMP level of service impact criteria.

Mitigation Measure. This intersection is controlled by Santa Clara County. The Comprehensive County Expressway Planning Study identifies the conversion of HOV to mixed-flow lanes on Central Expressway as a Tier 1A project. Therefore, mitigation of the identified project impact at the intersection will consist of a fair-share contribution towards the HOV lane conversion. City staff shall determine the fair-share contribution. With implementation of this improvement, the intersection would operate at an acceptable LOS E during the AM peak hour and an unacceptable LOS F during the PM peak hour, but the average delay during the PM peak hour is better than background conditions. The project would be required to pay a fair-share

contribution toward the identified improvements; however, the project's impact is concluded to be significant unavoidable because the improvement at this intersection is not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvement concurrent with the proposed project.

(13) Coleman Avenue and I-880 (S) (CSJ, CMP)

Impact: This intersection would operate at LOS E during the AM peak hour under background conditions, and the added trips as a result of the proposed project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour. This constitutes a significant impact based on City of San Jose's level of service impact criteria.

Mitigation Measure. This intersection is under the jurisdiction of the City of San José. There currently exist two left-turn lanes and two right-turn lanes on the I-880 northbound off-ramp. A potential mitigation would consist of restriping one of the left-turn lanes to a shared left- or right-turn lane, effectively creating three right-turn lanes. There currently exist three receiving lanes on the north leg of Coleman Avenue. With implementation of this improvement, the intersection would operate at an acceptable LOS D during the AM peak hour. With the implementation of this measure, the project's impact is concluded to be significant unavoidable because the improvement at this intersection is not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvement concurrent with the proposed project.

(15) Coleman Avenue and Taylor Street (CSJ)

Impact: This intersection would operate at LOS E during the AM and PM peak hours under background conditions, and the added trips as a result of the proposed project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during both the AM and PM peak hours. This constitutes a significant impact based on City of San Jose's level of service impact criteria.

Mitigation Measure. This intersection is under the jurisdiction of the City of San José. This intersection's level of service could be improved by widening Coleman Avenue to six lanes in both directions. The widening of Coleman Avenue has been identified as a Strategy 2000 improvement. With implementation of this improvement, the intersection would operate at an acceptable LOS D during both the AM and PM peak hours. Therefore, the project would be required to make a fair-share contribution for the improvement. The project's impact is concluded to be significant unavoidable because the improvement at this intersection is not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvement concurrent with the proposed project.

Project Development Option 1 Analysis

Option 1 is proposed to have 200 less residential units in building 4 than Option 2. The results of analyses showed that Option 1 would have the same number of intersection impacts and one less freeway segment impact when compared to Option 2. The trip generation estimates, intersection and freeway segment levels of service for Option 1 are shown in Table 12, Table 13, and Table 14, respectively.

Table 12
Project Trip Generation Estimates – Option 1

Land Use	ITE Land Use	Size	Daily		AM Peak Hour						PM Peak Hour					
					Pk-Hr	Split		Trip			Pk-Hr	Split		Trip		
			Rate	Trip	Rate	In	Out	In	Out	Total	Rate	In	Out	In	Out	Total
Proposed Land Use																
Residential	***220 - Apartment***	1,400 dwelling units	6.65	9,310	0.51	20%	80%	143	571	714	0.62	65%	35%	564	304	868
15% housing and retail mixed-use reduction[1]				-96				-1	-1	-2				-4	-4	-8
9% housing near Caltrain station[4]				-829				-13	-51	-64				-50	-27	-77
Hotel	***310 - Hotel***	250 rooms	8.17	2,043	0.53	59%	41%	78	55	133	0.60	51%	49%	77	73	150
10% hotel and retail mixed-use reduction[2]				-64				-1	-1	-2				-3	-3	-6
Retail	***820 - Shopping Center***	15,000 square feet	42.70	641	0.96	62%	38%	9	5	14	3.71	48%	52%	27	29	56
15% housing and retail mixed-use reduction[1]				-96				-1	-1	-2				-4	-4	-8
10% hotel and retail mixed-use reduction[2]				-64				-1	-1	-2				-3	-3	-6
25% pass-by reduction[3]				-11				0	0	0				-5	-6	-11
Project Trips After Reductions				**10,834**				**213**	**576**	**789**				**599**	**359**	**958**
Former Land Use																
R&D	***760 - Research & Development***	**272,840 square feet**	**8.11**	**2,213**	**1.22**	**83%**	**17%**	**276**	**57**	**333**	**1.07**	**15%**	**85%**	**44**	**248**	**292**
Net Project Trips (Proposed - Former Land Uses)				***8,621***				***-63***	***519***	***456***				***555***	***111***	***666***

Notes:
Source: ITE Trip Generation, 9th Edition, 2012.

[1]As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for a mixed-use development project with housing and retail components is equal to 15% off the smaller trip generator (retail component generates less trips than the housing component).

[2]As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for a mixed-use development project with hotel and retail components is equal to 10% off the smaller trip generator (retail component generates less trips than the hotel component).

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

[4]As prescribed by the VTA Transportation Impact Analysis Guidelines (October 2014), the maximum trip reduction for housing located within 2,000-foot walk of a Caltrain station is 9%. (The project will have access to the Santa Clara Transit Center from Brokaw Road via the pedestrian undercrossing currently under construction).

Table 13
Intersection Levels of Service – Option 1

Study Number	Intersection	Location	LOS Standard	Peak Hour	Count Date	Existing Avg. Delay	Existing LOS	Existing Plus Project Avg. Delay	Existing Plus Project LOS	Existing Plus Project Incr. In Crit. Delay	Existing Plus Project Incr. In Crit. V/C	Background Avg. Delay	Background LOS	Background Plus Project Avg. Delay	Background Plus Project LOS	Background Plus Project Incr. In Crit. Delay	Background Plus Project Incr. In Crit. V/C	Mitigated Avg. Delay	Mitigated LOS	Cumulative Avg. Delay	Cumulative LOS	Cumulative Plus Project Avg. Delay	Cumulative Plus Project LOS	Cumulative Plus Project Incr. In Crit. Delay	Cumulative Plus Project Incr. In Crit. V/C	Cumulative Plus Project % of Project Contribution	Mitigated Avg. Delay	Mitigated LOS
1	Coleman Avenue and Brokaw Road	Santa Clara	D	AM	03/14/17	16.6	B	23.7	C	9.2	0.125	18.4	B	25.9	C	10.8	0.112	19.3	B	24.3	C	35.3	D	19.1	0.112		23.3	C
				PM	03/14/17	**84.8**	**F**	**98.9**	**F**	**25.8**	**0.066**	**127.7**	**F**	**130.2**	**F**	**9.4**	**0.031**	28.4	C	**193.8**	**F**	**202.5**	**F**	**13.1**	**0.031**		49.9	D
2	Lafayette Street and Lewis Street	Santa Clara	D	AM	03/14/17	12.7	B	13.1	B	0.5	0.004	11.8	B	12.3	B	2.5	0.007			11.7	B	12.0	B	0.3	0.003			
				PM	03/14/17	34.7	C	35.4	D	1.0	0.006	**72.9**	**E**	**73.8**	**E**	**1.4**	**0.004**			**103.2**	**F**	**104.1**	**F**	**1.5**	**0.004**			
3	Lafayette Street and El Camino Real *	Santa Clara	E	AM	06/09/15	39.2	D	39.2	D	0.0	0.000	45.9	D	45.9	D	0.0	0.000			53.0	D	53.1	D	0.0	0.000			
				PM	11/15/16	38.8	D	39.0	D	0.2	0.005	45.0	D	45.1	D	0.0	0.000			56.3	E	56.5	E	-0.1	0.000			
4	De La Cruz Boulevard and Reed Street	Santa Clara	D	AM	03/14/17	11.2	B	11.0	B	0.2	0.042	11.1	B	11.2	B	0.4	0.038			11.3	B	11.5	B	0.4	0.038			
				PM	03/14/17	18.1	B	17.7	B	0.0	0.044	18.4	B	18.6	B	0.6	0.041			18.7	B	19.1	B	0.9	0.041			
5	De La Cruz Boulevard and Martin Avenue	Santa Clara	D	AM	03/14/17	33.0	C	32.3	C	-0.7	0.040	33.3	C	32.8	C	-0.1	0.037			34.4	C	34.1	C	0.2	0.037			
				PM	03/14/17	30.7	C	30.5	C	0.4	0.046	30.7	C	31.6	C	1.7	0.044			31.1	C	32.5	C	2.4	0.044			
6	De La Cruz Boulevard and Central Expressway *	Santa Clara	E	AM	10/28/15	38.2	D	41.8	D	6.6	0.033	68.9	E	74.0	E	9.9	0.013	36.1	D	**88.6**	**F**	**93.4**	**F**	**9.9**	**0.013**		44.3	D
				PM	10/04/16	**92.2**	**F**	**105.4**	**F**	**-0.2**	**0.010**	**140.5**	**F**	**160.0**	**F**	**6.4**	**0.029**	**109.1**	**F**	**167.4**	**F**	**188.4**	**F**	**12.2**	**0.029**		**124.9**	**F**
7	Lafayette Street and Central Expressway *	Santa Clara	E	AM	10/29/15	52.3	D	52.7	D	-0.3	0.004	78.4	E	**80.9**	**F**	**4.5**	**0.010**	59.7	E	**101.9**	**F**	**104.3**	**F**	**4.3**	**0.010**		76.2	E
				PM	10/04/16	66.9	E	67.5	E	1.7	0.011	**103.8**	**F**	**105.5**	**F**	**3.8**	**0.011**	**92.3**	**F**	**152.1**	**F**	**153.7**	**F**	**1.5**	**0.009**		**136.1**	**F**
8	Scott Boulevard and Central Expressway *	Santa Clara	E	AM	10/29/15	42.1	D	42.0	D	-0.1	0.007	52.9	D	52.9	D	0.0	0.006			53.9	D	54.1	D	0.2	0.006		47.6	D
				PM	10/04/16	75.6	E	76.7	E	0.6	0.007	**103.8**	**F**	**106.4**	**F**	**2.0**	**0.007**			**116.9**	**F**	**119.8**	**F**	**5.8**	**0.011**		**86.1**	**F**
9	Coleman Avenue and Aviation Avenue	San Jose	D	AM	03/23/17	11.6	B	12.3	B	2.1	0.034	30.3	C	25.9	C	-4.7	-0.016			51.7	D	44.3	D	22.6	0.058			
				PM	03/23/17	7.0	A	6.9	A	0.3	0.038	11.4	B	11.1	B	0.1	0.008			11.6	B	11.5	B	0.9	0.060			
10	Coleman Avenue and Newhall Drive	San Jose	D	AM	03/14/17	13.0	B	12.9	B	-0.1	0.022	12.6	B	12.5	B	-0.1	-0.010			12.6	B	12.3	B	0.3	0.035			
				PM	03/14/17	24.8	C	23.7	C	0.3	0.038	31.1	C	30.4	C	1.0	0.008			36.0	D	35.9	D	8.3	0.053			
11	Coleman Avenue and Airport Boulevard	San Jose	D	AM	10/20/15	12.2	B	12.1	B	0.3	0.022	14.3	B	14.4	B	0.5	-0.002			15.0	B	15.0	B	1.2	0.037			
				PM	03/14/17	11.5	B	11.4	B	0.2	0.026	11.8	B	12.1	B	0.7	0.015			12.0	B	12.3	B	1.1	0.065			
12	Coleman Avenue and I-880 (N) *	San Jose	D	AM	05/12/15	24.7	C	26.2	C	2.8	0.034	**73.7**	**E**	**66.6**	**E**	**-6.5**	**-0.016**			**98.2**	**F**	**90.2**	**F**	**24.4**	**0.057**	**29%**	34.2	C
				PM	11/10/16	19.1	B	21.6	C	2.9	0.079	22.4	C	26.4	C	5.4	0.057			27.5	C	35.4	D	19.1	0.143		18.2	B
13	Coleman Avenue and I-880 (S) *	San Jose	D	AM	05/12/15	37.3	D	41.3	D	5.8	0.050	**68.0**	**E**	**71.5**	**E**	**6.0**	**0.013**	37.1	D	**79.5**	**E**	**83.1**	**F**	**21.0**	**0.052**	**46%**	39.8	D
				PM	11/10/16	28.4	C	27.9	C	5.1	0.183	29.4	C	31.7	C	0.2	0.045	26.2	C	29.8	C	31.9	C	0.9	0.058		26.0	C
14	Coleman Avenue and Hedding Street	San Jose	D	AM	05/12/15	41.0	D	41.1	D	1.1	0.018	41.2	D	40.8	D	0.4	0.000			44.4	D	43.9	D	4.7	0.041			
				PM	05/12/15	39.9	D	40.0	D	0.6	0.044	38.5	D	39.0	D	0.4	0.009			39.1	D	39.6	D	1.6	0.051			
15	Coleman Avenue and Taylor Street	San Jose	D	AM	05/12/15	45.0	D	46.7	D	2.7	0.036	**59.3**	**E**	**62.8**	**E**	**5.4**	**0.020**	50.1	D	**65.2**	**E**	**69.1**	**E**	**15.0**	**0.057**	**38%**	51.7	D
				PM	05/12/15	44.7	D	45.6	D	0.1	0.007	**60.2**	**E**	**63.2**	**E**	**6.8**	**0.025**	47.2	D	**68.8**	**E**	**72.7**	**E**	**22.6**	**0.081**	**36%**	49.0	D
16	SR 87 and Taylor Street	San Jose	D	AM	05/12/15	25.6	C	25.9	C	1.0	0.018	29.7	C	29.9	C	0.8	0.007			29.5	C	29.6	C	0.1	0.002			
				PM	05/12/15	29.8	C	32.1	C	3.7	0.042	33.6	C	36.9	D	5.5	0.038			33.0	C	36.2	D	4.9	0.034			
17	U.S. 101 and Trimble Road	San Jose	D	AM	03/14/17	22.4	C	23.1	C	1.1	0.016	33.8	C	35.4	D	2.7	0.011			**58.5**	**E**	**61.7**	**E**	**34.6**	**0.108**	7%		
				PM	03/14/17	13.5	B	14.2	B	0.9	0.023	18.2	B	20.1	C	3.0	0.022			34.4	C	37.5	D	28.1	0.123			
18	De La Cruz Boulevard and Trimble Road *	San Jose	D	AM	10/28/15	33.8	C	33.7	C	0.2	0.004	35.4	D	35.5	D	0.4	0.004			50.4	D	50.8	D	1.3	0.004			
				PM	10/19/16	**55.6**	**E**	**55.9**	**E**	**0.6**	**0.013**	**70.5**	**E**	**72.7**	**E**	**3.4**	**0.013**			**89.8**	**F**	**92.9**	**F**	**4.8**	**0.013**	7%		
19	Coleman Avenue and Project Entrance (Future)	Santa Clara	D	AM	--	--	--	15.3	B	12.4	0.180	--	--	15.0	B	--	--			--	--	15.1	B	--	--			
				PM	--	--	--	21.0	C	24.2	0.330	--	--	22.5	C	--	--			--	--	25.4	C	--	--			

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

Table 14
Freeway Segment Levels of Service – Option 1

					Existing Plus Project												Project Trips				
					Mixed-Flow Lane						HOV Lane							Mixed-Flow Lane		HOV Lane	
#	Freeway	Segment	Direction	Peak Hour	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Total Volume	Volume	% of Capacity	Volume	% of Capacity
1	US 101	from I-880 to Old Bayshore Highway	NB	AM	8	3	6,900	3,061	**128**	**F**	15	1	1,650	1,470	**98**	**F**	11	11	0.16	0	0.00
			NB	PM	67	3	6,900	3,230	16	B	70	1	1,650	840	12	B	30	30	0.43	0	0.00
2	US 101	from Old Bayshore Highway to North First Street	NB	AM	9	3	6,900	3,311	**123**	**F**	12	1	1,650	1,300	**108**	**F**	11	11	0.16	0	0.00
			NB	PM	67	3	6,900	3,430	17	B	70	1	1,650	560	8	A	30	30	0.43	0	0.00
3	US 101	from North First Street to Guadalupe Parkway (SR 87)	NB	AM	12	3	6,900	3,901	**108**	**F**	11	1	1,650	1,210	**110**	**F**	11	11	0.16	0	0.00
			NB	PM	67	3	6,900	2,830	14	B	70	1	1,650	630	9	A	30	30	0.43	0	0.00
4	US 101	from Guadalupe Parkway (SR 87) to De La Cruz Boulevard	NB	AM	8	3	6,900	3,050	**127**	**F**	12	1	1,650	1,290	**108**	**F**	0	0	0.00	0	0.00
			NB	PM	66	3	6,900	3,770	19	C	70	1	1,650	630	9	A	0	0	0.00	0	0.00
5	US 101	from De La Cruz Boulevard to San Tomas Expressway/Montague Expressway	NB	AM	23	3	6,900	5,336	**77**	**F**	26	1	1,650	1,850	**71**	**F**	86	**86**	**1.25**	0	0.00
			NB	PM	66	3	6,900	4,814	24	C	70	1	1,650	770	11	A	54	54	0.78	0	0.00
6	US 101	from San Tomas Expressway/Montague Expressway to Bowers Avenue/Great America Parkway	NB	AM	15	3	6,900	4,456	**99**	**F**	19	1	1,650	1,640	**86**	**F**	86	**86**	**1.25**	0	0.00
			NB	PM	66	3	6,900	5,564	28	D	70	1	1,650	770	11	A	54	54	0.78	0	0.00
7	US 101	from Bowers Avenue/Great America Parkway to Lawrence Expressway	NB	AM	16	3	6,900	4,556	**95**	**F**	21	1	1,650	1,710	**81**	**F**	86	**86**	**1.25**	0	0.00
			NB	PM	65	3	6,900	5,714	29	D	70	1	1,650	1,120	16	B	54	54	0.78	0	0.00
8	US 101	from Lawrence Expressway to North Fair Oaks Avenue	NB	AM	19	3	6,900	4,865	**85**	**F**	25	1	1,650	1,830	**73**	**F**	75	**75**	**1.09**	0	0.00
			NB	PM	65	3	6,900	5,707	29	D	70	1	1,650	840	12	B	47	47	0.68	0	0.00
9	US 101	from North Fair Oaks Avenue to North Mathilda Avenue	NB	AM	33	3	6,900	6,015	**61**	**F**	38	1	1,650	2,060	54	E	75	**75**	**1.09**	0	0.00
			NB	PM	66	3	6,900	4,807	24	C	70	1	1,650	770	11	A	47	47	0.68	0	0.00
10	US 101	from North Mathilda Avenue to SR 237	NB	AM	43	3	6,900	6,393	50	E	26	1	1,650	1,850	**71**	**F**	63	63	0.91	0	0.00
			NB	PM	66	3	6,900	4,799	24	C	70	1	1,650	1,400	20	C	39	39	0.57	0	0.00
11	I-880	from I-280 to Stevens Creek Boulevard	NB	AM	15	3	6,900	4,442	**99**	**F**	--	--	--	--	--	--	32	32	0.46	--	--
			NB	PM	67	3	6,900	2,310	11	A	--	--	--	--	--	--	90	90	1.30	--	--
12	I-880	from Stevens Creek Boulevard to North Bascom Avenue	NB	AM	10	3	6,900	3,512	**117**	**F**	--	--	--	--	--	--	32	32	0.46	--	--
			NB	PM	22	3	6,900	5,240	**79**	**F**	--	--	--	--	--	--	90	**90**	**1.30**	--	--
13	I-880	from North Bascom Avenue to The Alameda	NB	AM	27	3	6,900	5,542	**68**	**F**	--	--	--	--	--	--	32	32	0.46	--	--
			NB	PM	14	3	6,900	4,340	**103**	**F**	--	--	--	--	--	--	90	**90**	**1.30**	--	--
14	I-880	from The Alameda to Coleman Avenue	NB	AM	15	3	6,900	4,312	**96**	**F**	--	--	--	--	--	--	32	32	0.46	--	--
			NB	PM	8	3	6,900	3,070	**128**	**F**	--	--	--	--	--	--	90	**90**	**1.30**	--	--
15	I-880	from Coleman Avenue to SR 87	NB	AM	19	3	6,900	4,996	**88**	**F**	--	--	--	--	--	--	86	**86**	**1.25**	--	--
			NB	PM	17	3	6,900	4,704	**92**	**F**	--	--	--	--	--	--	54	54	0.78	--	--
16	I-880	from SR 87 to North First Street	NB	AM	32	3	6,900	5,946	**62**	**F**	--	--	--	--	--	--	86	**86**	**1.25**	--	--
			NB	PM	23	3	6,900	5,304	**77**	**F**	--	--	--	--	--	--	54	54	0.78	--	--
17	I-880	from North First Street to U.S. 101	NB	AM	28	3	6,900	5,716	**68**	**F**	--	--	--	--	--	--	86	**86**	**1.25**	--	--
			NB	PM	19	3	6,900	4,904	**86**	**F**	--	--	--	--	--	--	54	54	0.78	--	--
18	SR 87	from SR 85 to Capitol Expressway	NB	AM	15	2	4,400	2,859	**95**	**F**	6	1	1,650	830	**138**	**F**	9	9	0.20	0	0.00
			NB	PM	67	2	4,400	2,424	18	B	70	1	1,650	840	12	B	24	24	0.55	0	0.00
19	SR 87	from Capitol Expressway to Curtner Avenue	NB	AM	11	2	4,400	2,501	**114**	**F**	14	1	1,650	1,400	**100**	**F**	11	11	0.25	0	0.00
			NB	PM	65	2	4,400	3,800	29	D	70	1	1,650	700	10	A	30	30	0.68	0	0.00
20	SR 87	from Curtner Avenue to Almaden Road	NB	AM	12	2	4,400	2,613	**109**	**F**	21	1	1,650	1,680	**80**	**F**	13	13	0.30	0	0.00
			NB	PM	65	2	4,400	4,066	31	D	70	1	1,650	1,400	20	C	36	36	0.82	0	0.00
21	SR 87	from Almaden Road to Alma Avenue	NB	AM	35	2	4,400	4,075	58	E	43	1	1,650	2,110	49	E	15	15	0.34	0	0.00
			NB	PM	47	2	4,400	4,372	47	E	70	1	1,650	1,190	17	B	42	42	0.95	0	0.00
22	SR 87	from Alma Avenue to I-280	NB	AM	62	2	4,400	4,355	35	D	66	1	1,650	1,790	27	D	15	15	0.34	0	0.00
			NB	PM	52	2	4,400	4,412	42	D	70	1	1,650	1,050	15	B	42	42	0.95	0	0.00
23	SR 87	from I-280 to Julian Street	NB	AM	16	2	4,400	3,001	**94**	**F**	25	1	1,650	1,800	**72**	**F**	21	21	0.48	0	0.00
			NB	PM	67	2	4,400	2,060	15	B	70	1	1,650	770	11	A	60	60	1.36	0	0.00
24	SR 87	from Julian Street to Coleman Avenue	NB	AM	13	2	4,400	2,681	**103**	**F**	31	1	1,650	1,960	**63**	**F**	21	21	0.48	0	0.00
			NB	PM	63	2	4,400	4,350	35	D	70	1	1,650	910	13	B	60	60	1.36	0	0.00
25	SR 87	from Coleman Avenue to Taylor Street	NB	AM	41	2	4,400	4,211	51	E	47	1	1,650	2,170	46	D	21	21	0.48	0	0.00
			NB	PM	66	2	4,400	2,840	22	C	70	1	1,650	490	7	A	60	60	1.36	0	0.00

Table 14 (Continued)
Freeway Level of Service Analysis – Option 1

					Existing Plus Project												Project Trips				
					Mixed-Flow Lane						HOV Lane							Mixed-Flow Lane		HOV Lane	
#	Freeway	Segment	Direction	Peak Hour	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Total Volume	Volume	% of Capacity	Volume	% of Capacity
26	SR 87	from Taylor Street to Coleman Avenue	SB	AM	66	2	4,400	3,098	23	C	67	1	1,650	410	6	A	58	58	1.32	0	0.00
			SB	PM	16	2	4,400	3,046	**95**	**F**	70	1	1,650	2,520	36	D	36	36	0.82	0	0.00
27	SR 87	from Coleman Avenue to Julian Street	SB	AM	65	2	4,400	3,958	30	D	67	1	1,650	470	7	A	58	58	1.32	0	0.00
			SB	PM	37	2	4,400	4,106	55	E	70	1	1,650	1,960	28	D	36	36	0.82	0	0.00
28	SR 87	from Julian Street to I-280	SB	AM	67	2	4,400	1,928	14	B	67	1	1,650	410	6	A	58	58	1.32	0	0.00
			SB	PM	27	2	4,400	3,766	**70**	**F**	70	1	1,650	2,520	36	D	36	36	0.82	0	0.00
29	SR 87	from I-280 to Alma Avenue	SB	AM	67	2	4,400	2,040	15	B	67	1	1,650	540	8	A	40	40	0.91	0	0.00
			SB	PM	20	2	4,400	3,305	**83**	**F**	40	1	1,650	2,160	54	E	25	25	0.57	0	0.00
30	SR 87	from Alma Avenue to Almaden Road	SB	AM	66	2	4,400	3,580	27	D	67	1	1,650	410	6	A	40	40	0.91	0	0.00
			SB	PM	21	2	4,400	3,435	**82**	**F**	50	1	1,650	2,350	47	E	25	25	0.57	0	0.00
31	SR 87	from Almaden Road to Curtner Avenue	SB	AM	66	2	4,400	2,675	20	C	67	1	1,650	540	8	A	35	35	0.80	0	0.00
			SB	PM	45	2	4,400	4,342	48	E	70	1	1,650	2,450	35	D	22	22	0.50	0	0.00
32	SR 87	from Curtner Avenue to Capitol Expressway	SB	AM	67	2	4,400	2,159	16	B	67	1	1,650	410	6	A	29	29	0.66	0	0.00
			SB	PM	51	2	4,400	4,408	43	D	70	1	1,650	1,960	28	D	18	18	0.41	0	0.00
33	SR 87	from Capitol Expressway to SR 85	SB	AM	66	2	4,400	3,063	23	C	67	1	1,650	410	6	A	23	23	0.52	0	0.00
			SB	PM	65	2	4,400	4,044	31	D	70	1	1,650	1,330	19	C	14	14	0.32	0	0.00
34	I-880	from U.S. 101 to North First Street	SB	AM	15	3	6,900	4,402	**98**	**F**	--	--	--	--	--	--	32	32	0.46	--	--
			SB	PM	29	3	6,900	5,750	**66**	**F**	--	--	--	--	--	--	90	**90**	**1.30**	--	--
35	I-880	from North First Street to SR 87	SB	AM	22	3	6,900	5,182	**79**	**F**	--	--	--	--	--	--	32	32	0.46	--	--
			SB	PM	22	3	6,900	5,240	**79**	**F**	--	--	--	--	--	--	90	**90**	**1.30**	--	--
36	I-880	from SR 87 to Coleman Avenue	SB	AM	64	3	6,900	6,372	33	D	--	--	--	--	--	--	32	32	0.46	--	--
			SB	PM	29	3	6,900	5,840	**67**	**F**	--	--	--	--	--	--	90	**90**	**1.30**	--	--
37	I-880	from Coleman Avenue to The Alameda	SB	AM	65	3	6,900	6,136	31	D	--	--	--	--	--	--	86	86	1.25	--	--
			SB	PM	18	3	6,900	4,864	**90**	**F**	--	--	--	--	--	--	54	54	0.78	--	--
38	I-880	from The Alameda to North Bascom Avenue	SB	AM	65	3	6,900	5,936	30	D	--	--	--	--	--	--	86	86	1.25	--	--
			SB	PM	36	3	6,900	6,104	57	E	--	--	--	--	--	--	54	54	0.78	--	--
39	I-880	from North Bascom Avenue to Stevens Creek Boulevard	SB	AM	28	3	6,900	5,716	**68**	**F**	--	--	--	--	--	--	86	**86**	**1.25**	--	--
			SB	PM	48	3	6,900	6,534	45	D	--	--	--	--	--	--	54	54	0.78	--	--
40	I-880	from Stevens Creek Boulevard to I-280	SB	AM	66	3	6,900	4,846	24	C	--	--	--	--	--	--	86	86	1.25	--	--
			SB	PM	66	3	6,900	5,204	26	C	--	--	--	--	--	--	54	54	0.78	--	--
41	US 101	from SR 237 to North Mathilda Avenue	SB	AM	66	3	6,900	4,583	23	C	55	1	1,650	2,200	40	D	23	23	0.33	0	0.00
			SB	PM	18	3	6,900	4,766	**88**	**F**	40	1	1,650	2,400	**60**	**F**	66	66	0.96	0	0.00
42	US 101	from North Mathilda Avenue to North Fair Oaks Avenue	SB	AM	66	3	6,900	4,788	24	C	67	1	1,650	1,210	18	B	28	28	0.41	0	0.00
			SB	PM	25	3	6,900	5,478	**73**	**F**	30	1	1,650	2,040	**68**	**F**	78	**78**	**1.13**	0	0.00
43	US 101	from North Fair Oaks Avenue to Lawrence Expressway	SB	AM	66	3	6,900	5,538	28	D	67	1	1,650	1,140	17	B	28	28	0.41	0	0.00
			SB	PM	16	3	6,900	4,498	**94**	**F**	20	1	1,650	2,120	**106**	**F**	78	**78**	**1.13**	0	0.00
44	US 101	from Lawrence Expressway to Bowers Avenue/Great America Parkway	SB	AM	62	3	6,900	6,542	35	D	67	1	1,650	1,010	15	B	32	32	0.46	0	0.00
			SB	PM	11	3	6,900	3,760	**114**	**F**	20	1	1,650	2,040	**102**	**F**	90	**90**	**1.30**	0	0.00
45	US 101	from Bowers Avenue/Great America Parkway to San Tomas Expressway/Montague Expressway	SB	AM	66	3	6,900	4,192	21	C	67	1	1,650	940	14	B	32	32	0.46	0	0.00
			SB	PM	12	3	6,900	3,980	**111**	**F**	20	1	1,650	2,180	**109**	**F**	90	**90**	**1.30**	0	0.00
46	US 101	from San Tomas Expressway/Montague Expressway to De La Cruz Boulevard	SB	AM	66	3	6,900	4,982	25	C	67	1	1,650	740	11	A	32	32	0.46	0	0.00
			SB	PM	11	3	6,900	3,760	**114**	**F**	30	1	1,650	2,130	**71**	**F**	90	**90**	**1.30**	0	0.00
47	US 101	from De La Cruz Boulevard to Guadalupe Parkway (SR 87)	SB	AM	66	3	6,900	4,979	25	C	67	1	1,650	410	6	A	29	29	0.42	0	0.00
			SB	PM	40	3	6,900	6,258	52	E	70	1	1,650	2,520	36	D	18	18	0.26	0	0.00
48	US 101	from Guadalupe Parkway (SR 87) to North First Street	SB	AM	67	3	6,900	3,229	16	B	67	1	1,650	210	3	A	29	29	0.42	0	0.00
			SB	PM	24	3	6,900	5,418	**75**	**F**	30	1	1,650	2,190	**73**	**F**	18	18	0.26	0	0.00
49	US 101	from North First Street to Old Bayshore Highway	SB	AM	67	3	6,900	2,629	13	B	67	1	1,650	140	2	A	29	29	0.42	0	0.00
			SB	PM	6	3	6,900	2,898	**161**	**F**	20	1	1,650	2,160	**108**	**F**	18	18	0.26	0	0.00
50	US 101	from Old Bayshore Highway to I-880	SB	AM	67	3	6,900	3,629	18	B	67	1	1,650	410	6	A	29	29	0.42	0	0.00
			SB	PM	6	3	6,900	2,468	**137**	**F**	20	1	1,650	1,800	**90**	**F**	18	18	0.26	0	0.00

Table 14 (Continued)
Freeway Level of Service Analysis – Option 1

					Existing Plus Project										Project Trips				
					Mixed-Flow Lane						HOV Lane					Mixed-Flow Lane		HOV Lane	
#	Freeway	Segment	Direction	Peak Hour	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Avg. Speed[1]	# of Lanes[1]	Capacity (vph)	Volume	Density	LOS	Total Volume	Volume	% of Capacity	Volume	% of Capacity

[1] Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016.
Bold indicates unacceptable LOS.
Boxed indicates significant impact.

5. Cumulative Conditions

This chapter describes the roadway traffic operations under cumulative conditions and cumulative plus project conditions. Cumulative conditions represent future traffic conditions with expected growth in the area. The expected future traffic growth conditions include approved and pending projects in Santa Clara and San Jose. Cumulative conditions also include trips associated with development of Phases 4 – 8 (full buildout) of the City Place project and Phase 2 of the approved North San Jose Development Policy. Included in this chapter are the procedures used to determine cumulative traffic volumes and a description of the resulting traffic conditions and any impacts caused by the project.

The analysis of cumulative conditions is required by the CMP and is in conformance with the California Environmental Quality Act (CEQA).

Cumulative Transportation Network

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

Cumulative Intersection Traffic Volumes

Traffic volumes under cumulative conditions were estimated by adding to the background traffic volumes the trips from proposed, but not yet approved (pending), development projects within the Cities of Santa Clara and San Jose. A list of pending projects was obtained from the City of Santa Clara. In addition to pending projects, cumulative conditions reflect full buildout of the City Place project, which was recently approved and is expected to be constructed over a period of ten years or more, and traffic associated with the future BART extension to Santa Clara. With the BART extension, there is a planned 500-space parking garage to be located at the end of Brokaw Road, with connection through a pedestrian tunnel to the BART station. Traffic generated by Phase 2 of the North San Jose Development Policy was also included in cumulative traffic volumes. For pending projects where a traffic impact analysis was not available or a trip assignment was not provided by a public agency, traffic was estimated using rates from the Institute of Transportation Engineer's publication, *Trip Generation Manual, 9th Edition* and assigned to the roadway network based on existing travel patterns and the locations of complementary land uses. A list of pending projects can be found in Appendix D. The cumulative traffic volumes at study intersections are shown in Figure 13. Cumulative plus project peak-hour traffic volumes were estimated by adding to cumulative traffic volumes the

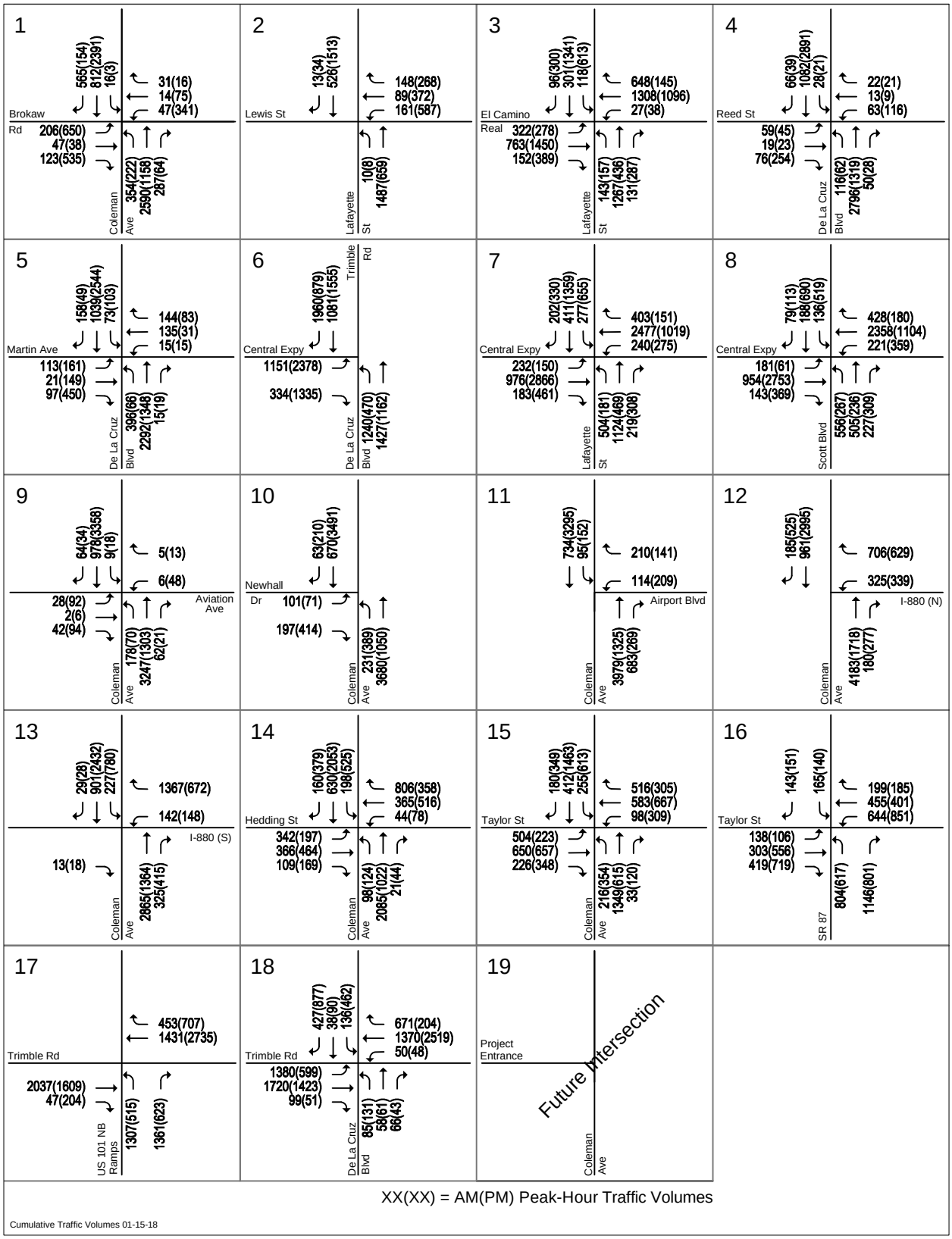


Figure 13
Cumulative Traffic Volumes

additional traffic generated by the project with the former R&D trip credit. The cumulative plus project traffic volumes at study intersections are shown in Figure 14.

Cumulative Conditions Significant Impact Criteria

City Santa Clara Definition of Significant Intersection Impacts

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

1. The level of service at the intersection degrades from an acceptable level (LOS D or better at all city-controlled intersections and LOS E or better at all expressway intersections) under conditions without project traffic to an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under conditions with project traffic, or
2. The level of service at the intersection is an unacceptable level (LOS E or F at city-controlled intersections and LOS F at expressway intersections) under conditions without project traffic and the addition of project trips causes the average critical delay to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

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

A significant impact by the City of Santa Clara standard is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to an acceptable level or no worse than conditions without project traffic.

City of San Jose Definition of Significant Intersection Impacts

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

1. The level of service at the intersection degrades from an acceptable LOS D or better under (background) conditions without project traffic to an unacceptable LOS E or F under cumulative project conditions, or
2. The level of service at the intersection is an unacceptable LOS E or F under (background) conditions without project traffic and the addition of cumulative project trips causes both the critical-movement delay at the intersection to increase by four (4) or more seconds and the volume-to-capacity ratio (V/C) to increase by 0.01 or more.

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

A significant impact by City of San Jose standard is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to (background) conditions without project traffic or better.

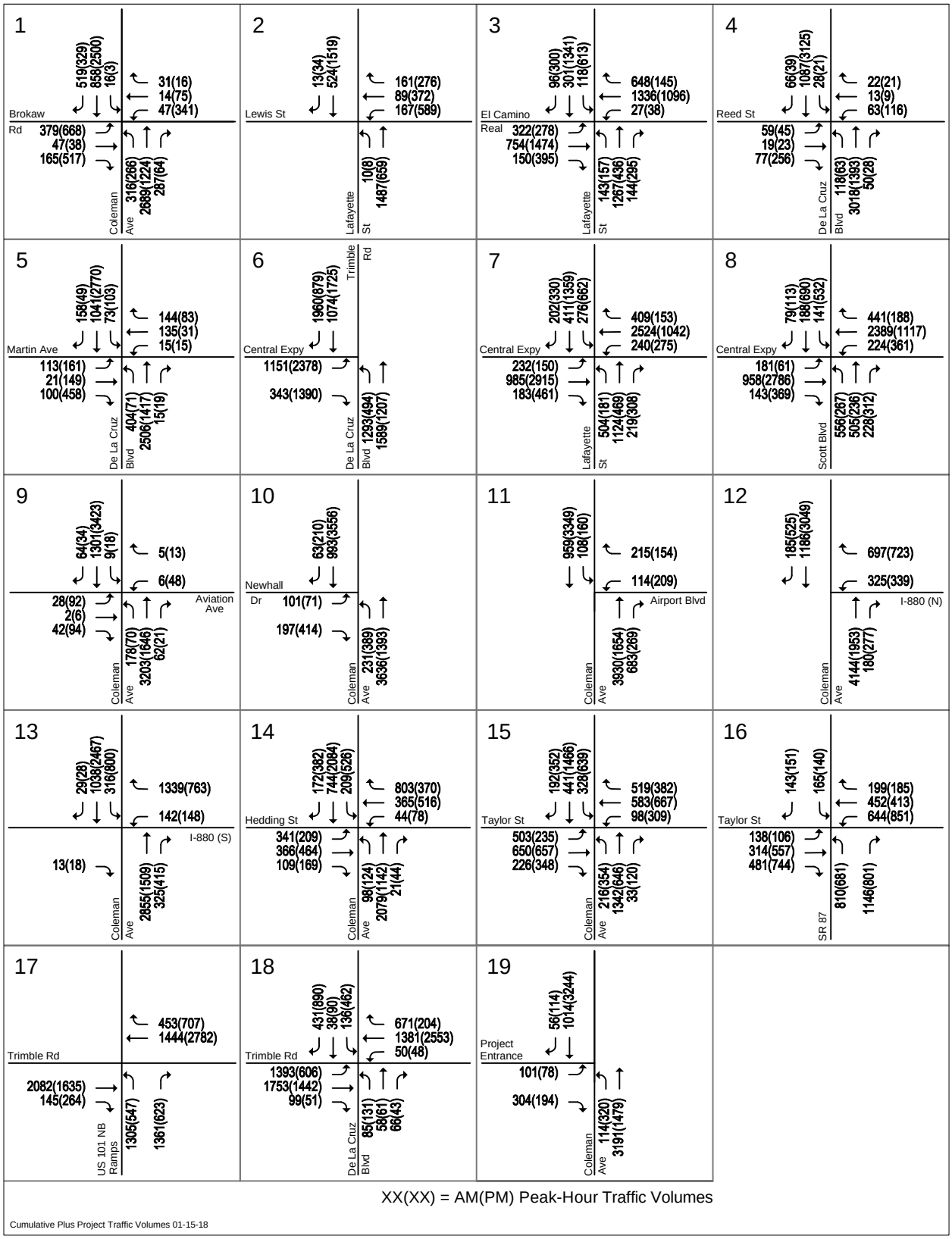


Figure 14
Cumulative Plus Project Traffic Volumes

Project Contribution to Cumulative Impacts

A single project's contribution to a cumulative intersection impact is deemed considerable in the City of San Jose if the proportion of project traffic represents 25 percent or more of the increase in total volume from (background) traffic conditions without project traffic to cumulative with project traffic conditions.

CMP Definition of Significant Intersection Impacts (Except within City of San Jose)

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

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

1. The level of service at the intersection degrades from an acceptable LOS E or better under conditions without project traffic to an unacceptable LOS F under project conditions, or
2. The level of service at the intersection is an unacceptable LOS F under conditions without project traffic and the addition of project trips under project conditions causes both the critical-movement delay at the intersection to increase by four (4) or more seconds *and* the volume-to-capacity ratio (V/C) to increase by one percent (.01) or more.

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

A significant impact by CMP standard is said to be satisfactorily mitigated when measures are implemented that would restore intersection level of service to conditions without project traffic or better.

Cumulative Plus Project Intersection Levels of Service

Cumulative plus project conditions were evaluated relative to cumulative conditions for City of Santa Clara study intersections and to background conditions for City of San Jose intersections in order to determine potential project impacts. Level of service results for cumulative conditions are shown in Table 15.

City of Santa Clara Study Intersections

The results show that, measured against applicable municipal and CMP level of service level of service standards, the following intersections would operate at unacceptable levels under cumulative conditions.

1. Coleman Avenue and Brokaw Road – PM Peak Hour (Impact)
2. La Lafayette Street and Lewis Street – PM Peak Hour
6. De La Cruz Boulevard and Central Expressway (CMP) – AM & PM Peak Hours (Impacts)
7. Lafayette Street and Central Expressway (CMP) – AM & PM Peak Hours (AM Impact)
8. Scott Boulevard and Central Expressway (CMP) – PM Peak Hour (Impact)

Table 15
Cumulative Intersection Levels of Service

Study Number	Intersection	Location	LOS Standard	Peak Hour	Background Avg. Delay	Background LOS	Cumulative Avg. Delay	Cumulative LOS	Cumulative Plus Project Avg. Delay	Cumulative Plus Project LOS	Incr. In Crit. Delay	Incr. In Crit. V/C	% of Project Contribution
1	Coleman Avenue and Brokaw Road	Santa Clara	D	AM	18.4	B	24.3	C	40.2	D	26.9	0.133	
				PM	**127.7**	**F**	**193.8**	**F**	**210.2**	**F**	**22.3**	**0.051**	
2	Lafayette Street and Lewis Street	Santa Clara	D	AM	11.8	B	11.7	B	12.1	B	0.3	0.004	
				PM	**72.9**	**E**	**103.2**	**F**	**104.4**	**F**	**2.0**	**0.005**	
3	Lafayette Street and El Camino Real *	Santa Clara	E	AM	45.9	D	53.0	D	53.1	D	0.0	0.000	
				PM	45.0	D	56.3	E	56.6	E	0.0	0.000	
4	De La Cruz Boulevard and Reed Street	Santa Clara	D	AM	11.1	B	11.3	B	11.5	B	0.5	0.043	
				PM	18.4	B	18.7	B	19.3	B	1.1	0.047	
5	De La Cruz Boulevard and Martin Avenue	Santa Clara	D	AM	33.3	C	34.4	C	34.1	C	0.3	0.042	
				PM	30.7	C	31.1	C	32.7	C	2.9	0.049	
6	De La Cruz Boulevard and Central Expressway *	Santa Clara	E	AM	68.9	E	**88.6**	**F**	**94.2**	**F**	**11.5**	**0.016**	
				PM	**140.5**	**F**	**167.4**	**F**	**191.1**	**F**	**13.8**	**0.033**	
7	Lafayette Street and Central Expressway *	Santa Clara	E	AM	78.4	E	**101.9**	**F**	**104.7**	**F**	**5.0**	**0.011**	
				PM	**103.8**	**F**	**152.1**	**F**	**153.7**	**F**	**1.6**	**0.010**	
8	Scott Boulevard and Central Expressway *	Santa Clara	E	AM	52.9	D	53.9	D	54.1	D	0.2	0.007	
				PM	**103.8**	**F**	**116.9**	**F**	**120.1**	**F**	**6.3**	**0.012**	
9	Coleman Avenue and Aviation Avenue	San Jose	D	AM	30.3	C	51.7	D	44.9	D	23.9	0.060	
				PM	11.4	B	11.6	B	11.5	B	0.9	0.064	
10	Coleman Avenue and Newhall Drive	San Jose	D	AM	12.6	B	12.6	B	12.3	B	0.3	0.037	
				PM	31.1	C	36.0	D	36.5	D	9.3	0.057	
11	Coleman Avenue and Airport Boulevard	San Jose	D	AM	14.3	B	15.0	B	15.0	B	1.3	0.039	
				PM	11.8	B	12.0	B	12.3	B	1.2	0.069	
12	Coleman Avenue and I-880 (N) *	San Jose	D	AM	**73.7**	**E**	**98.2**	**F**	**90.7**	**F**	**25.5**	**0.059**	**34%**
				PM	22.4	C	27.5	C	37.2	D	21.7	0.153	
13	Coleman Avenue and I-880 (S) *	San Jose	D	AM	**68.0**	**E**	**79.5**	**E**	**84.8**	**F**	**23.4**	**0.058**	**52%**
				PM	29.4	C	29.8	C	32.3	C	1.5	0.067	
14	Coleman Avenue and Hedding Street	San Jose	D	AM	41.2	D	44.4	D	44.0	D	4.8	0.042	
				PM	38.5	D	39.1	D	39.7	D	1.7	0.053	
15	Coleman Avenue and Taylor Street	San Jose	D	AM	**59.3**	**E**	**65.2**	**E**	**69.8**	**E**	**16.2**	**0.061**	**42%**
				PM	**60.2**	**E**	**68.8**	**E**	**73.4**	**E**	**24.1**	**0.085**	**39%**
16	SR 87 and Taylor Street	San Jose	D	AM	29.7	C	29.5	C	29.7	C	0.3	0.004	
				PM	33.6	C	33.0	C	36.7	D	5.8	0.039	
17	U.S. 101 and Trimble Road	San Jose	D	AM	33.8	C	**58.5**	**E**	**62.2**	**E**	**35.2**	**0.109**	18%
				PM	18.2	B	34.4	C	37.9	D	28.7	0.125	
18	De La Cruz Boulevard and Trimble Road *	San Jose	D	AM	35.4	D	50.4	D	50.9	D	1.5	0.005	
				PM	**70.5**	**E**	**89.8**	**F**	**93.2**	**F**	**5.2**	**0.014**	8%
19	Coleman Avenue and Project Entrance (Future)	Santa Clara	D	AM	--	--	--	--	16.0	B	--	--	
				PM	--	--	--	--	29.0	C	--	--	

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

Based on applicable municipal and CMP significance criteria, four of the above-identified study intersections would be significantly impacted by the project. The impacts and proposed improvements to mitigate the impacts are described below.

All other study intersections are projected to operate at acceptable levels during both the AM and PM peak hours of traffic when measured against the applicable municipal and CMP level of service standards. The intersection level of service calculation sheets are included in Appendix C.

City of San Jose Study Intersections

The results show that, measured against the City of San Jose level of service impact criteria, the estimated cumulative project trips collectively would create a significant adverse traffic impact at the following five intersections located in the City of San Jose during at least one peak hour:

12. Coleman Avenue and I-880 (N) (CMP) – AM Peak Hour
13. Coleman Avenue and I-880 (S) (CMP) – AM Peak Hour
15. Coleman Avenue and Taylor Street – AM & PM Peak Hours
17. U.S. 101 and Trimble Road – AM Peak Hour
18. De La Cruz Boulevard and Trimble Road (CMP) – PM Peak Hour

The addition of cumulative project trips at the remaining City of San Jose study intersections would not create a significant adverse traffic impact when measured against the City of San Jose level of service standard. The intersection level of service calculation sheets are included in Appendix C.

The project's contribution to the increase in total volume from background traffic conditions to cumulative traffic conditions at the following intersections would be 25 percent or more and deemed considerable based on City of San Jose criteria.

12. Coleman Avenue and I-880 (N) (CMP) – AM Peak Hour
13. Coleman Avenue and I-880 (S) (CMP) – AM Peak Hour
15. Coleman Avenue and Taylor Street – AM & PM Peak Hours

The project's contribution in total volume from background traffic conditions to cumulative traffic conditions would be less than 25 percent at the remaining intersections identified to be impacted by the total cumulative project trips. The impacts and proposed improvements to mitigate the impacts are described below.

Cumulative Plus Project Impacts and Mitigation Measures

Described below is the possible intersection improvements for the cumulatively significant intersection impacts. The mitigated cumulative plus project intersection levels of service are shown in Table 16.

Table 16
Cumulative Plus Project Intersection Levels of Service with Mitigations

Study Number	Intersection	Location	LOS Standard	Peak Hour	Background Avg. Delay	Background LOS	Cumulative Avg. Delay	Cumulative LOS	Cumulative Plus Project Avg. Delay	Cumulative Plus Project LOS	Cumulative Plus Project Incr. In Crit. Delay	Cumulative Plus Project Incr. In Crit. V/C	Cumulative Plus Project % of Project Contribution	Mitigated Avg. Delay	Mitigated LOS
1	Coleman Avenue and Brokaw Road	Santa Clara	D	AM	18.4	B	24.3	C	40.2	D	26.9	0.133		24.2	C
				PM	**127.7**	**F**	**193.8**	**F**	**210.2**	**F**	**22.3**	**0.051**		53.7	D
2	Lafayette Street and Lewis Street	Santa Clara	D	AM	11.8	B	11.7	B	12.1	B	0.3	0.004			
				PM	**72.9**	**E**	**103.2**	**F**	**104.4**	**F**	**2.0**	**0.005**			
3	Lafayette Street and El Camino Real *	Santa Clara	E	AM	45.9	D	53.0	D	53.1	D	0.0	0.000			
				PM	45.0	D	56.3	E	56.6	E	0.0	0.000			
4	De La Cruz Boulevard and Reed Street	Santa Clara	D	AM	11.1	B	11.3	B	11.5	B	0.5	0.043			
				PM	18.4	B	18.7	B	19.3	B	1.1	0.047			
5	De La Cruz Boulevard and Martin Avenue	Santa Clara	D	AM	33.3	C	34.4	C	34.1	C	0.3	0.042			
				PM	30.7	C	31.1	C	32.7	C	2.9	0.049			
6	De La Cruz Boulevard and Central Expressway *	Santa Clara	E	AM	68.9	E	**88.6**	**F**	**94.2**	**F**	**11.5**	**0.016**		44.8	D
				PM	**140.5**	**F**	**167.4**	**F**	**191.1**	**F**	**13.8**	**0.033**		**127.5**	**F**
7	Lafayette Street and Central Expressway *	Santa Clara	E	AM	78.4	E	**101.9**	**F**	**104.7**	**F**	**5.0**	**0.011**		76.3	E
				PM	**103.8**	**F**	**152.1**	**F**	**153.7**	**F**	**1.6**	**0.010**		**136.0**	**F**
8	Scott Boulevard and Central Expressway *	Santa Clara	E	AM	52.9	D	53.9	D	54.1	D	0.2	0.007		47.6	D
				PM	**103.8**	**F**	**116.9**	**F**	**120.1**	**F**	**6.3**	**0.012**		**86.2**	**F**
9	Coleman Avenue and Aviation Avenue	San Jose	D	AM	30.3	C	51.7	D	44.9	D	23.9	0.060			
				PM	11.4	B	11.6	B	11.5	B	0.9	0.064			
10	Coleman Avenue and Newhall Drive	San Jose	D	AM	12.6	B	12.6	B	12.3	B	0.3	0.037			
				PM	31.1	C	36.0	D	36.5	D	9.3	0.057			
11	Coleman Avenue and Airport Boulevard	San Jose	D	AM	14.3	B	15.0	B	15.0	B	1.3	0.039			
				PM	11.8	B	12.0	B	12.3	B	1.2	0.069			
12	Coleman Avenue and I-880 (N) *	San Jose	D	AM	**73.7**	**E**	**98.2**	**F**	**90.7**	**F**	**25.5**	**0.059**	**34%**	34.5	C
				PM	22.4	C	27.5	C	37.2	D	21.7	0.153		18.5	B
13	Coleman Avenue and I-880 (S) *	San Jose	D	AM	**68.0**	**E**	**79.5**	**E**	**84.8**	**F**	**23.4**	**0.058**	**52%**	40.4	D
				PM	29.4	C	29.8	C	32.3	C	1.5	0.067		26.2	C
14	Coleman Avenue and Hedding Street	San Jose	D	AM	41.2	D	44.4	D	44.0	D	4.8	0.042			
				PM	38.5	D	39.1	D	39.7	D	1.7	0.053			
15	Coleman Avenue and Taylor Street	San Jose	D	AM	**59.3**	**E**	**65.2**	**E**	**69.8**	**E**	**16.2**	**0.061**	**42%**	52.0	D
				PM	**60.2**	**E**	**68.8**	**E**	**73.4**	**E**	**24.1**	**0.085**	**39%**	49.2	D
16	SR 87 and Taylor Street	San Jose	D	AM	29.7	C	29.5	C	29.7	C	0.3	0.004			
				PM	33.6	C	33.0	C	36.7	D	5.8	0.039			
17	U.S. 101 and Trimble Road	San Jose	D	AM	33.8	C	**58.5**	**E**	**62.2**	**E**	**35.2**	**0.109**	18%		
				PM	18.2	B	34.4	C	37.9	D	28.7	0.125			
18	De La Cruz Boulevard and Trimble Road *	San Jose	D	AM	35.4	D	50.4	D	50.9	D	1.5	0.005			
				PM	**70.5**	**E**	**89.8**	**F**	**93.2**	**F**	**5.2**	**0.014**	8%		
19	Coleman Avenue and Project Entrance (Future)	Santa Clara	D	AM	--	--	--	--	16.0	B	--	--			
				PM	--	--	--	--	29.0	C	--	--			

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

(1) Coleman Avenue and Brokaw Road (CSC)

Impact: This intersection would operate at LOS F during the PM peak hour under cumulative conditions, and the added trips as a result of the proposed project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hour. This constitutes a significant impact based on City of Santa Clara's level of service impact criteria.

Mitigation Measure. Change the signal control for Brokaw Road (the east and west legs of this intersection) from protected left-turn phasing to split phase. Add a shared through/left-turn lane to the east and west approaches within the existing right-of-way. Change the existing shared through/right-turn lanes to right-turn only lanes on the east and west approaches, and change the eastbound right-turn coding from include to overlap, indicating that many eastbound right turns would be able to turn right on red. In addition, no U-turns would be allowed on northbound Coleman Avenue. A third southbound through on Coleman would also be needed by removing the pork chop island, squaring off the corner, and restriping to provide exclusive southbound through and right turn lanes. With implementation of these improvements, the intersection would operate at an acceptable LOS C during the PM peak hour under cumulative plus project conditions. This mitigation does not require Brokaw Road to be widened. However, to accommodate future bike lanes, Brokaw Road would need to be widened by 10 feet. The impact would be less than significant with the proposed mitigation measure.

(6) De La Cruz Boulevard and Central Expressway (CMP)

Impact: This intersection would operate at LOS F during both the AM and PM peak hours under cumulative conditions, and the added trips as a result of the proposed project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during both the AM and PM peak hours. This constitutes a significant impact based on VTA's CMP level of service impact criteria.

Mitigation Measure. This intersection is controlled by Santa Clara County. The Comprehensive County Expressway Planning Study identifies the conversion of HOV to mixed-flow lanes on Central Expressway as a Tier 1A project. The City Place development also identifies adding a second southbound right-turn lane and a third northbound left-turn lane as a mitigation measure. With implementation of these improvements, the intersection would operate at an unacceptable LOS F during the PM peak hour, but the average delay is better than cumulative conditions. The project would be required to pay a fair-share contribution toward the identified improvements; however, the project's impact is concluded to be significant unavoidable because the improvements at this intersection is not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvements concurrent with the proposed project.

(7) Lafayette Street and Central Expressway (CMP)

Impact: This intersection would operate at LOS F during the AM peak hour under cumulative conditions, and the added trips as a result of the proposed project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour. This constitutes a significant impact based on VTA's CMP level of service impact criteria.

Mitigation Measure. This intersection is controlled by Santa Clara County. The Comprehensive County Expressway Planning Study identifies the conversion of HOV to mixed-flow lanes on Central Expressway as a Tier 1A project. Therefore, mitigation of the identified project impact at the intersection will consist of a fair-share contribution towards the HOV lane conversion. City staff shall determine the fair-share contribution. With implementation of this improvement, the intersection would operate at an acceptable LOS E during the AM peak hour. The project's impact is concluded to be significant unavoidable because the improvement at this intersection is not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvement concurrent with the proposed project.

(8) Scott Boulevard and Central Expressway (CMP)

Impact: This intersection would operate at LOS F during the PM peak hour under cumulative conditions, and the added trips as a result of the proposed project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the PM peak hour. This constitutes a significant impact based on VTA's CMP level of service impact criteria.

Mitigation Measure. This intersection is controlled by Santa Clara County. The Comprehensive County Expressway Planning Study identifies the conversion of HOV to mixed-flow lanes on Central Expressway as a Tier 1A project. The City Place development EIR also identifies adding a third southbound left-turn lane as a mitigation measure. Therefore, mitigation of the identified project impact at the intersection will consist of a fair-share contribution towards the HOV lane conversion. City staff shall determine the fair-share contribution. With implementation of this improvement, the intersection would operate at an unacceptable LOS F during the PM peak hour, but the average delay is better than cumulative conditions. The project's impact is concluded to be significant unavoidable because the improvements at this intersection are not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvements concurrent with the proposed project.

(12) Coleman Avenue and I-880 (N) (CSJ, CMP)

Impact: This intersection would operate at LOS E during the AM peak hour under background conditions, and the added trips as a result of the proposed and pending projects would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour. This constitutes a significant impact based on City of San Jose's level of service impact criteria. The proposed project's contribution to traffic growth at this intersection would be 25 percent or more during the AM peak hour.

Mitigation Measure. This intersection is under the jurisdiction of the City of San José. There currently exist two left-turn lanes and one right-turn lane on the I-880 northbound off-ramp. A potential mitigation would be restriping one of the left-turn lanes to a shared left- or right-turn lane, effectively creating two right-turn lanes. There currently exist three receiving lanes on the north leg of Coleman Avenue. With implementation of this improvement, the intersection would operate at an acceptable LOS C during the AM peak hour. With the implementation of this measure, the project's impact is concluded to be significant unavoidable because the improvement at this intersection is not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvement concurrent with the proposed project.

(13) Coleman Avenue and I-880 (S) (CSJ, CMP)

Impact: This intersection would operate at LOS E during the AM peak hour under background conditions, and the added trips as a result of the proposed and pending project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during the AM peak hour. This constitutes a significant impact based on City of San Jose's level of service impact criteria. The proposed project's contribution to traffic growth at this intersection would be 25 percent or more during the AM peak hour.

Mitigation Measure. This intersection is under the jurisdiction of the City of San José. There currently exist two left-turn lanes and two right-turn lanes on the I-880 northbound off-ramp. A potential mitigation would consist of restriping one of the left-turn lanes to a shared left- or right-turn lane, effectively creating three right-turn lanes. There currently exist three receiving lanes on the north leg of Coleman Avenue. With implementation of this improvement, the intersection would operate at an acceptable LOS D during the AM peak hour. With the implementation of this measure, the project's impact is concluded to be significant unavoidable because the improvement at this intersection is not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvement concurrent with the proposed project.

(15) Coleman Avenue and Taylor Street (CSJ)

Impact: This intersection would operate at LOS E during both the AM and PM peak hours under background conditions, and the added trips as a result of the proposed and pending project would cause the intersection's critical-movement delay to increase by four or more seconds and the demand-to-capacity ratio (V/C) to increase by 0.01 or more during both the AM and PM peak hours. This constitutes a significant impact based on City of San Jose's level of service impact criteria. The proposed project's contribution to traffic growth at this intersection would be 25 percent or more during both the AM and PM peak hours.

Mitigation Measure. This intersection is under the jurisdiction of the City of San José. This intersection's level of service could be improved by widening Coleman Avenue to six lanes in both directions. The widening of Coleman Avenue has been identified as a Strategy 2000 improvement. With implementation of this improvement, the intersection would operate at an acceptable LOS D during both the AM and PM peak hours. Therefore, the project would be required to make a fair-share contribution for the improvement. The project's impact is concluded to be significant unavoidable because the improvement at this intersection is not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvement concurrent with the proposed project.

6. Other Transportation Issues

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

- Vehicle queue analysis
- Freeway ramp operations analysis
- Site access and circulation
- Potential impacts on pedestrian, bicycle, and transit facilities

These other transportation issues were evaluated to determine if any deficiencies would exist under project conditions that may not be specifically linked to environmental impact reporting. These may not be considered environmental issues, and may not be evaluated in an environmental assessment, but have been included in the traffic study to meet the requirements of the local jurisdiction. Unlike the level of service impact methodology, which is adopted by the City Council, the analyses in this chapter are based on professional judgement in accordance with the standards and methods employed by the traffic engineering community.

Site Access and Circulation

Site access and on-site circulation were evaluated using commonly accepted transportation planning principles. This review is based on the project site plan prepared by MVE dated January 8, 2018 (see Figure 2).

Site Access

Under both development options analyzed, vehicular access to the project site would be provided via four access points: one driveway along Coleman Avenue and three driveways along Brokaw Road (see Figure 15). Driveway 1 would be located on Coleman Avenue, approximately 550 feet south of the Coleman Avenue/Brokaw Road intersection. The site plan shows Driveway 1 as the main project site entrance. This driveway would connect to the internal roadway system that circulates the site and provides direct access to all parking structures within the site. Driveway 2 would be located along Brokaw Road between the Coleman Avenue and Driveway 3, and also would connect to the internal roadway system and provide access to Buildings 1 and 2. Driveway 3 would be added as a new approach to the Costco Driveway/Brokaw Road intersection, and also would connect to the internal roadway system and provide access to Buildings 2, 3, and 4.

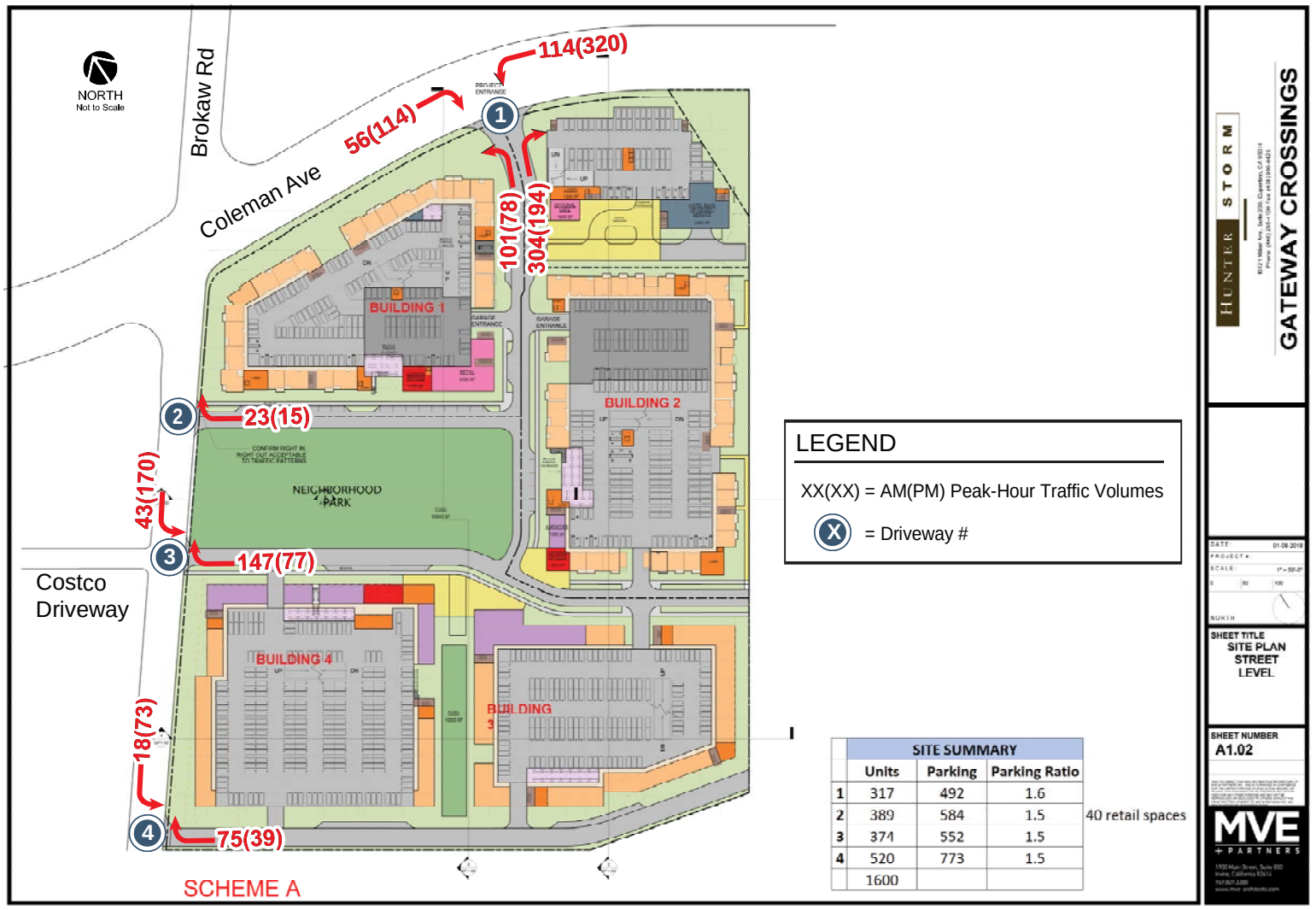


Figure 15
Project Trips at Site Access Points

A fourth driveway would be located along the western project site boundary and provide access to Buildings 3 and 4.

Based on the location of the parking garages and the access driveways, the estimated peak-hour project trips were assigned to the site access points (see Figure 15). Driveway 1 is estimated to serve the majority of the project traffic. At Driveway 1, at most 114 and 320 trips are estimated to make left-turns in or out of the project site from/to Coleman Avenue during the AM and PM peak-hours, respectively. Additionally, it is estimated that 43 and 170 AM and PM peak-hour project trips, respectively, would make a left-turn into Driveway 3 from Brokaw Road. Driveways 2 and 4 would serve fewer peak-hour trips than Driveway 3. Because of its proximity to Coleman Avenue, driveway 2 should be restricted to right turns out only. This should be accomplished with chatter bars or plastic delineators in the median on Brokaw Road.

The following potential site access and operations deficiencies have been identified and summarized in Table 17:

Driveway 1

- Excessive delay will be experienced for the inbound and outbound left-turning vehicles if this driveway is stop-controlled.
- The peak-hour traffic signal warrant check (Warrant #3, described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways*, Part 4, Highway Traffic Signals, 2014) indicates that Driveway 1 would have peak-hour traffic volumes that meet the threshold that warrant signalization during both the AM and PM peak hours. Therefore, a traffic signal at Driveway 1 would be warranted. The signal warrant analysis is included in Appendix F.
- Due to the close proximity of Driveway 1 to the intersection of Coleman Avenue and Brokaw Road (approximately 550 feet), a traffic signal at Driveway 1 is not recommended.

Driveway 3

- Driveway 3 would serve the majority of project traffic from Brokaw Road. If stop-controlled, this intersection would operate at LOS F during both peak hours with the combination of project, Costco, and BART traffic on Brokaw Road.
- The peak-hour traffic signal warrant check (Warrant #3, described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways*, Part 4, Highway Traffic Signals, 2014) indicates that Driveway 3 would have peak-hour traffic volumes that meet the threshold that warrant signalization during the PM peak hour. Therefore, a traffic signal at Driveway 3 would be warranted. The signal warrant analysis is included in Appendix F.

Driveways 2 and 4

- The inbound left-turning traffic at Driveway 2 and 4 potentially could block westbound through traffic along Brokaw Road, which would include Costco traffic and future traffic accessing the planned Santa Clara BART Station parking garage.

Table 17
Project Driveway Operations Analysis

Driveway #	Intersection	Peak Hour	Existing Plus Project Warrant Met?	Existing Plus Project Delay[1]	Existing Plus Project LOS	Background Plus Project Warrant Met?	Background Plus Project Delay[1]	Background Plus Project LOS	Cumulative Plus Project Warrant Met?	Cumulative Plus Project Delay[1]	Cumulative Plus Project LOS
1	Coleman Avenue and Project Driveway 1	AM	--[2]	16.0	B	--[2]	15.8	B	--[2]	16.0	B
	(signalized)	PM	--[2]	22.4	C	--[2]	24.9	C	--[2]	29.0	C
2	Brokaw Road and Project Driveway 2	AM	No	10.7	B	No	10.7	B	No	12.0	B
	(stop-controlled)	PM	No	13.4	B	No	13.4	B	No	22.7	C
3	Brokaw Road and Costco/Project Driveway 3	AM	No	14.1	B	No	14.1	B	No	**133.4**	**F**
	(stop-controlled)	PM	**Yes**	**280.8**	**F**	**Yes**	**280.8**	**F**	**Yes**	**1955.6**	**F**
3	Brokaw Road and Costco/Project Driveway 3	AM	--[2]	14.1	B	--[2]	14.1	B	--[2]	15.9	B
	(signalized)	PM	--[2]	18.5	B	--[2]	18.5	B	--[2]	29.7	C
4	Brokaw Road and Project Driveway 4	AM	No	8.6	A	No	8.6	A	No	9.5	A
	(stop-controlled)	PM	No	8.7	A	No	8.7	A	No	12.7	B

[1]The reported delay and corresponding level of service for signalized intersections represent the average delay for all approaches at the intersection. The reported delay and corresponding level of service for one- and two-way stop-controlled intersections are based on the stop-controlled approach with the highest delay.

[2]Signal warrant analysis is not applicable to signalized intersections.

Recommended Site Access Improvements

Driveway 1. It is recommended that Driveway 1 be restricted to right-in and -out access only. Prohibiting left-turn access at this driveway would minimize conflict with through traffic on Coleman Avenue. An alternative would be to eliminate outbound left-turn access at Driveway 1 and allow left-turn in access, maintaining the existing two-way left-turn lane at Driveway 1 to provide queue storage for left-turn in vehicles. This recommendation, however, would result in the displacement of traffic from Driveway 1 to the other driveways on Brokaw Road, which provide a circuitous route to/from facilities along Coleman Avenue, forcing drivers to circulate throughout the project site.

Driveway 2. It is recommended that Driveway 2 be restricted to right turns only. This could be accomplished with chatter bars or plastic delineators in the median on Brokaw Road.

Driveway 3. It is recommended that the intersection of Costco/Project Driveway 3 and Brokaw Road be signalized. This intersection would operate at LOS C or better during both peak hours with signalization.

Driveway 4. It is recommended that a striped median left-turn lane be added. This would eliminate conflict between inbound Driveway 4 traffic and westbound through traffic on Brokaw Road.

New Site Access along Coleman Avenue. Separate from this project, a new road is proposed along the western boundary of the site. When built, this road will provide access to the properties on both sides. In order to eliminate the conflicting movements at Driveway 1 (unsignalized intersection in close proximity to the intersection of Coleman Avenue/Brokaw Road), it is recommended that the proposed new road be signalized at Coleman Avenue. This new intersection would provide a new access roadway between the project site and the adjacent sites to the south, providing a signalized main access to both sites (see Figure 16). The access road from the new signalized access would connect to the project site's internal roadway between buildings 2 and 3, providing a more direct route to facilities located along the Coleman Avenue frontage (east side of the project site).

Vehicular On-Site Circulation

The on-site circulation was reviewed in accordance with the City of Santa Clara Zoning Ordinance and generally accepted traffic engineering standards. A total of five buildings are being proposed, each with its own parking garage. All parking structures would be accessed via the internal on-site roadway. Additionally, the site plan shows parallel parking spaces along segments of the internal on-site streets that would serve the residential and ancillary commercial uses.

The internal on-site roadway network provides good connectivity between the different uses on-site and the proposed access driveways. All new roadways and driveways should be designed in accordance with City of Santa Clara standards.

Based on the site plan, the two parking garages along Coleman Avenue would have one access point each, while the remaining three parking garages are shown to have two access points each. All access to the proposed parking garages (with the exception of Driveway 4) would be provided via the internal roadway.

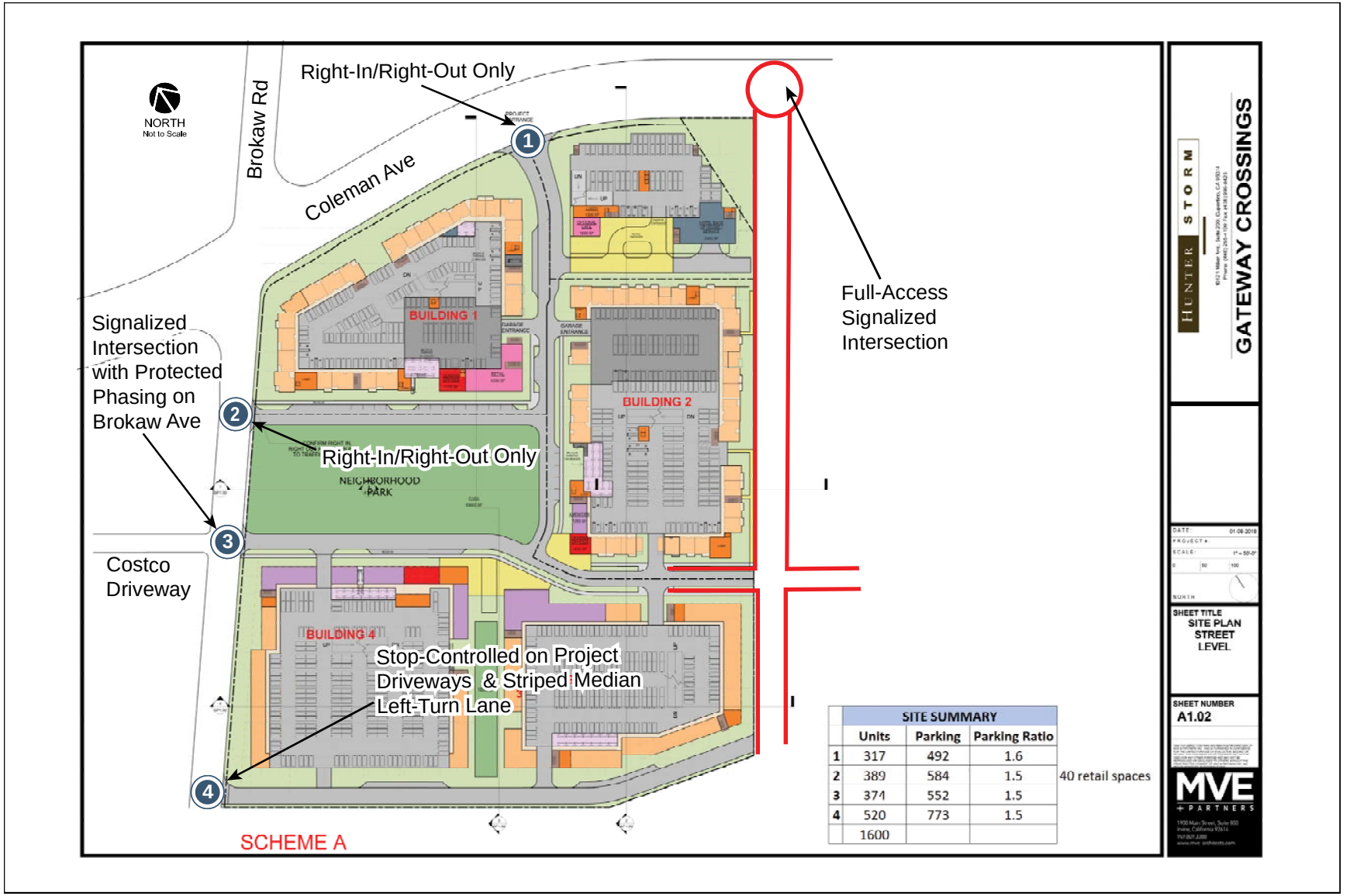


Figure 16
Recommended Site Access

The proposed parking garages appear to provide continuous circulation within the garage. Tandem parking is being proposed within all parking garages. In order to guarantee effective use of the tandem parking spaces, all of the tandem parking spaces should be assigned parking. If assigned, the tandem spaces would not be expected to create any parking related issues.

Recommended On-Site Circulation Improvements

Design of New Internal Roadways. All new roadways within the site should be designed to provide adequate width and turn-radii in order to provide continuous unimpeded circulation through the site for passenger vehicles, emergency vehicles, and large trucks, such as garbage trucks. The design of all internal roadways should adhere to City of Santa Clara design guidelines and standards, and the final design will have to be approved by the City of Santa Clara.

Tandem Parking. It is recommended that all proposed tandem parking be assigned parking.

Potential Impacts on Pedestrians, Bicycles, and Transit

In the project vicinity, sidewalks are provided on the following roadways.

- West side of Coleman Avenue, between Aviation Avenue and De La Cruz Boulevard
- East side of Coleman Avenue, with the exception of a short segment south of Brokaw Road
- Both sides of Brokaw Road, west of Coleman Avenue
- South side of Brokaw Road, east of Coleman Avenue for approximately 250 feet

A pedestrian connection is present between Brokaw Road and the Santa Clara Transit Center (located on El Camino Real, west of the project site). It consists of an underground pedestrian pathway that begins at the western end of Brokaw Road and ends at the Transit Center, on the west side of the railroad tracks. This pedestrian connection provides a direct connection between the project site and the Transit Center and other existing services along El Camino Real.

As shown on the site plan, the internal on-site streets are shown to have sidewalks on both sides of the street, providing a connection between the project site and the existing sidewalks on Brokaw Road and Coleman Avenue. Additionally, the intersection of Coleman Avenue and Brokaw Road provides marked crosswalks and pedestrian signal heads that would facilitate pedestrian access from the project site to the adjacent shopping center located north of the project site.

The project is not located near any existing bike lanes. However, the Cities of Santa Clara and San Jose bicycle plans identify bike lanes on Coleman Avenue and De La Cruz Boulevard that will connect to other existing bike lanes. The project will be widening Coleman Avenue along its frontage, which will provide sufficient space for the planned future bike lanes. With the planned bicycle improvements, the proposed project would be served directly by the planned bicycle facility along Coleman Avenue. Santa Clara may also wish to stripe bike lanes on Brokaw Road to serve the future BART station. With the proposed mitigation at the Coleman Avenue/Brokaw Road intersection in place, Brokaw Road would need to be widened by 10 feet in order to accommodate future bike lanes.

The project site is currently served directly by two bus lines (VTA Bus Lines 10 and 304), with the nearest bus stops located at the intersection of Coleman Avenue/Brokaw Road. Additionally, once the pedestrian pathway that will connect Brokaw Road to the Santa Clara Transit Center is complete, the project site will be served by all the bus lines and commuter rail services available at the Transit Center. Assuming a commute hour transit mode share of 9 percent (as recommended by VTA guidelines), the project would generate up to 70 new transit riders during the AM and PM peak hours.

Given that the Santa Clara Transit Center will be accessible from the project site, the new ridership generated by the proposed project could be accommodated by the existing transit service provided in the project vicinity.

Potential Future BART Station

The BART Phase II Extension Project will include a 5-mile-long subway tunnel through downtown San Jose and will extend the BART system from the future Phase I terminus for approximately six miles to the City of Santa Clara. The Santa Clara BART station is being proposed to be located adjacent to the Santa Clara Transit Center with access to a planned new parking garage on Brokaw Road. With implementation of the proposed BART extension project, the project site would be directly served by BART. Overall, the new BART station will offer another mode of travel and decrease the amount of traffic on the surrounding roadways due to the transportation demand mode shift from driving to taking BART.

Recommended Transit Improvements

Existing bus stops along Coleman Avenue. There are currently two existing VTA bus stops located near the project site – one located along the project's frontage on the west side of Coleman Avenue and the second one located on the east side of Coleman Avenue, just south of Brokaw Road. The proposed mitigation at the Coleman Avenue/Brokaw Road intersection is to restripe the existing southbound right-turn lane as a shared through and right-turn lane, which would include providing a third through lane on Coleman Avenue south of Brokaw Road and relocating the existing bus stop, bus pad, and passenger pad on the west side of Coleman Avenue. The VTA has recommended the following improvements:

Southbound Coleman Avenue, south of Brokaw Road:

- Install a new bus shelter per VTA's updated specifications
- Install a new passenger pad and bus pad with the improvement at the Coleman Avenue/Brokaw Road intersection (a third through lane on Coleman Avenue)

Northbound Coleman Avenue, south of Brokaw Road:

- Install a new 12'x55' bus pad (PCC pavement) per VTA specifications
- Install a minimum 8'x40' passenger pad to comply with ADA standards and VTA specifications
- Install a new bus stop bench provided by the project, per VTA specifications

Transit Delay Analysis

An evaluation of the effects of project traffic on transit vehicle delay 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 18. The analysis shows that for most transit routes evaluated, the traffic associated with the proposed project would increase

delay to transit service by two minutes or less. The VTA has not established policies or significance criteria related to transit vehicle delay. Thus, this data is presented for informational purposes only.

Table 18
Transit Travel Time Comparison Summary

Route #	Study Area Street(s)	Direction	Projected Increase in Transit Vehicle Delay (sec/veh) AM	PM
10	Coleman Avenue and El Camino Real	EB	15.8	46.3
		WB	18.4	2.5
22	El Camino Real	EB	0.1	0.5
		WB	0.3	0.0
58	Cental Expressway and Lafayette Street	NB	2.1	17.7
		SB	0.1	0.1
60	El Camino Real	NB	0.1	0.0
		SB	0.0	0.2
304	Central Expressway, De La Cruz Boulevard, and Coleman Avenue	NB	64.6	31.7
		SB	10.1	99.1
522	El Camino Real	EB	0.0	0.0
		WB	0.0	0.0

Notes:

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

Queuing Analysis

The operations analysis is based on vehicle queuing for high-demand movements at intersections (see Table 19). The vehicular queuing analysis (Poisson probability calculations) is included in Appendix E. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of "n" vehicles for a vehicle movement using the following formula:

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

Where:

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

Table 19
Queuing Analysis Summary

Measurement	Coleman/Brokaw				Coleman/Project Entrance			
	NBL AM	NBL PM	EBL AM	EBL PM	NBL AM	NBL PM	EBL AM	EBL PM
Existing Conditions								
Cycle/Delay[1] (sec)	90	90	90	90	--	--	--	--
Lanes	1	1	1	1	--	--	--	--
Volume (vph)	138	149	118	183	--	--	--	--
Volume (vphpl)	138	149	118	183	--	--	--	--
Avg. Queue (veh/ln.)	3.5	3.7	3.0	4.6	--	--	--	--
Avg. Queue[2] (ft./ln)	86	93	74	114	--	--	--	--
95th %. Queue (veh/ln.)	7	7	6	8	--	--	--	--
95th %. Queue (ft./ln)	175	175	150	200	--	--	--	--
Storage (ft./ ln.)	225	225	225	225	--	--	--	--
Adequate (Y/N)	YES	YES	YES	YES	--	--	--	--
Background Conditions								
Cycle/Delay[1] (sec)	90	90	90	90	--	--	--	--
Lanes	1	1	1	1	--	--	--	--
Volume (vph)	189	157	137	268	--	--	--	--
Volume (vphpl)	189	157	137	268	--	--	--	--
Avg. Queue (veh/ln.)	4.7	3.9	3.4	6.7	--	--	--	--
Avg. Queue[2] (ft./ln)	118	98	86	168	--	--	--	--
95th %. Queue (veh/ln.)	9	7	7	11	--	--	--	--
95th %. Queue (ft./ln)	225	175	175	275	--	--	--	--
Storage (ft./ ln.)	225	225	225	225	--	--	--	--
Adequate (Y/N)	YES	YES	YES	**NO**	--	--	--	--
Background Plus Project Conditions								
Cycle/Delay[1] (sec)	90	90	90	90	100	100	100	100
Lanes	1	1	1	1	1	1	1	1
Volume (vph)	151	201	310	286	114	320	101	78
Volume (vphpl)	151	201	310	286	114	320	101	78
Avg. Queue (veh/ln.)	3.8	5.0	7.8	7.2	3.2	8.9	2.8	2.2
Avg. Queue[2] (ft./ln)	94	126	194	179	79	222	70	54
95th %. Queue (veh/ln.)	7	9	13	12	6	14	6	5
95th %. Queue (ft./ln)	175	225	325	300	150	350	150	125
Storage (ft./ ln.)	225	225	225	225	--	--	--	--
Adequate (Y/N)	YES	YES	**NO**	**NO**	YES	YES	YES	YES
Background Plus Project Conditions with Mitigation								
Cycle/Delay[1] (sec)	--	--	90	90	--	--	--	--
Lanes	--	--	2	2	--	--	--	--
Volume (vph)	--	--	310	286	--	--	--	--
Volume (vphpl)	--	--	155	143	--	--	--	--
Avg. Queue (veh/ln.)	--	--	3.9	3.6	--	--	--	--
Avg. Queue[2] (ft./ln)	--	--	97	89	--	--	--	--
95th %. Queue (veh/ln.)	--	--	7	7	--	--	--	--
95th %. Queue (ft./ln)	--	--	175	175	--	--	--	--
Storage (ft./ ln.)	--	--	225	225	--	--	--	--
Adequate (Y/N)	--	--	YES	YES	--	--	--	--

[1] Vehicle queue calculations based on cycle length for signalized intersections.
[2] Assumes 25 feet per vehicle queued
NB = Northbound, EB = Eastbound, L = Left.

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95th percentile maximum number of queued vehicles per signal cycle for a particular movement; (2) the estimated maximum number of vehicles in the queue is translated into a queue length, assuming 25 feet per vehicle; and (3) the estimated maximum queue length is compared to the existing or planned available storage capacity for the movement. This analysis thus provides a basis for estimating future left-turn storage requirements at intersections. The 95th percentile queue length value indicates that during the peak hour, a queue of this length or less would occur on 95 percent of the signal cycles. Likewise, a queue length larger than the 95th percentile queue would only occur on 5 percent of the signal cycles (about 3 cycles during the peak hour for a signal with a 60-second cycle length). Therefore, left-turn storage pocket designs based on the 95th percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95th percentile queue length is also known as the "design queue length".

The following four left-turn movements were examined as part of the queuing analysis for this project:

- Northbound and eastbound left turns at Coleman Avenue and Brokaw Road
- Northbound and eastbound left turns at Coleman Avenue and Project Entrance

As shown in Table 19, the eastbound left-turn at the intersection of Coleman Avenue and Brokaw Road is the only movement expected to have a queue storage deficiency.

Coleman Avenue and Brokaw Road

Eastbound Left-Turn

The queuing analysis indicates that the maximum vehicle queues for the eastbound left-turn pocket at the Coleman Avenue and Brokaw Road intersection would exceed the existing vehicle storage capacity under background conditions during the PM peak hour and under background plus project conditions during both the AM and PM peak hours.

The eastbound left-turn pocket currently provides approximately 225 feet of vehicle storage, which can accommodate approximately 9 vehicles. The estimated 95th percentile vehicle queue for the eastbound left-turn movement is projected to be approximately 13 vehicles (or 325 feet) during the AM peak hour and 12 vehicles (or 300 feet) during the PM peak hour under background plus project conditions. The proposed mitigation at the Coleman Avenue/Brokaw Road intersection by adding a second eastbound left-turn lane would accommodate the projected queue length. With the dual left-turn lane improvement, the estimated 95th percentile vehicle queue for the eastbound left-turn movement is projected to be approximately 7 vehicles (or 175 feet) per lane.

Freeway Ramp Analysis

Freeway On-Ramps

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

impact criteria for the analysis of freeway ramps. This analysis, therefore, is presented for informational purposes only.

It is projected that the project would result in the addition of peak-hour trips to the following four freeway on-ramps.

1. I-880 Southbound Diagonal On-Ramps from Southbound Coleman Avenue
2. I-880 Northbound Diagonal On-Ramps from Southbound Coleman Avenue
3. U.S. 101 Southbound Diagonal On-Ramp from Northbound Trimble Road
4. U.S. 101 Northbound Loop On-Ramp from Northbound Trimble Road

Since the proposed project would generate the majority of its trips during the AM peak hour, and therefore have the greatest effect on the AM peak-hour queues, the on-ramps that are metered during the AM peak hour were evaluated.

During the AM peak hour, the U.S. 101 northbound loop on-ramp from northbound Trimble Road is the only study freeway on-ramp that is controlled by a meter. The existing queue length and meter service rate at the on-ramp were measured in the field during the AM peak hour. Vehicle wait times at the ramp meter (the time it took a vehicle at the end of the queue to proceed through the meter) were derived from the collected data.

A ratio between the existing traffic volumes using the freeway on-ramp and the approved and project trips was calculated to estimate the number of vehicles that would be added to the existing queue under background and background plus project conditions. Based on this analysis, it was estimated that the addition of project traffic to the study freeway on-ramp would equate to an 19% increase in traffic volume during the AM peak hour, increasing the vehicle wait times at the ramp by less than one minute. In addition, project traffic would result in the extension of the projected vehicle queue at the on-ramp by approximately four vehicles.

The maximum queue lengths measured in the field and projected under background plus project conditions would extend beyond the available storage at the study on-ramp. As part of the redesign of the interchange at US 101/De La Cruz, the Trimble Road US 101 overpass will be widened to six lanes. Additional queue storage and an HOV lane will be added to the study US 101 northbound loop on-ramp from northbound Trimble Road.

The freeway ramp analysis is summarized in Table 20. Calculations of the ramp queue lengths and wait time under background and background plus project conditions are presented in Appendix E.

Freeway Off-Ramps

A queuing analysis was completed for the following freeway off-ramps, where the project will result in the addition of peak hour trips. These freeway off-ramps are controlled by a traffic signal at their intersection with the cross street.

1. I-880 Northbound Off-Ramp to Coleman Avenue
2. I-800 Southbound Off-Ramp to Coleman Avenue
3. US 101 Northbound Off-Ramp to Trimble Road

The results of the analysis showed that the 95th percentile queue lengths at the I-880 northbound and southbound off-ramps at Coleman Avenue are projected to exceed the

existing storage capacity during the AM peak hour under both background and background plus project conditions. However, the addition of project trips is not projected to increase the estimated queue lengths at these two ramps.

The 95th percentile queue length at the remaining study freeway off-ramp is projected to be contained within the existing storage capacity under background plus project conditions. The freeway off-ramp queuing analysis is shown in Table 21.

Construction-Related Traffic

Construction would primarily be accomplished using diesel-powered heavy equipment. A variety of project construction activities would include clearing, excavation, and grading operations, import/export of fill material, and construction vehicle travel.

Traffic from these various activities would be ongoing throughout the demolition, building, and rehabilitation processes for the project site. Therefore, there is potential for temporary traffic-related impacts to occur from construction activities at the site. To reduce the impacts due to construction traffic, the project contractor should prepare a Construction Management Plan, which will include, but not be limited to, a traffic construction management plan with the following conditions and shall be subject to review and approval by City staff.

- The project contractor shall implement truck haul routes for construction trucks deemed acceptable by the City.
- Additionally, signs shall be posted along roads identifying construction traffic access or flow limitations due to lane restrictions during periods of truck traffic.

Construction of the project under either option is estimated to take approximately 36 months to complete, possibly starting as early as late 2018 and concluding as early as late 2021. Project construction would likely be completed in phases with each phase taking approximately six to nine months. The project would excavate approximately 90,000 cubic yards of soil. The average commercial dump truck can hold approximately 10 cubic yards of soil. Assuming that the excavation activities take 5 months, this is an average of 82 dump trucks per day on average. The project includes a Development Agreement that may extend construction in phases over a period of 10 years with a five-year extension. The construction workers will park on-site within the staging area adjacent to the western site boundary. The construction of the project is not anticipated to result in any road closure, but it may require a lane reduction along the project's frontages. The project is proposing to have a temporary traffic control plan with a flagger during the construction phase. However, the effect of construction traffic would be only be temporary during construction and would not require any mitigations.

Table 20
Freeway On-Ramp Operations Analysis

Freeway Ramp	Peak Hour	Existing Conditions[1] Meter Rate (sec/veh)	Volume (veh)	Queue Length (total veh.)	Wait Time[3] (min:sec)	Background Conditions[2] Approved Trips	Volume (veh)	Queue Length (total veh.)	Wait Time[3] (min:sec)	Background Plus Project Conditions[2] Project Trips	Volume (veh)	Percenty Increase[4]	Queue Length (total veh.)	Wait Time[3] (min:sec)
US 101 Northbound Loop On-Ramp from Northbound Trimble Road	AM	6.5	392	20	02:10.0	58	450	23	02:29.5	87	537	19.3%	28	03:02.0

Notes:
[1] Existing queue length represents the total vehicles in the queue observed during the peak-hour period. Existing wait times were estimated based on surveyed times at the ramps conducted in April 6, 2016
[2] Background and background plus project conditions queue lengths were estimated based on the ratio between the existing volumes on the ramp and the estimated approved and project trips added to the ramp.
[3] Future wait times were estimated based on the queue length and the measured meter's service rate.
[4] Percent increase was calculated from background to background plus project project conditions.

Table 21
Freeway Off-Ramp Queuing Analysis

Off-Ramp	Existing Storage (feet per lane)	Peak Hour	TRAFFIX 95th Percentile Queue Length (feet per lane) Existing	Background	Background Plus Project
I-880 NB Off-Ramp to Coleman Avenue (Right)	950	AM	**1,125**	**1,750**	**1,750**
I-880 SB Off-Ramp to Coleman Avenue (Right)	1,450	AM	925	**1,650**	**1,600**
US 101 NB Off-Ramp to Trimble Road (Left)	1,375	AM	850	1,100	1,125

Note:
The reported 95th percentile queue is for movement with the longest queue on the off-ramps (shown in parenthesis).
Assume 25 feet per vehicle.
Bold indicates queue length exceeding existing storage capacity.

7. Conclusions

The potential impacts of the project were evaluated in accordance with the standards set forth by the Cities of Santa Clara and San Jose as well as the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP). The traffic study includes an analysis of AM and PM peak hour traffic conditions for 19 signalized intersections, including 7 CMP intersections and 1 future intersection, 25 freeway segments, and 7 freeway ramps in the vicinity of the project site.

Background Plus Project Intersection Level of Service Analysis

The results show that five intersections located within the Cities of Santa Clara and San Jose would be significantly impacted by the project, according to applicable impact criteria. The proposed improvements to mitigate the impacts are described below.

(1) Coleman Avenue and Brokaw Road (CSC)

Mitigation Measure. Change the signal control for Brokaw Road (the east and west legs of this intersection) from protected left-turn phasing to split phase. Add a shared through/left-turn lane to the east and west approaches within the existing right-of-way. Change the existing shared through/right-turn lanes to right-turn only lanes on the east and west approaches, and change the eastbound right-turn coding from include to overlap, indicating that many eastbound right turns would be able to turn right on red. In addition, no U-turns would be allowed on northbound Coleman Avenue. A third southbound through on Coleman Avenue would also be needed by removing the pork chop island, squaring off the corner, and restriping to provide exclusive southbound through and right turn lanes. With implementation of these improvements, the intersection would operate at an acceptable LOS C during the PM peak hour under background plus project conditions. This mitigation does not require Brokaw Road to be widened. However, to accommodate future bike lanes, Brokaw Road would need to be widened by 10 feet. The impact would be less than significant with the proposed mitigation measure.

(6) De La Cruz Boulevard and Central Expressway (CMP)

Mitigation Measure. This intersection is controlled by Santa Clara County. The Comprehensive County Expressway Planning Study identifies the conversion of HOV to mixed-flow lanes on Central Expressway as a Tier 1A project. The City Place development also identifies adding a second southbound right-turn lane and a third northbound left-turn lane as a mitigation measure. With implementation of these improvements, the intersection would operate at an unacceptable LOS F during the PM peak hour, but the average delay would be better than background conditions. The project would be required to pay a fair-share contribution toward

the identified improvements; however, the project's impact is concluded to be significant unavoidable because the improvements at this intersection are not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvements concurrent with the proposed project.

(7) Lafayette Street and Central Expressway (CMP)

Mitigation Measure. This intersection is controlled by Santa Clara County. The Comprehensive County Expressway Planning Study identifies the conversion of HOV to mixed-flow lanes on Central Expressway as a Tier 1A project. Therefore, mitigation of the identified project impact at the intersection will consist of a fair-share contribution towards the HOV lane conversion. City staff shall determine the fair-share contribution. With implementation of this improvement, the intersection would operate at an acceptable LOS E during the AM peak hour and an unacceptable LOS F during the PM peak hour, but the average delay during the PM peak hour is better than background conditions. The project would be required to pay a fair-share contribution toward the identified improvements; however, the project's impact is concluded to be significant unavoidable because the improvement at this intersection is not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvement concurrent with the proposed project.

(13) Coleman Avenue and I-880 (S) (CSJ, CMP)

Mitigation Measure. This intersection is under the jurisdiction of the City of San José. There currently exist two left-turn lanes and two right-turn lanes on the I-880 northbound off-ramp. A potential mitigation would consist of restriping one of the left-turn lanes to a shared left- or right-turn lane, effectively creating three right-turn lanes. There currently exist three receiving lanes on the north leg of Coleman Avenue. With implementation of this improvement, the intersection would operate at an acceptable LOS D during the AM peak hour. With the implementation of this measure, the project's impact is concluded to be significant unavoidable because the improvement at this intersection is not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvement concurrent with the proposed project.

(15) Coleman Avenue and Taylor Street (CSJ)

Mitigation Measure. This intersection is under the jurisdiction of the City of San José. This intersection's level of service could be improved by widening Coleman Avenue to six lanes in both directions. The widening of Coleman Avenue has been identified as a Strategy 2000 improvement. With implementation of this improvement, the intersection would operate at an acceptable LOS D during both the AM and PM peak hours. Therefore, the project would be required to make a fair-share contribution for the improvement. The project's impact is concluded to be significant unavoidable because the improvement at this intersection is not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvement concurrent with the proposed project.

Freeway Segment Analysis

The results of the freeway level of service analysis are summarized in Table ES 2. The results of the freeway segment analysis show that, based on the CMP freeway segment criteria, the project would have a significant impact on mixed-flow lanes on 21 directional freeway segments during at least one peak hour.

The VTA's Valley Transportation Plan (VTP) 2040 identifies freeway express lane projects along US 101 between Cochrane Road and Whipple Avenue, and along all of SR 87. On all identified freeway segments, the existing HOV lanes are proposed to be converted to express

lanes. On US 101, a second express lane is proposed to be implemented in each direction for a total of two express lanes. Converting the HOV lanes to express lanes on I-880 and SR 87 would not mitigate the project impact. On US 101, converting the existing HOV lane to an express lane and adding an express lane in each direction would increase the capacity of the freeway and would fully mitigate the freeway impacts. The project should make a fair-share contribution toward the cost of the identified express lane program along US 101.

Because the express lane projects are not fully funded and because freeways are under Caltrans jurisdiction, the improvements cannot be assured. Therefore, the project's freeway impacts are considered significant and unavoidable.

Project Development Option 1 Analysis

Option 1 is proposed to have 200 less residential units in building 4 than Option 2. The results of analyses showed that Option 1 would have the same number of intersection impacts and one less freeway segment impact when compared to Option 2.

Cumulative Plus Project Intersection Level of Service Analysis

The results show that seven intersections located within the Cities of Santa Clara and San Jose would be significantly impacted by the project, according to applicable impact criteria. The proposed improvements to mitigate the impacts are described below.

(1) Coleman Avenue and Brokaw Road (CSC)

Mitigation Measure. Change the signal control for Brokaw Road (the east and west legs of this intersection) from protected left-turn phasing to split phase. Add a shared through/left-turn lane to the east and west approaches within the existing right-of-way. Change the existing shared through/right-turn lanes to right-turn only lanes on the east and west approaches, and change the eastbound right-turn coding from include to overlap, indicating that many eastbound right turns would be able to turn right on red. In addition, no U-turns would be allowed on northbound Coleman Avenue. A third southbound through on Coleman would also be needed by removing the pork chop island, squaring off the corner, and restriping to provide exclusive southbound through and right turn lanes. With implementation of these improvements, the intersection would operate at an acceptable LOS C during the PM peak hour under cumulative plus project conditions. This mitigation does not require Brokaw Road to be widened. However, to accommodate future bike lanes, Brokaw Road would need to be widened by 10 feet. The impact would be less than significant with the proposed mitigation measure.

(6) De La Cruz Boulevard and Central Expressway (CMP)

Mitigation Measure. This intersection is controlled by Santa Clara County. The Comprehensive County Expressway Planning Study identifies the conversion of HOV to mixed-flow lanes on Central Expressway as a Tier 1A project. The City Place development also identifies adding a second southbound right-turn lane and a third northbound left-turn lane as a mitigation measure. With implementation of these improvements, the intersection would operate at an unacceptable LOS F during the PM peak hour, but the average delay is better than cumulative conditions. The project would be required to pay a fair-share contribution toward the identified improvements; however, the project's impact is concluded to be significant unavoidable because the improvements at this intersection are not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvements concurrent with the proposed project.

(7) Lafayette Street and Central Expressway (CMP)

Mitigation Measure. This intersection is controlled by Santa Clara County. The Comprehensive County Expressway Planning Study identifies the conversion of HOV to mixed-flow lanes on Central Expressway as a Tier 1A project. Therefore, mitigation of the identified project impact at the intersection will consist of a fair-share contribution towards the HOV lane conversion. City staff shall determine the fair-share contribution. With implementation of this improvement, the intersection would operate at an acceptable LOS E during the AM peak hour. The project's impact is concluded to be significant unavoidable because the improvement at this intersection is not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvement concurrent with the proposed project.

(8) Scott Boulevard and Central Expressway (CMP)

Mitigation Measure. This intersection is controlled by Santa Clara County. The Comprehensive County Expressway Planning Study identifies the conversion of HOV to mixed-flow lanes on Central Expressway as a Tier 1A project. The City Place development EIR also identifies adding a third southbound left-turn lane as a mitigation measure. Therefore, mitigation of the identified project impact at the intersection will consist of a fair-share contribution towards the HOV lane conversion. City staff shall determine the fair-share contribution. With implementation of this improvement, the intersection would operate at an unacceptable LOS F during the PM peak hour, but the average delay is better than cumulative conditions. The project's impact is concluded to be significant unavoidable because the improvements at this intersection are not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvements concurrent with the proposed project.

(12) Coleman Avenue and I-880 (N) (CSJ, CMP)

Mitigation Measure. This intersection is under the jurisdiction of the City of San José.There currently exist two left-turn lanes and one right-turn lane on the I-880 northbound off-ramp. A potential mitigation would be restriping one of the left-turn lanes to a shared left- or right-turn lane, effectively creating two right-turn lanes. There currently exist three receiving lanes on the north leg of Coleman Avenue. With implementation of this improvement, the intersection would operate at an acceptable LOS C during the AM peak hour. With the implementation of this measure, the project's impact is concluded to be significant unavoidable because the improvement at this intersection is not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvement concurrent with the proposed project.

(13) Coleman Avenue and I-880 (S) (CSJ, CMP)

Mitigation Measure. This intersection is under the jurisdiction of the City of San José. There currently exist two left-turn lanes and two right-turn lanes on the I-880 northbound off-ramp. A potential mitigation would consist of restriping one of the left-turn lanes to a shared left- or right-turn lane, effectively creating three right-turn lanes. There currently exist three receiving lanes on the north leg of Coleman Avenue. With implementation of this improvement, the intersection would operate at an acceptable LOS D during the AM peak hour. With the implementation of this measure, the project's impact is concluded to be significant unavoidable because the improvement at this intersection is not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvement concurrent with the proposed project.

(15) Coleman Avenue and Taylor Street (CSJ)

Mitigation Measure. This intersection is under the jurisdiction of the City of San José. This intersection's level of service could be improved by widening Coleman Avenue to six lanes in both directions. The widening of Coleman Avenue has been identified as a Strategy 2000 improvement. With implementation of this improvement, the intersection would operate at an acceptable LOS D during both the AM and PM peak hours. Therefore, the project would be required to make a fair-share contribution for the improvement. The project's impact is concluded to be significant unavoidable because the improvement at this intersection is not under the jurisdiction of the City of Santa Clara and the City cannot guarantee the implementation of the improvement concurrent with the proposed project.

Site Access and Circulation

Site access and on-site circulation were evaluated using commonly accepted transportation planning principles. This review is based on the project site plan prepared by MVE dated January 8, 2018.

Site Access

Under both development options analyzed, vehicular access to the project site would be provided via four access points: one driveway along Coleman Avenue and three driveways along Brokaw Road. Driveway 1 would be located on Coleman Avenue, approximately 550 feet south of the Coleman Avenue/Brokaw Road intersection. The site plan shows Driveway 1 as the main project site entrance. This driveway would connect to the internal roadway system that circulates the site and provides direct access to all parking structures within the site. Driveway 2 would be located along Brokaw Road between the Coleman Avenue and Driveway 3, and also would connect to the internal roadway system and provide access to Buildings 1 and 2. Driveway 3 would be added as a new approach to the Costco Driveway/Brokaw Road intersection, and also would connect to the internal roadway system and provide access to Buildings 2, 3, and 4.

A fourth driveway would be located along the western project site boundary and provide access to Buildings 3 and 4.

Based on the location of the parking garages and the access driveways, the estimated peak-hour project trips were assigned to the site access points. Driveway 1 is estimated to serve the majority of the project traffic. At Driveway 1, at most 114 and 320 trips are estimated to make left-turns in or out of the project site from/to Coleman Avenue during the AM and PM peak-hours, respectively. Additionally, it is estimated that 43 and 170 AM and PM peak-hour project trips, respectively, would make a left-turn into Driveway 3 from Brokaw Road. Driveways 2 and 4 would serve fewer peak-hour trips than Driveway 3. Because of its proximity to Coleman Avenue, driveway 2 should be restricted to right turns out only. This should be accomplished with chatter bars or plastic delineators in the median on Brokaw Road.

The following potential site access and operations deficiencies have been identified:

<u>Driveway 1</u>

- Excessive delay will be experienced for the inbound and outbound left-turning vehicles if this driveway is stop-controlled.
- The peak-hour traffic signal warrant check (Warrant #3, described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways*, Part 4, Highway

Traffic Signals, 2014) indicates that Driveway 1 would have peak-hour traffic volumes that meet the threshold that warrant signalization during both the AM and PM peak hours. Therefore, a traffic signal at Driveway 1 would be warranted.

- Due to the close proximity of Driveway 1 to the intersection of Coleman Avenue and Brokaw Road (approximately 550 feet), a traffic signal at Driveway 1 is not recommended.

Driveway 3

- Driveway 3 would serve the majority of project traffic from Brokaw Road. If stop-controlled, this intersection would operate at LOS F during both peak hours with the combination of project, Costco, and BART traffic on Brokaw Road.
- The peak-hour traffic signal warrant check (Warrant #3, described in the *California Manual on Uniform Traffic Control Devices for Streets and Highways*, Part 4, Highway Traffic Signals, 2014) indicates that Driveway 3 would have peak-hour traffic volumes that meet the threshold that warrant signalization during the PM peak hour. Therefore, a traffic signal at Driveway 3 would be warranted.

Driveways 2 and 4

- The inbound left-turning traffic at Driveway 2 and 4 potentially could block westbound through traffic along Brokaw Road, which would include Costco traffic and future traffic accessing the planned Santa Clara BART Station parking garage.

Recommended Site Access Improvements

Driveway 1. It is recommended that Driveway 1 be restricted to right-in and -out access only. Prohibiting left-turn access at this driveway would minimize conflict with through traffic on Coleman Avenue. An alternative would be to eliminate outbound left-turn access at Driveway 1 and allow left-turn in access, maintaining the existing two-way left-turn lane at Driveway 1 to provide queue storage for left-turn in vehicles. This recommendation, however, would result in the displacement of traffic from Driveway 1 to the other driveways on Brokaw Road, which provide a circuitous route to/from facilities along Coleman Avenue, forcing drivers to circulate throughout the project site.

Driveway 2. It is recommended that Driveway 2 be restricted to right turns only. This could be accomplished with chatter bars or plastic delineators in the median on Brokaw Road.

Driveway 3. It is recommended that the intersection of Costco/Project Driveway 3 and Brokaw Road be signalized. This intersection would operate at LOS C or better during both peak hours with signalization.

Driveway 4. It is recommended that a striped median left-turn lane be added. This would eliminate conflict between inbound Driveway 4 traffic and westbound through traffic on Brokaw Road.

New Site Access along Coleman Avenue. Separate from this project, a new road is proposed along the western boundary of the site. When built, this road will provide access to the properties on both sides. In order to eliminate the conflicting movements at Driveway 1 (unsignalized intersection in close proximity to the intersection of Coleman Avenue/Brokaw Road), it is recommended that the proposed new road be signalized at Coleman Avenue. This new intersection would provide a new access roadway between the project site and the adjacent sites to the south, providing a signalized main access to both sites. The access road from the new signalized access would connect to the project site's internal roadway between

buildings 2 and 3, providing a more direct route to facilities located along the Coleman Avenue frontage (east side of the project site).

Vehicular On-Site Circulation

The on-site circulation was reviewed in accordance with the City of Santa Clara Zoning Ordinance and generally accepted traffic engineering standards. A total of five buildings are being proposed, each with its own parking garage. All parking structures would be accessed via the internal on-site roadway. Additionally, the site plan shows parallel parking spaces along segments of the internal on-site streets that would serve the residential and ancillary commercial uses.

The internal on-site roadway network provides good connectivity between the different uses on-site and the proposed access driveways. All new roadways and driveways should be designed in accordance with City of Santa Clara standards.

Based on the site plan, the two parking garages along Coleman Avenue would have one access point each, while the remaining three parking garages are shown to have two access points each. All access to the proposed parking garages (with the exception of Driveway 4) would be provided via the internal roadway.

The proposed parking garages appear to provide continuous circulation within the garage. Tandem parking is being proposed within all parking garages. In order to guarantee effective use of the tandem parking spaces, all of the tandem parking spaces should be assigned parking. If assigned, the tandem spaces would not be expected to create any parking related issues.

Recommended On-Site Circulation Improvements

Design of New Internal Roadways. All new roadways within the site should be designed to provide adequate width and turn-radii in order to provide continuous unimpeded circulation through the site for passenger vehicles, emergency vehicles, and large trucks, such as garbage trucks. The design of all internal roadways should adhere to City of Santa Clara design guidelines and standards, and the final design will have to be approved by the City of Santa Clara.

Tandem Parking. It is recommended that all proposed tandem parking be assigned parking.

Potential Impacts on Pedestrians, Bicycles, and Transit

In the project vicinity, sidewalks are provided on the following roadways.

- West side of Coleman Avenue, between Aviation Avenue and De La Cruz Boulevard
- East side of Coleman Avenue, with the exception of a short segment south of Brokaw Road
- Both sides of Brokaw Road, west of Coleman Avenue
- South side of Brokaw Road, east of Coleman Avenue for approximately 250 feet

A pedestrian connection is present between Brokaw Road and the Santa Clara Transit Center (located on El Camino Real, west of the project site). It consists of an underground pedestrian pathway that begins at the western end of Brokaw Road and ends at the Transit Center, on the west side of the railroad tracks. This pedestrian connection provides a direct connection between the project site and the Transit Center and other existing services along El Camino Real.

As shown on the site plan, the internal on-site streets are shown to have sidewalks on both sides of the street, providing a connection between the project site and the existing sidewalks on Brokaw Road and Coleman Avenue. Additionally, the intersection of Coleman Avenue and Brokaw Road provides marked crosswalks and pedestrian signal heads that would facilitate pedestrian access from the project site to the adjacent shopping center located north of the project site.

The project is not located near any existing bike lanes. However, the Cities of Santa Clara and San Jose bicycle plans identify bike lanes on Coleman Avenue and De La Cruz Boulevard that will connect to other existing bike lanes. The project will be widening Coleman Avenue along its frontage, which will provide sufficient space for the planned future bike lanes. With the planned bicycle improvements, the proposed project would be served directly by the planned bicycle facility along Coleman Avenue. Santa Clara may also wish to stripe bike lanes on Brokaw Road to serve the future BART station. With the proposed mitigation at the Coleman Avenue/Brokaw Road intersection in place, Brokaw Road would need to be widened by 10 feet in order to accommodate future bike lanes.

The project site is currently served directly by two bus lines (VTA Bus Lines 10 and 304), with the nearest bus stops located at the intersection of Coleman Avenue/Brokaw Road. Additionally, once the pedestrian pathway that will connect Brokaw Road to the Santa Clara Transit Center is complete, the project site will be served by all the bus lines and commuter rail services available at the Transit Center. Assuming a commute hour transit mode share of 9 percent (as recommended by VTA guidelines), the project would generate up to 70 new transit riders during the AM and PM peak hours.

Given that the Santa Clara Transit Center will be accessible from the project site, the new ridership generated by the proposed project could be accommodated by the existing transit service provided in the project vicinity.

Potential Future BART Station

The BART Phase II Extension Project will include a 5-mile-long subway tunnel through downtown San Jose and will extend the BART system from the future Phase I terminus for approximately six miles to the City of Santa Clara. The Santa Clara BART station is being proposed to be located adjacent to the Santa Clara Transit Center with access to a planned new parking garage on Brokaw Road. With implementation of the proposed BART extension project, the project site would be directly served by BART. Overall, the new BART station will offer another mode of travel and decrease the amount of traffic on the surrounding roadways due to the transportation demand mode shift from driving to taking BART.

Recommended Transit Improvements

Existing bus stops along Coleman Avenue. There are currently two existing VTA bus stops located near the project site – one located along the project's frontage on the west side of Coleman Avenue and the second one located on the east side of Coleman Avenue, just south of Brokaw Road. The proposed mitigation at the Coleman Avenue/Brokaw Road intersection is to restripe the existing southbound right-turn lane as a shared through and right-turn lane, which would include providing a third through lane on Coleman Avenue south of Brokaw Road and relocating the existing bus stop, bus pad, and passenger pad on the west side of Coleman Avenue. The VTA has recommended the following improvements:

Southbound Coleman Avenue, south of Brokaw Road:

- Install new bus shelter per VTA's updated specifications

- Install a new passenger pad and bus pad with the improvement at the Coleman Avenue/Brokaw Road intersection (a third through lane on Coleman Avenue)

Northbound Coleman Avenue, south of Brokaw Road:

- Install a new 12'x55' bus pad (PCC pavement) per VTA specifications
- Install a minimum 8'x40' passenger pad to comply with ADA standards and VTA specifications
- Install a new bus stop bench provided by the project, per VTA specifications

Transit Delay Analysis

An evaluation of the effects of project traffic on transit vehicle delay 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 analysis shows that for most transit routes evaluated, the traffic associated with the proposed project would increase delay to transit service by two minutes or less. The VTA has not established policies or significance criteria related to transit vehicle delay. Thus, this data is presented for informational purposes only.

Queuing Analysis

The following four left-turn movements were examined as part of the queuing analysis for this project:

- Northbound and eastbound left turns at Coleman Avenue and Brokaw Road
- Northbound and eastbound left turns at Coleman Avenue and Project Entrance

The eastbound left-turn at the intersection of Coleman Avenue and Brokaw Road is the only movement expected to have a queue storage deficiency.

Coleman Avenue and Brokaw Road

Eastbound Left-Turn

The queuing analysis indicates that the maximum vehicle queues for the eastbound left-turn pocket at the Coleman Avenue and Brokaw Road intersection would exceed the existing vehicle storage capacity under background conditions during the PM peak hour and under background plus project conditions during both the AM and PM peak hours.

The eastbound left-turn pocket currently provides approximately 225 feet of vehicle storage, which can accommodate approximately 9 vehicles. The estimated 95th percentile vehicle queue for the eastbound left-turn movement is projected to be approximately 13 vehicles (or 325 feet) during the AM peak hour and 12 vehicles (or 300 feet) during the PM peak hour under background plus project conditions. The proposed mitigation at the Coleman Avenue/Brokaw Road intersection by adding a second eastbound left-turn lane would accommodate the projected queue length. With the dual left-turn lane improvement, the estimated 95th percentile vehicle queue for the eastbound left-turn movement is projected to be approximately 7 vehicles (or 175 feet) per lane.

Freeway Ramp Analysis

Freeway On-Ramps

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

It is projected that the project would result in the addition of peak-hour trips to the following four freeway on-ramps.

1. I-880 Southbound Diagonal On-Ramps from Southbound Coleman Avenue
2. I-880 Northbound Diagonal On-Ramps from Southbound Coleman Avenue
3. U.S. 101 Southbound Diagonal On-Ramp from Northbound Trimble Road
4. U.S. 101 Northbound Loop On-Ramp from Northbound Trimble Road

Since the proposed project would generate the majority of its trips during the AM peak hour, and therefore have the greatest effect on the AM peak-hour queues, the on-ramps that are metered during the AM peak hour were evaluated.

During the AM peak hour, the U.S. 101 northbound loop on-ramp from northbound Trimble Road is the only study freeway on-ramp that is controlled by a meter. The existing queue length and meter service rate at the on-ramp were measured in the field during the AM peak hour. Vehicle wait times at the ramp meter (the time it took a vehicle at the end of the queue to proceed through the meter) were derived from the collected data.

A ratio between the existing traffic volumes using the freeway on-ramp and the approved and project trips was calculated to estimate the number of vehicles that would be added to the existing queue under background and background plus project conditions. Based on this analysis, it was estimated that the addition of project traffic to the study freeway on-ramp would equate to an 19% increase in traffic volume during the AM peak hour, increasing the vehicle wait times at the ramp by less than one minute. In addition, project traffic would result in the extension of the projected vehicle queue at the on-ramp by approximately four vehicles.

The maximum queue lengths measured in the field and projected under background plus project conditions would extend beyond the available storage at the study on-ramp. As part of the redesign of the interchange at US 101/De La Cruz, the Trimble Road US 101 overpass will be widened to six lanes. Additional queue storage and an HOV lane will be added to the study US 101 northbound loop on-ramp from northbound Trimble Road.

Freeway Off-Ramps

A queuing analysis was completed for the following freeway off-ramps, where the project will result in the addition of peak hour trips. These freeway off-ramps are controlled by a traffic signal at their intersection with the cross street.

1. I-880 Northbound Off-Ramp to Coleman Avenue
2. I-800 Southbound Off-Ramp to Coleman Avenue
3. US 101 Northbound Off-Ramp to Trimble Road

The results of the analysis showed that the 95th percentile queue lengths at the I-880 northbound and southbound off-ramps at Coleman Avenue are projected to exceed the existing storage capacity during the AM peak hour under both background and background plus project conditions. However, the addition of project trips is not projected to increase the estimated queue lengths at these two ramps.

Construction-Related Traffic

Construction would primarily be accomplished using diesel-powered heavy equipment. A variety of project construction activities would include clearing, excavation, and grading operations, import/export of fill material, and construction vehicle travel.

Traffic from these various activities would be ongoing throughout the demolition, building, and rehabilitation processes for the project site. Therefore, there is potential for temporary traffic-related impacts to occur from construction activities at the site. To reduce the impacts due to construction traffic, the project contractor should prepare a Construction Management Plan, which will include, but not be limited to, a traffic construction management plan with the following conditions and shall be subject to review and approval by City staff.

- The project contractor shall implement truck haul routes for construction trucks deemed acceptable by the City.
- Additionally, signs shall be posted along roads identifying construction traffic access or flow limitations due to lane restrictions during periods of truck traffic.

Construction of the project under either option is estimated to take approximately 36 months to complete, possibly starting as early as late 2018 and concluding as early as late 2021. Project construction would likely be completed in phases with each phase taking approximately six to nine months. The project would excavate approximately 90,000 cubic yards of soil. The average commercial dump truck can hold approximately 10 cubic yards of soil. Assuming that the excavation activities take 5 months, this is an average of 82 dump trucks per day on average. The project includes a Development Agreement that may extend construction in phases over a period of 10 years with a five-year extension. The construction workers will park on-site within the staging area adjacent to the western site boundary. The construction of the project is not anticipated to result in any road closure, but it may require a lane reduction along the project's frontages. The project is proposing to have a temporary traffic control plan with a flagger during the construction phase. However, the effect of construction traffic would be only be temporary during construction and would not require any mitigations.

Gateway Crossing Mixed-Use Development TIA
Technical Appendices

March 13, 2018

Appendix A
Traffic Counts

Study Intersection Count Summary

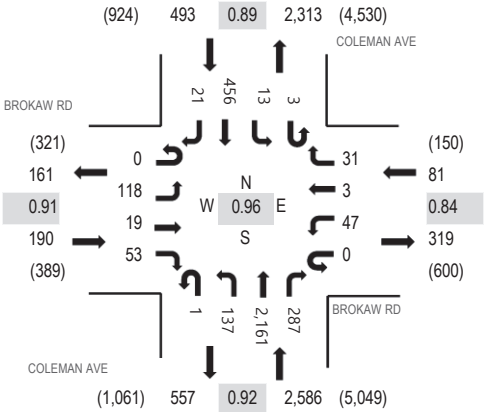
Study Int #	Node #	N/S Street	E/W Street	AM		PM	
				Date	Source	Date	Source
1	302	Coleman Avenue	Brokaw Road	03/14/17	TMC	03/14/17	TMC
2	5828	Lafayette Street	Lewis Street	03/14/17	TMC	03/14/17	TMC
3	1202	Lafayette Street	El Camino Real *	06/09/15	TMC	09/17/14	CMP
4	301	De La Cruz Boulevard	Reed Street	03/14/17	TMC	03/14/17	TMC
5	300	De La Cruz Boulevard	Martin Avenue	03/14/17	TMC	03/14/17	TMC
6	5335	De La Cruz Boulevard	Central Expressway *	10/28/15	TMC	10/02/14	CMP
7	5334	Lafayette Street	Central Expressway *	10/29/15	TMC	09/24/14	CMP
8	5332	Scott Boulevard	Central Expressway *	10/29/15	TMC	10/02/14	CMP
9	3411	Coleman Avenue	Aviation avenue	03/23/17	TMC	03/23/17	TMC
10	4047	Coleman Avenue	Newhall Drive	03/14/17	TMC	03/14/17	TMC
11	3223	Coleman Avenue	Airport Boulevard	10/20/15	CSJ	03/14/17	TMC
12	3052	Coleman Avenue	I-880 (N) *	05/12/15	TMC	09/25/14	CMP
13	3053	Coleman Avenue	I-880 (S) *	05/12/15	TMC	09/25/14	CMP
14	3413	Coleman Avenue	Hedding Street	05/12/15	TMC	05/12/15	TMC
15	3417	Coleman Avenue	Taylor Street	05/12/15	TMC	05/12/15	TMC
16	4038	SR 87	Taylor Street	05/12/15	TMC	05/12/15	TMC
17	4069	U.S. 101	Trimble Road	03/14/17	TMC	03/14/17	TMC
18	3096	De La Cruz Boulevard	Trimble Road	10/28/15	TMC	09/24/14	CMP
19	555	Coleman Avenue	Project Entrance (Future)	--	Interpolation	--	Interpolation

TMC = turning movement count
CSJ = City of San Jose
CMP = Congestion Management Program

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

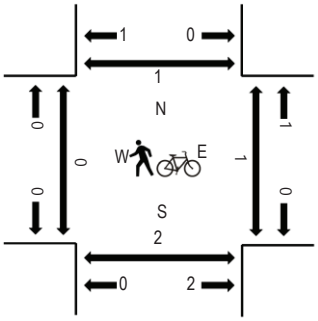
Location: 1 COLEMAN AVE & BROKAW RD AM
Date and Start Time: Tuesday, March 14, 2017
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	BROKAW RD Eastbound				BROKAW RD Westbound				COLEMAN AVE Northbound				COLEMAN AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	32	3	13	0	7	0	3	0	29	504	67	0	1	78	1	738	3,193	0	0	0	0
7:15 AM	0	32	1	17	0	13	0	3	0	32	536	58	0	0	63	6	761	3,257	1	0	0	0
7:30 AM	0	29	1	10	0	17	0	7	1	33	583	85	0	2	105	2	875	3,350	0	0	1	1
7:45 AM	0	24	5	11	0	9	2	10	0	42	513	84	1	2	107	9	819	3,299	0	1	0	0
8:00 AM	0	36	9	13	0	10	1	5	0	38	515	64	0	5	102	4	802	3,319	0	0	0	0
8:15 AM	0	29	4	19	0	11	0	9	0	24	550	54	2	4	142	6	854		0	0	1	0
8:30 AM	0	37	0	15	0	12	0	7	0	38	509	72	0	3	127	4	824		0	1	0	0
8:45 AM	0	27	6	16	0	8	0	16	2	42	511	63	0	7	133	8	839		1	1	0	1

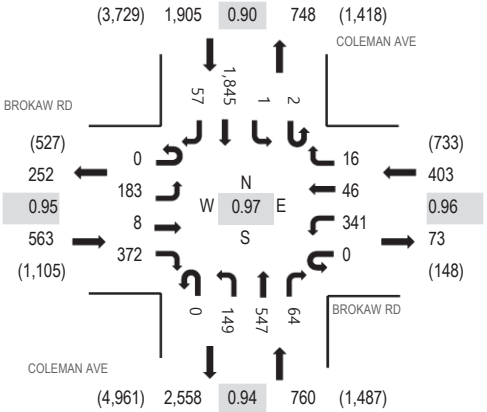
Peak Rolling Hour Flow Rates

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	1	0	3	0	1	0	0	0	1	8	1	0	0	5	0	20
Lights	0	112	19	47	0	41	3	31	1	134	2,119	282	3	13	420	19	3,244
Mediums	0	5	0	3	0	5	0	0	0	2	34	4	0	0	31	2	86
Total	0	118	19	53	0	47	3	31	1	137	2,161	287	3	13	456	21	3,350

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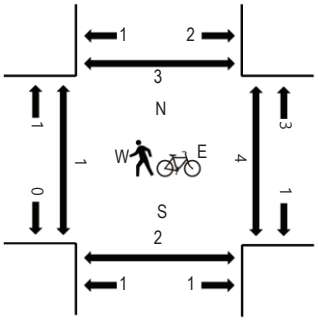
Location: 1 COLEMAN AVE & BROKAW RD PM
Date and Start Time: Tuesday, March 14, 2017
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	BROKAW RD Eastbound				BROKAW RD Westbound				COLEMAN AVE Northbound				COLEMAN AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	39	1	88	0	51	12	10	0	50	110	21	0	5	489	12	888	3,515	2	0	0	1
4:15 PM	0	40	1	100	0	66	9	10	0	64	117	11	1	5	401	13	838	3,531	0	0	0	2
4:30 PM	0	24	0	95	0	80	20	5	0	31	138	16	2	0	515	10	936	3,631	1	1	0	2
4:45 PM	0	59	2	87	0	92	9	2	0	41	121	20	0	0	406	14	853	3,584	0	2	0	0
5:00 PM	0	39	4	97	0	85	12	8	0	40	135	15	0	1	451	17	904	3,539	0	0	0	0
5:15 PM	0	61	2	93	0	84	5	1	0	37	153	13	0	0	473	16	938		0	0	0	0
5:30 PM	0	45	1	101	0	81	9	1	0	41	131	11	0	1	456	11	889		0	0	0	1
5:45 PM	0	42	2	82	0	77	4	0	0	36	123	12	1	4	411	14	808		3	0	3	0

Peak Rolling Hour Flow Rates

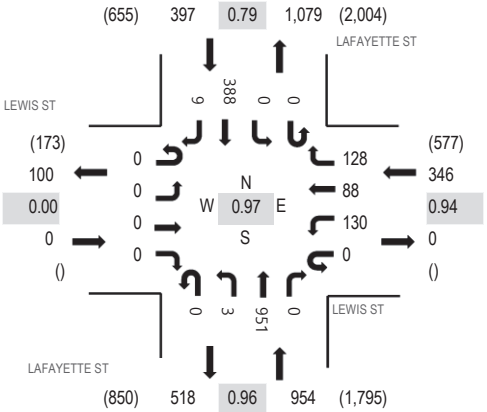
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3
Lights	0	183	8	369	0	341	46	16	0	148	523	63	2	1	1,817	56	3,573
Mediums	0	0	0	3	0	0	0	0	0	1	23	1	0	0	26	1	55
Total	0	183	8	372	0	341	46	16	0	149	547	64	2	1	1,845	57	3,631

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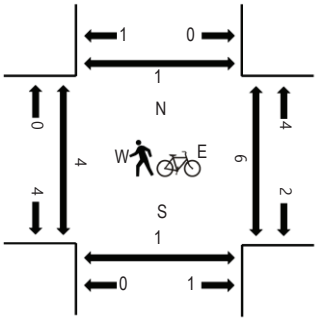
Location: 2 LAFAYETTE ST & LEWIS ST AM
Date and Start Time: Tuesday, March 14, 2017
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	LEWIS ST Eastbound				LEWIS ST Westbound				LAFAYETTE ST Northbound				LAFAYETTE ST 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	0	0	0	0	10	13	14	0	3	157	0	0	0	52	2	251	1,369	0	0	0	0
7:15 AM	0	0	0	0	0	18	8	21	0	0	174	0	0	0	54	1	276	1,539	1	2	0	2
7:30 AM	0	0	0	0	0	31	21	24	0	1	244	0	0	0	83	0	404	1,697	0	0	0	0
7:45 AM	0	0	0	0	0	35	12	44	0	0	221	0	0	0	122	4	438	1,697	1	2	0	0
8:00 AM	0	0	0	0	0	29	32	31	0	0	237	0	0	0	91	1	421	1,658	1	2	0	0
8:15 AM	0	0	0	0	0	35	23	29	0	2	249	0	0	0	92	4	434		1	2	1	0
8:30 AM	0	0	0	0	0	29	20	25	0	0	258	0	0	0	71	1	404		1	1	0	0
8:45 AM	0	0	0	0	0	23	22	28	0	1	248	0	0	0	75	2	399		2	1	0	0

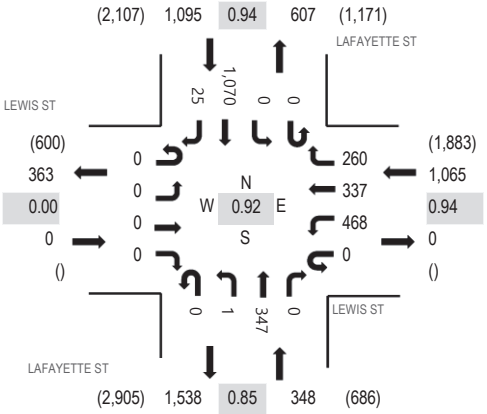
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
Lights	0	0	0	0	0	124	78	121	0	3	933	0	0	0	368	8	1,635
Mediums	0	0	0	0	0	5	9	7	0	0	18	0	0	0	20	1	60
Total	0	0	0	0	0	130	88	128	0	3	951	0	0	0	388	9	1,697

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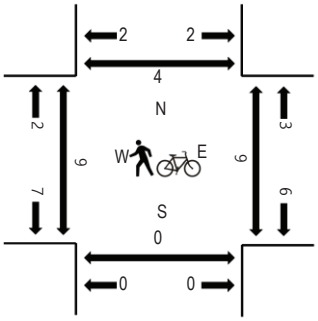
Location: 2 LAFAYETTE ST & LEWIS ST PM
Date and Start Time: Tuesday, March 14, 2017
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	LEWIS ST Eastbound				LEWIS ST Westbound				LAFAYETTE ST Northbound				LAFAYETTE ST 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	0	0	0	85	44	47	0	1	87	0	0	0	289	4	557	2,207	2	0	0	1
4:15 PM	0	0	0	0	0	87	58	63	0	0	85	0	0	0	210	5	508	2,298	1	0	1	0
4:30 PM	0	0	0	0	0	103	40	63	0	2	75	0	0	0	258	3	544	2,470	1	3	2	1
4:45 PM	0	0	0	0	0	107	61	68	0	0	88	0	0	0	270	4	598	2,508	2	0	0	0
5:00 PM	0	0	0	0	0	123	100	59	0	0	64	0	0	0	293	9	648	2,469	1	6	0	1
5:15 PM	0	0	0	0	0	124	76	83	0	1	101	0	0	0	290	5	680		2	0	0	0
5:30 PM	0	0	0	0	0	114	100	50	0	0	94	0	0	0	217	7	582		2	2	0	3
5:45 PM	0	0	0	0	0	97	74	57	0	1	87	0	0	0	238	5	559		4	0	1	4

Peak Rolling Hour Flow Rates

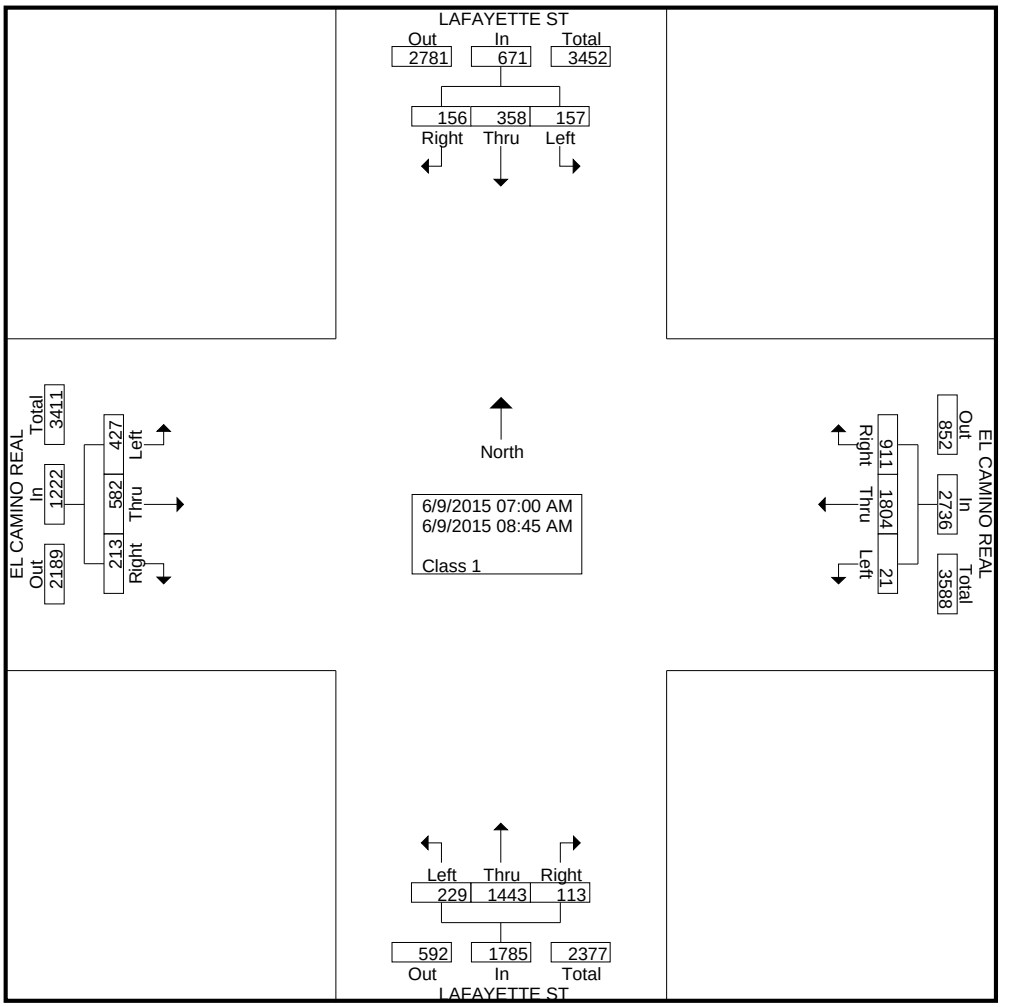
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	2
Lights	0	0	0	0	0	468	335	254	0	1	342	0	0	0	1,058	25	2,483
Mediums	0	0	0	0	0	0	1	6	0	0	5	0	0	0	11	0	23
Total	0	0	0	0	0	468	337	260	0	1	347	0	0	0	1,070	25	2,508

All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #2 LAFAYETTE&ELCAMINOAM
Site Code :
Start Date : 6/9/2015
Page No : 1

Groups Printed- Class 1

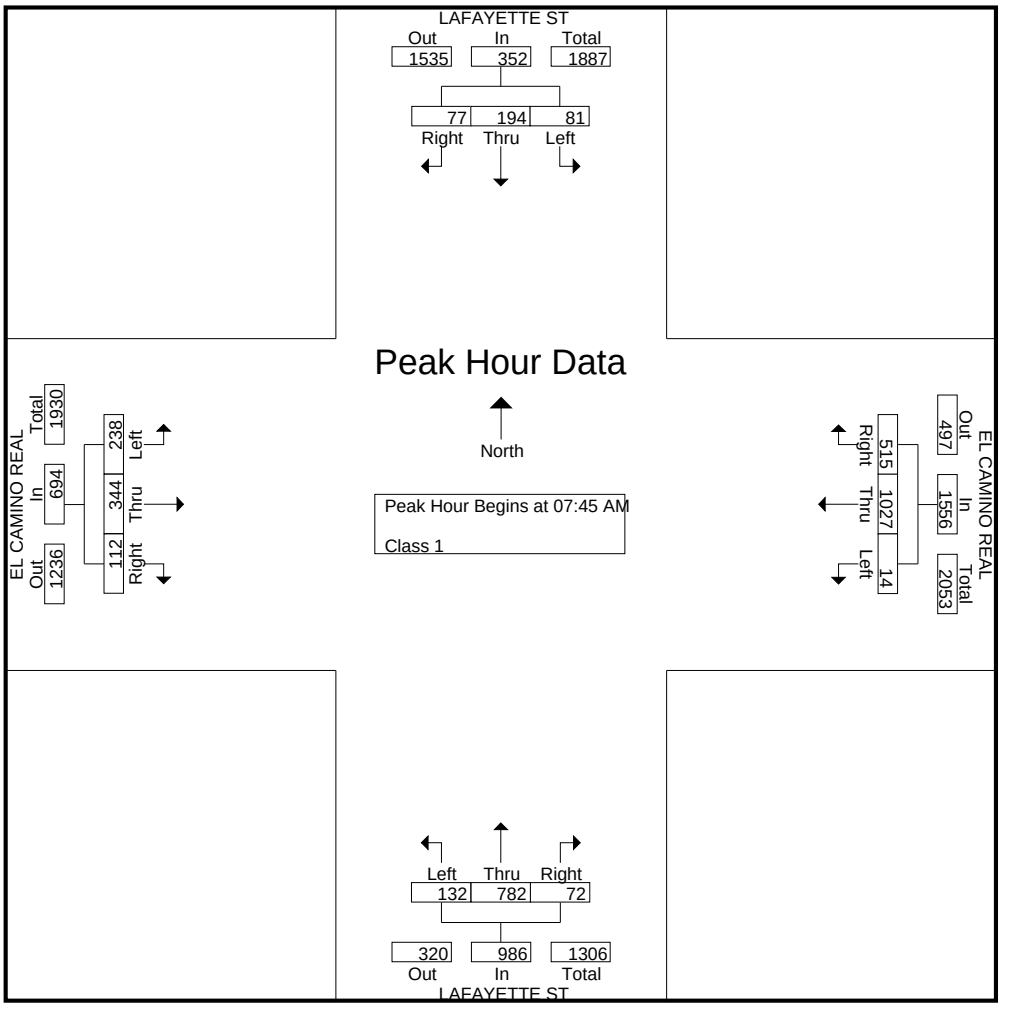
	LAFAYETTE ST Southbound			EL CAMINO REAL Westbound			LAFAYETTE ST Northbound			EL CAMINO REAL Eastbound			
Start Time	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Int. Total**
07:00 AM	20	34	21	61	140	1	14	120	18	25	44	37	535
07:15 AM	12	47	14	104	191	1	5	167	24	19	55	56	695
07:30 AM	16	33	14	114	206	2	6	180	23	22	65	47	728
07:45 AM	21	45	17	138	275	2	19	205	28	37	98	55	940
Total	69	159	66	417	812	6	44	672	93	103	262	195	2898
08:00 AM	14	59	26	118	235	5	18	170	31	23	76	62	837
08:15 AM	18	46	18	116	248	2	14	225	38	29	59	63	876
08:30 AM	24	44	20	143	269	5	21	182	35	23	111	58	935
08:45 AM	31	50	27	117	240	3	16	194	32	35	74	49	868
Total	87	199	91	494	992	15	69	771	136	110	320	232	3516
Grand Total	156	358	157	911	1804	21	113	1443	229	213	582	427	6414
Apprch %	23.2	53.4	23.4	33.3	65.9	0.8	6.3	80.8	12.8	17.4	47.6	34.9	
Total %	2.4	5.6	2.4	14.2	28.1	0.3	1.8	22.5	3.6	3.3	9.1	6.7	



All Traffic Data Services, Inc
9660 W 44th Ave
Wheat Ridge,CO 80033
303-216-2439

File Name : #2 LAFAYETTE&ELCAMINOAM
Site Code :
Start Date : 6/9/2015
Page No : 2

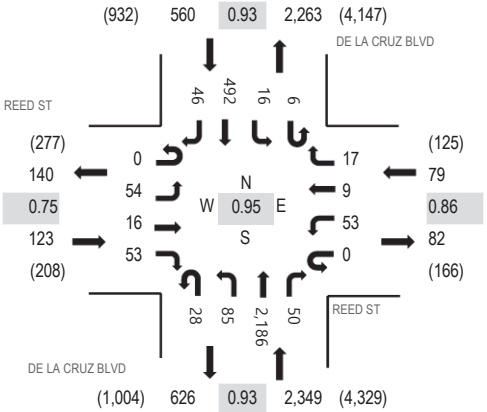
	LAFAYETTE ST Southbound				EL CAMINO REAL Westbound				LAFAYETTE ST Northbound				EL CAMINO REAL Eastbound				
Start Time	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	21	45	17	83	138	**275**	2	415	19	205	28	252	**37**	98	55	190	**940**
08:00 AM	14	**59**	**26**	**99**	118	235	**5**	358	18	170	31	219	23	76	62	161	837
08:15 AM	18	46	18	82	116	248	2	366	14	**225**	**38**	**277**	29	59	**63**	151	876
08:30 AM	**24**	44	20	88	**143**	269	5	**417**	**21**	182	35	238	23	**111**	58	**192**	935
Total Volume	77	194	81	352	515	1027	14	1556	72	782	132	986	112	344	238	694	3588
% App. Total	21.9	55.1	23		33.1	66	0.9		7.3	79.3	13.4		16.1	49.6	34.3		
PHF	.802	.822	.779	.889	.900	.934	.700	.933	.857	.869	.868	.890	.757	.775	.944	.904	.954



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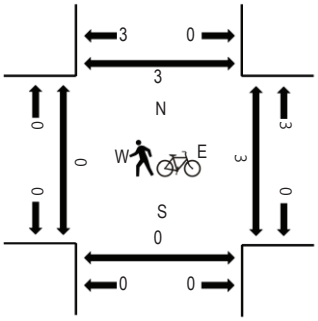
Location: 3 DE LA CRUZ BLVD & REED ST AM
Date and Start Time: Tuesday, March 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	REED ST Eastbound				REED ST Westbound				DE LA CRUZ BLVD Northbound				DE LA CRUZ BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	7	3	8	0	3	3	3	0	28	373	15	1	2	70	10	526	2,483	0	0	0	0
7:15 AM	0	7	4	8	0	4	1	2	1	14	427	11	2	5	45	8	539	2,735	0	0	0	0
7:30 AM	0	12	1	9	0	8	2	5	4	24	505	18	1	3	78	11	681	2,954	0	2	2	1
7:45 AM	0	7	7	12	1	2	5	7	9	15	523	13	2	1	117	16	737	3,089	0	0	1	0
8:00 AM	0	9	4	12	0	14	6	2	14	21	528	15	0	8	129	16	778	3,111	0	1	0	0
8:15 AM	0	8	7	10	0	13	1	5	5	18	531	11	2	4	131	12	758		0	2	0	0
8:30 AM	0	18	1	13	0	18	0	5	6	16	590	17	3	2	116	11	816		0	0	0	2
8:45 AM	0	19	4	18	0	8	2	5	3	30	537	7	1	2	116	7	759		0	0	0	1

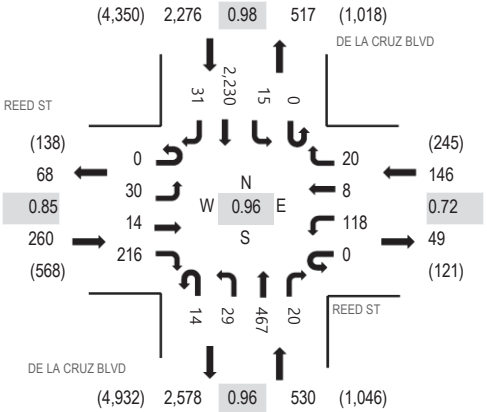
Peak Rolling Hour Flow Rates

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	4	0	2	0	0	0	1	0	0	10	0	1	0	4	2	24
Lights	0	42	16	44	0	39	9	14	17	76	2,147	49	2	16	476	37	2,984
Mediums	0	8	0	7	0	14	0	2	11	9	29	1	3	0	12	7	103
Total	0	54	16	53	0	53	9	17	28	85	2,186	50	6	16	492	46	3,111

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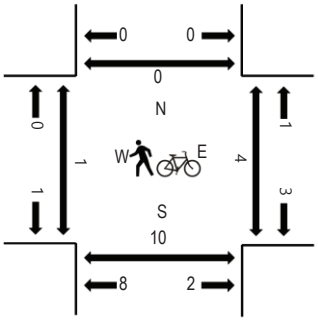
Location: 3 DE LA CRUZ BLVD & REED ST PM
Date and Start Time: Tuesday, March 14, 2017
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	REED ST Eastbound				REED ST Westbound				DE LA CRUZ BLVD Northbound				DE LA CRUZ BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	19	3	76	0	23	2	5	10	9	104	5	2	4	497	11	770	3,037	0	0	0	0
4:15 PM	0	12	8	57	0	16	4	5	7	6	97	11	1	5	483	5	717	3,105	0	0	0	0
4:30 PM	0	11	13	70	0	24	3	2	1	8	123	10	0	3	519	9	796	3,182	0	0	0	0
4:45 PM	0	10	8	47	0	27	4	3	1	5	94	6	0	4	530	15	754	3,212	0	1	3	0
5:00 PM	0	8	3	59	0	43	0	8	4	6	124	5	0	3	567	8	838	3,172	0	2	5	0
5:15 PM	0	4	1	43	0	23	0	5	4	9	126	4	0	5	566	4	794		1	0	1	0
5:30 PM	0	8	2	67	0	25	4	4	5	9	123	5	0	3	567	4	826		0	0	1	0
5:45 PM	0	6	3	30	0	14	0	1	4	6	113	2	0	5	523	7	714		0	0	1	0

Peak Rolling Hour Flow Rates

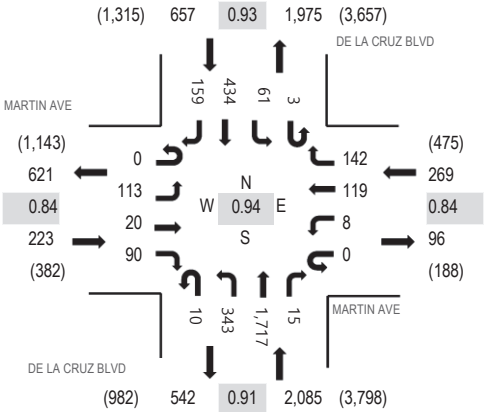
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	3	0	0	0	3	0	7
Lights	0	28	13	209	0	116	7	20	14	25	450	17	0	15	2,206	27	3,147
Mediums	0	2	1	7	0	2	1	0	0	3	14	3	0	0	21	4	58
Total	0	30	14	216	0	118	8	20	14	29	467	20	0	15	2,230	31	3,212

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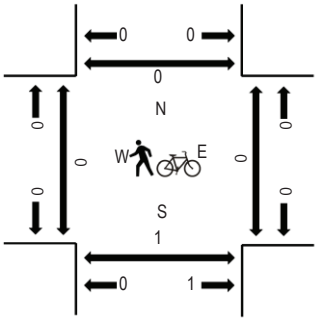
Location: 4 DE LA CRUZ BLVD & MARTIN AVE AM
Date and Start Time: Tuesday, March 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MARTIN AVE Eastbound				MARTIN AVE Westbound				DE LA CRUZ BLVD Northbound				DE LA CRUZ BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	18	2	13	0	6	13	31	4	40	320	0	1	22	74	57	601	2,736	0	1	0	0
7:15 AM	0	26	2	9	0	4	14	37	4	58	382	3	1	9	65	54	668	2,946	1	0	0	0
7:30 AM	0	24	7	10	0	3	11	37	3	73	383	3	0	16	109	47	726	3,075	0	0	2	0
7:45 AM	0	28	4	16	0	2	19	29	2	72	365	1	0	23	116	64	741	3,208	0	0	0	0
8:00 AM	0	27	6	18	0	2	28	41	2	79	414	7	0	25	124	38	811	3,234	0	0	0	0
8:15 AM	0	28	5	20	0	0	28	27	3	83	405	3	2	17	134	42	797		0	0	0	0
8:30 AM	0	32	6	28	0	5	33	42	2	86	483	1	0	11	95	35	859		0	0	1	0
8:45 AM	0	26	3	24	0	1	30	32	3	95	415	4	1	8	81	44	767		0	0	0	0

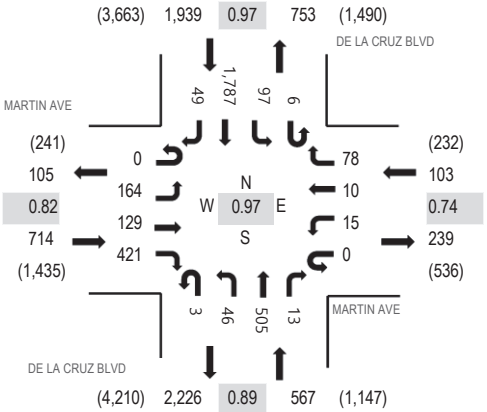
Peak Rolling Hour Flow Rates

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	13	0	2	0	0	0	0	0	3	10	0	0	1	5	3	37
Lights	0	87	18	85	0	8	115	136	10	333	1,673	15	3	58	410	146	3,097
Mediums	0	13	2	3	0	0	4	6	0	7	34	0	0	2	19	10	100
Total	0	113	20	90	0	8	119	142	10	343	1,717	15	3	61	434	159	3,234

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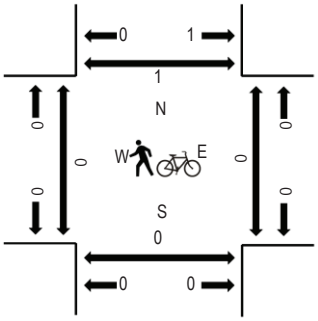
Location: 4 DE LA CRUZ BLVD & MARTIN AVE PM
Date and Start Time: Tuesday, March 14, 2017
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	MARTIN AVE Eastbound				MARTIN AVE Westbound				DE LA CRUZ BLVD Northbound				DE LA CRUZ BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	56	39	128	0	2	4	31	1	15	142	5	1	25	359	15	823	3,178	0	0	1	0
4:15 PM	0	38	29	97	0	7	3	18	1	21	121	9	0	30	380	15	769	3,212	0	0	1	0
4:30 PM	0	49	52	91	0	12	7	27	1	19	119	5	3	32	374	16	807	3,289	0	0	0	0
4:45 PM	0	43	28	82	0	3	2	14	0	9	111	1	0	21	453	12	779	3,323	0	0	0	0
5:00 PM	0	41	34	119	0	6	3	35	2	13	138	4	2	19	426	15	857	3,299	0	0	0	0
5:15 PM	0	48	32	105	0	2	3	19	0	12	126	6	2	23	455	13	846		0	0	0	0
5:30 PM	0	32	35	115	0	4	2	10	1	12	130	2	2	34	453	9	841		0	0	0	0
5:45 PM	0	12	42	88	0	5	3	10	0	9	110	2	0	27	438	9	755		0	0	0	0

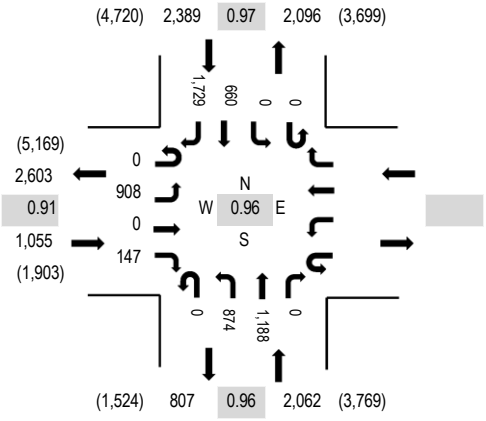
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	2	0	0	0	0	1	4
Lights	0	158	128	413	0	15	10	78	3	44	485	13	6	91	1,771	44	3,259
Mediums	0	5	1	8	0	0	0	0	0	2	18	0	0	6	16	4	60
Total	0	164	129	421	0	15	10	78	3	46	505	13	6	97	1,787	49	3,323

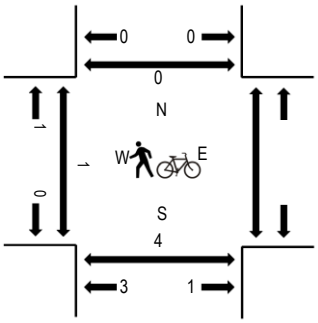
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Location: 68 DE LA CRUZ BLVD & CENTRAL EXPY AM
Date and Start Time: Wednesday, October 28, 2015
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:15 AM - 08:30 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	CENTRAL EXPY Eastbound				CENTRAL EXPY Westbound				DE LA CRUZ BLVD Northbound				DE LA CRUZ BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	134	0	20					0	190	169	0	0	0	143	391	1,047	4,928	0		0	0
7:15:00 AM	0	152	0	22					0	224	216	0	0	0	163	448	1,225	5,268	0		0	0
7:30:00 AM	0	180	0	32					0	234	248	0	1	0	159	437	1,291	5,478	0		0	0
7:45:00 AM	0	216	0	38					0	238	281	0	0	0	151	441	1,365	5,506	0		1	0
8:00:00 AM	0	201	0	33					0	228	311	0	0	0	181	433	1,387	5,464	0		0	0
8:15:00 AM	0	250	0	41					0	206	330	0	0	0	183	425	1,435		0		0	0
8:30:00 AM	0	241	0	35					0	202	266	0	0	0	145	430	1,319		0		0	0
8:45:00 AM	0	269	0	39					0	192	234	0	0	0	139	450	1,323		0		0	0

Peak Rolling Hour Flow Rates

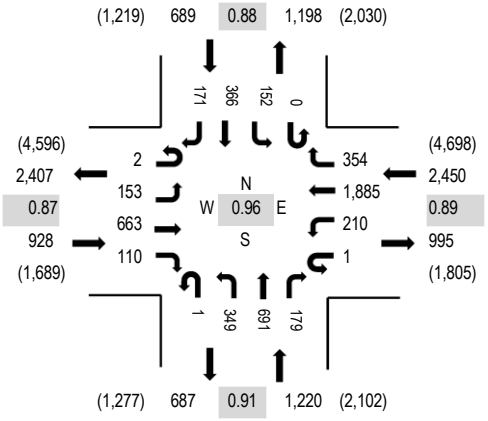
Vehicle Type	Eastbound U-Turn	Left	Thru	Right	Westbound U-Turn	Left	Thru	Right	Northbound U-Turn	Left	Thru	Right	Southbound U-Turn	Left	Thru	Right	Total
Articulated Trucks	0	9	0	0					0	1	19	0	0	0	18	17	64
Lights	0	860	0	140					0	848	1,109	0	0	0	612	1,680	5,249
Mediums	0	39	0	7					0	25	60	0	0	0	30	32	193
Total	0	908	0	147					0	874	1,188	0	0	0	660	1,729	5,506

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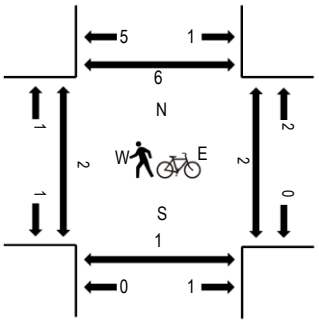
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Location: 67 LAFAYETTE ST & CENTRAL EXPY AM
Date and Start Time: Thursday, Oct 29, 2015
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	CENTRAL EXPY Eastbound				CENTRAL EXPY Westbound				LAFAYETTE ST Northbound				LAFAYETTE ST Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	28	101	20	1	61	407	67	0	74	101	29	0	23	59	34	1,005	4,452	0	1	0	0
7:15:00 AM	1	15	110	19	0	64	465	39	0	87	68	38	0	29	58	30	1,023	4,819	0	1	0	0
7:30:00 AM	0	41	133	20	0	49	469	75	0	95	106	38	0	36	71	40	1,173	5,123	0	1	0	0
7:45:00 AM	0	36	149	29	0	52	412	89	0	82	162	45	0	28	119	48	1,251	5,287	1	0	1	0
8:00:00 AM	0	37	187	30	0	49	554	82	1	97	142	39	0	33	81	40	1,372	5,256	0	0	0	0
8:15:00 AM	2	33	140	19	0	64	488	84	0	75	194	49	0	54	85	40	1,327		0	1	0	0
8:30:00 AM	0	47	187	32	1	45	431	99	0	95	193	46	0	37	81	43	1,337		0	1	0	0
8:45:00 AM	0	59	180	34	1	59	391	100	0	63	133	50	0	41	76	33	1,220		0	0	1	0

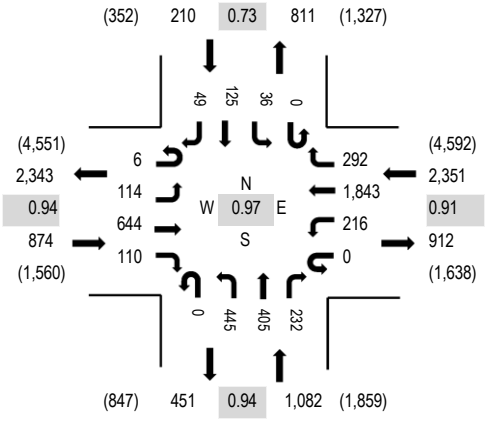
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	5	1	0	3	12	0	0	1	4	8	0	2	5	2	45
Lights	2	138	646	100	1	186	1,842	348	1	335	659	150	0	140	336	155	5,039
Mediums	0	13	12	9	0	21	31	6	0	13	28	21	0	10	25	14	203
Total	2	153	663	110	1	210	1,885	354	1	349	691	179	0	152	366	171	5,287

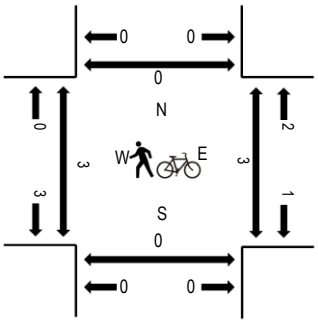
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Location: 66 SCOTT BLVD & CENTRAL EXPY AM
Date and Start Time: Thursday, Oct 29, 2015
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour - All Vehicles



Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

Traffic Counts

Interval Start Time	CENTRAL EXPY Eastbound				CENTRAL EXPY Westbound				SCOTT BLVD Northbound				SCOTT BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	0	1	94	22	0	34	436	31	0	53	25	33	0	12	28	15	784	3,946	0	0	0	0
7:15:00 AM	2	6	95	31	0	38	510	68	0	82	51	53	0	3	10	3	952	4,307	0	0	0	0
7:30:00 AM	0	20	144	28	0	37	491	69	0	108	67	47	0	6	17	8	1,042	4,493	0	0	1	0
7:45:00 AM	1	45	151	32	0	46	443	103	0	93	112	70	0	7	47	18	1,168	4,517	1	0	0	0
8:00:00 AM	2	23	163	28	0	42	528	78	0	90	87	56	0	13	28	7	1,145	4,417	0	1	0	0
8:15:00 AM	3	25	173	31	0	66	448	58	0	121	119	46	0	9	24	15	1,138		2	0	0	0
8:30:00 AM	0	21	157	19	0	62	424	53	0	141	87	60	0	7	26	9	1,066		0	1	0	0
8:45:00 AM	0	15	180	48	0	74	390	63	0	104	100	54	0	5	29	6	1,068		1	0	0	1

Peak Rolling Hour Flow Rates

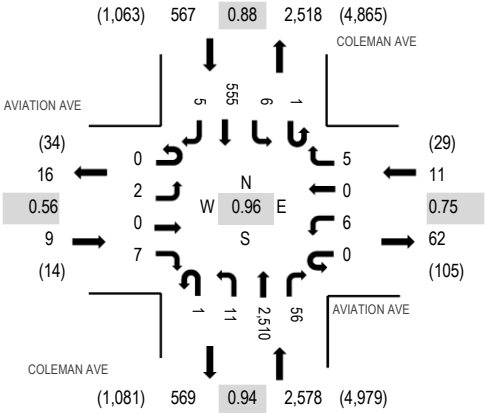
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	11	0	0	0	1	0	0	1	0	0	13
Lights	6	113	622	104	0	211	1,795	289	0	434	396	229	0	30	118	47	4,394
Mediums	0	1	22	6	0	5	37	3	0	11	8	3	0	5	7	2	110
Total	6	114	644	110	0	216	1,843	292	0	445	405	232	0	36	125	49	4,517

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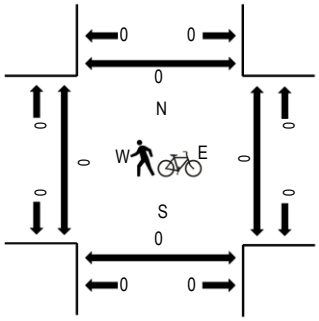
Location: 8 COLEMAN AVE & AVIATION AVE AM
Date and Start Time: Thursday, March 23, 2017
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	AVIATION AVE Eastbound				AVIATION AVE Westbound				COLEMAN AVE Northbound				COLEMAN AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	0	0	1	0	5	0	1	0	4	570	13	0	1	81	1	677	3,029	0	0	0	0
7:15 AM	0	0	0	1	0	2	0	0	0	4	640	4	0	1	98	1	751	3,164	1	0	0	0
7:30 AM	0	1	0	1	0	0	0	1	1	2	675	20	0	3	121	3	828	3,165	0	0	0	0
7:45 AM	0	0	0	4	0	2	0	3	0	4	612	14	0	1	132	1	773	3,090	0	0	0	0
8:00 AM	0	0	0	1	0	0	0	0	0	2	641	10	0	1	157	0	812	3,056	0	0	0	0
8:15 AM	0	1	0	1	0	4	0	1	0	3	582	12	1	1	145	1	752		0	0	0	0
8:30 AM	0	1	0	1	0	4	0	1	4	3	589	12	0	1	137	0	753		0	0	0	0
8:45 AM	0	0	0	1	0	3	0	2	0	4	543	11	0	0	174	1	739		0	0	0	0

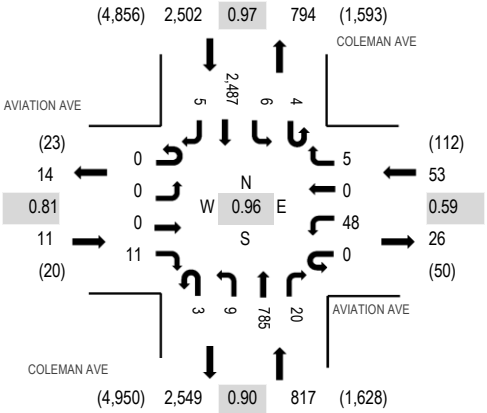
Peak Rolling Hour Flow Rates

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	1	0	0	17	0	0	1	9	0	28
Lights	0	2	0	4	0	5	0	4	1	7	2,453	55	1	5	508	5	3,050
Mediums	0	0	0	3	0	1	0	0	0	4	40	1	0	0	38	0	87
Total	0	2	0	7	0	6	0	5	1	11	2,510	56	1	6	555	5	3,165

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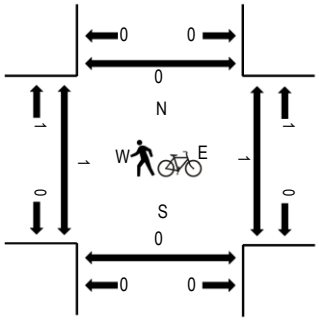
Location: 8 COLEMAN AVE & AVIATION AVE PM
Date and Start Time: Thursday, March 23, 2017
Peak Hour: 04:30 PM - 05:30 PM
Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	AVIATION AVE Eastbound				AVIATION AVE Westbound				COLEMAN AVE Northbound				COLEMAN 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	0	0	3	0	6	0	1	1	2	185	7	0	5	555	1	766	3,264	0	0	0	0
4:15 PM	0	0	0	3	0	9	0	2	1	2	188	1	1	2	642	0	851	3,380	2	0	0	0
4:30 PM	0	0	0	3	0	15	0	1	2	3	194	5	3	1	607	1	835	3,383	0	0	0	0
4:45 PM	0	0	0	4	0	11	0	3	0	2	175	5	0	0	612	0	812	3,335	0	0	0	0
5:00 PM	0	0	0	1	0	12	0	0	1	2	229	6	0	2	626	3	882	3,352	0	0	0	0
5:15 PM	0	0	0	3	0	10	0	1	0	2	187	4	1	3	642	1	854		1	0	0	0
5:30 PM	0	0	0	1	0	24	0	3	0	2	212	1	0	3	541	0	787		0	0	0	0
5:45 PM	0	0	0	2	0	11	0	3	0	2	203	4	1	1	602	0	829		0	1	0	0

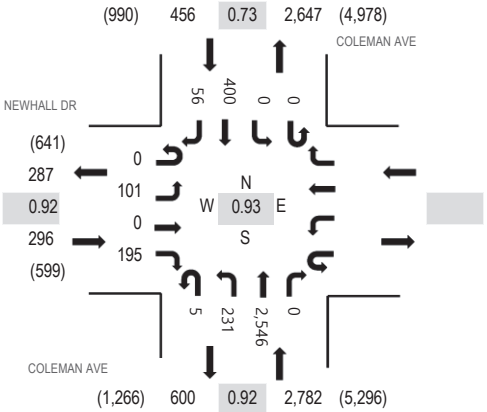
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4	0	5
Lights	0	0	0	7	0	46	0	5	3	5	763	19	4	6	2,472	5	3,335
Mediums	0	0	0	4	0	2	0	0	0	4	21	1	0	0	11	0	43
Total	0	0	0	11	0	48	0	5	3	9	785	20	4	6	2,487	5	3,383

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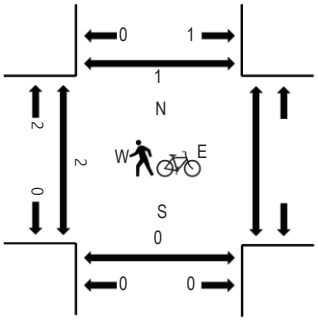
Location: 5 COLEMAN AVE & NEWHALL DR AM
Date and Start Time: Tuesday, March 14, 2017
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:30 AM - 07:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	NEWHALL DR Eastbound				NEWHALL DR Westbound				COLEMAN AVE Northbound				COLEMAN AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00 AM	0	28	0	59					0	67	549	0	0	0	73	10	786	3,492	0		0	0
7:15 AM	0	26	0	44					1	74	636	0	0	0	87	11	879	3,534	0		0	0
7:30 AM	0	36	0	45					1	47	705	0	0	0	99	16	949	3,470	1		0	0
7:45 AM	0	23	0	58					2	55	618	0	0	0	109	13	878	3,429	1		0	1
8:00 AM	0	16	0	48					1	55	587	0	0	0	105	16	828	3,393	0		0	0
8:15 AM	0	29	0	51					0	71	545	0	1	0	103	15	815		0		0	0
8:30 AM	0	23	0	35					0	67	586	0	0	0	177	20	908		1		0	1
8:45 AM	0	27	0	51					0	87	542	0	1	0	117	17	842		1		0	1

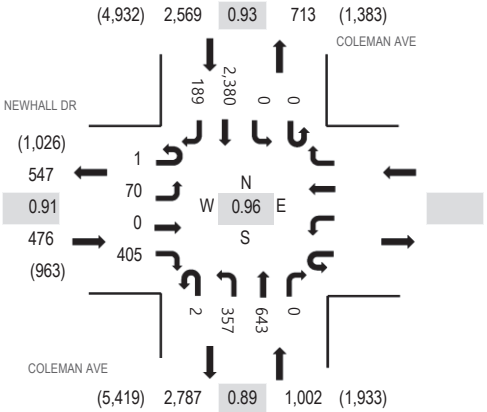
Peak Rolling Hour Flow Rates

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	2					0	1	8	0	0	0	6	1	18
Lights	0	99	0	183					5	226	2,507	0	0	0	365	48	3,433
Mediums	0	2	0	10					0	4	31	0	0	0	29	7	83
Total	0	101	0	195					5	231	2,546	0	0	0	400	56	3,534

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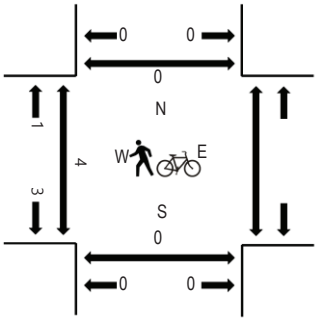
Location: 5 COLEMAN AVE & NEWHALL DR PM
Date and Start Time: Tuesday, March 14, 2017
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	NEWHALL DR Eastbound				Westbound				COLEMAN AVE Northbound				COLEMAN AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM	0	12	0	99					0	76	137	0	0	0	547	41	912	3,907	0		0	0
4:15 PM	0	21	0	98					1	95	160	0	0	0	566	29	970	3,936	1		0	2
4:30 PM	0	22	0	114					7	65	161	0	1	0	585	48	1,003	4,021	0		0	2
4:45 PM	0	15	0	89					1	82	146	0	0	0	637	52	1,022	4,047	1		0	0
5:00 PM	1	18	0	109					0	88	151	0	0	0	541	33	941	3,921	1		0	0
5:15 PM	0	23	0	105					0	98	182	0	0	0	602	45	1,055		0		0	0
5:30 PM	0	14	0	102					1	89	164	0	0	0	600	59	1,029		2		0	0
5:45 PM	0	18	0	103					1	90	138	0	0	0	511	35	896		1		0	1

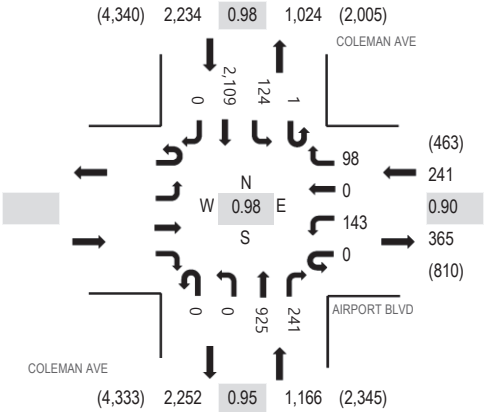
Peak Rolling Hour Flow Rates

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	4	0	0	0	1	0	5
Lights	1	70	0	402					2	355	616	0	0	0	2,354	188	3,988
Mediums	0	0	0	3					0	2	23	0	0	0	25	1	54
Total	1	70	0	405					2	357	643	0	0	0	2,380	189	4,047

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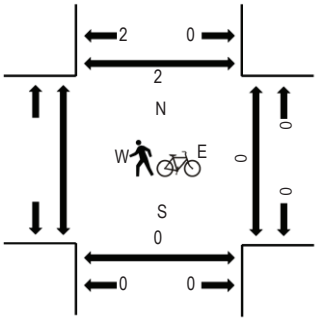
Location: 6 COLEMAN AVE & AIRPORT BLVD PM
Date and Start Time: Tuesday, March 14, 2017
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 04:45 PM - 05:00 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	Eastbound				AIRPORT BLVD Westbound				COLEMAN AVE Northbound				COLEMAN AVE Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
4:00 PM					0	28	0	28	0	0	214	67	0	43	447	0	827	3,536	0	0	0	0
4:15 PM					0	34	0	24	0	0	234	73	0	27	501	0	893	3,616	0	0	0	0
4:30 PM					0	24	0	20	0	0	215	67	3	41	518	0	888	3,625	0	0	0	0
4:45 PM					0	35	0	19	0	0	230	69	1	27	547	0	928	3,641	0	0	0	1
5:00 PM					0	37	0	28	0	0	217	61	0	32	532	0	907	3,612	0	0	0	0
5:15 PM					0	33	0	19	0	0	244	50	0	40	516	0	902		0	0	0	0
5:30 PM					0	38	0	32	0	0	234	61	0	25	514	0	904		0	0	0	0
5:45 PM					0	43	0	21	0	0	222	87	0	40	486	0	899		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks					0	2	0	0	0	0	2	0	0	0	1	0	5
Lights					0	141	0	90	0	0	901	237	1	115	2,091	0	3,576
Mediums					0	0	0	8	0	0	22	4	0	9	17	0	60
Total					0	143	0	98	0	0	925	241	1	124	2,109	0	3,641

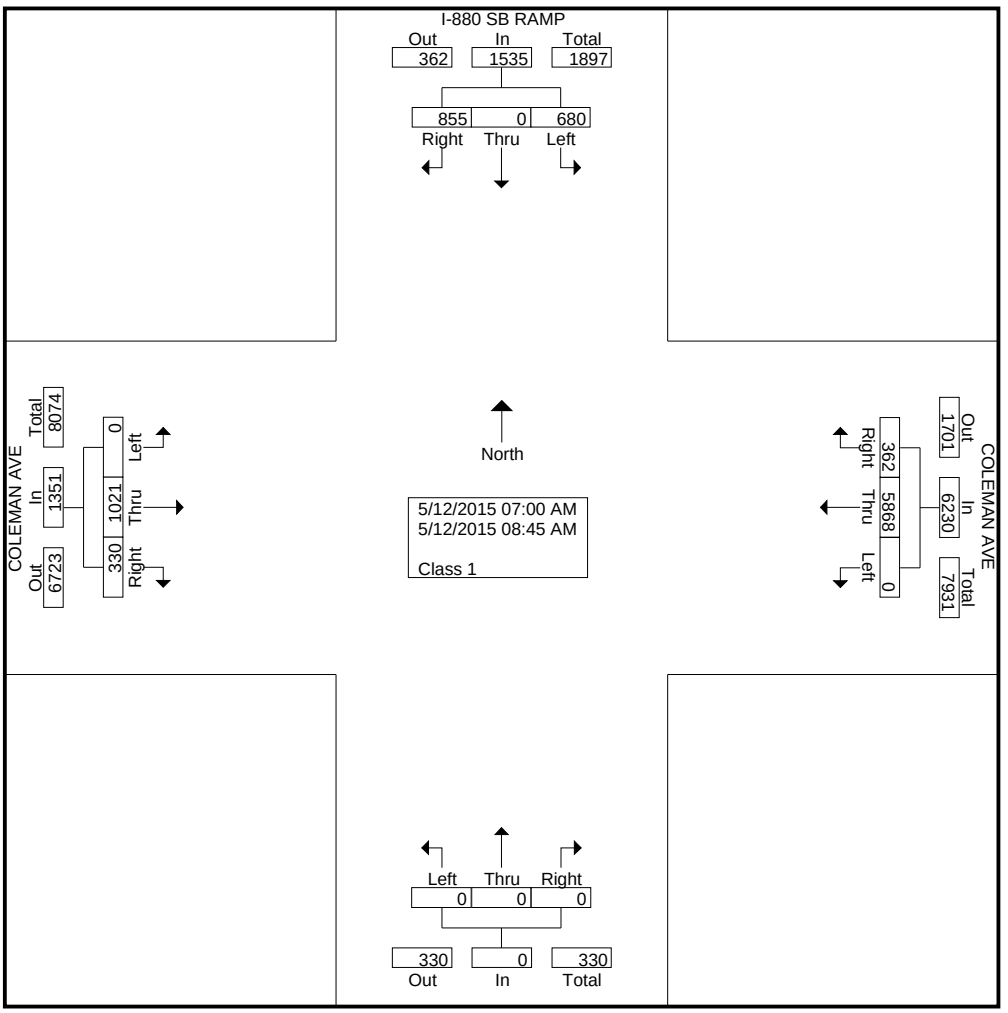
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File Name : #42 COLEMAN&I880SBAM
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Groups Printed- Class 1

	I-880 SB RAMP Southbound			COLEMAN AVE Westbound			Northbound			COLEMAN AVE Eastbound			
Start Time	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Int. Total**
07:00 AM	95	0	96	31	577	0	0	0	0	34	93	0	926
07:15 AM	101	0	69	54	680	0	0	0	0	31	113	0	1048
07:30 AM	120	0	100	48	709	0	0	0	0	44	109	0	1130
07:45 AM	80	0	105	51	759	0	0	0	0	38	142	0	1175
Total	396	0	370	184	2725	0	0	0	0	147	457	0	4279
08:00 AM	104	0	102	44	751	0	0	0	0	39	120	0	1160
08:15 AM	117	0	69	37	781	0	0	0	0	41	155	0	1200
08:30 AM	123	0	69	52	812	0	0	0	0	57	157	0	1270
08:45 AM	115	0	70	45	799	0	0	0	0	46	132	0	1207
Total	459	0	310	178	3143	0	0	0	0	183	564	0	4837
Grand Total	855	0	680	362	5868	0	0	0	0	330	1021	0	9116
Apprch %	55.7	0	44.3	5.8	94.2	0	0	0	0	24.4	75.6	0	
Total %	9.4	0	7.5	4	64.4	0	0	0	0	3.6	11.2	0	

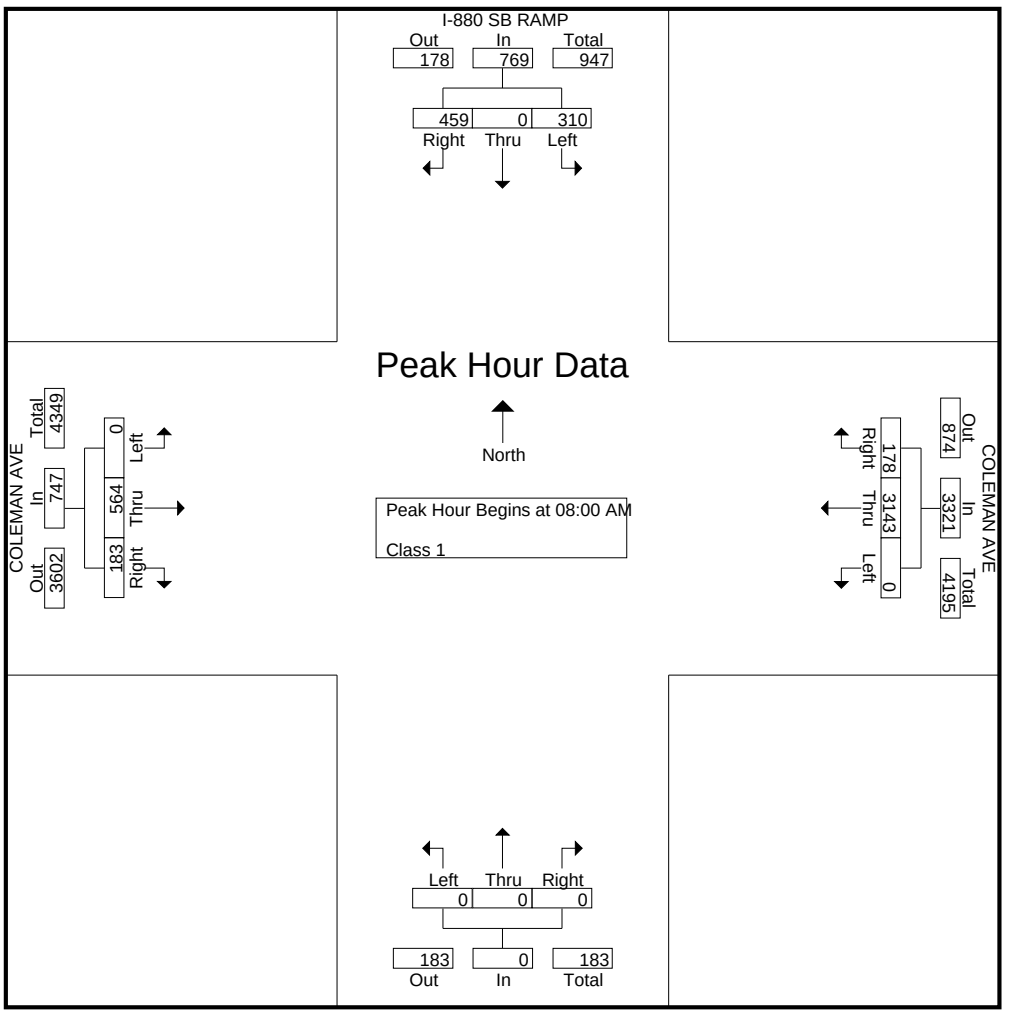


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	I-880 SB RAMP Southbound				COLEMAN AVE Westbound				Northbound				COLEMAN AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	104	0	**102**	**206**	44	751	0	795	0	0	0	0	39	120	0	159	1160
08:15 AM	117	0	69	186	37	781	0	818	0	0	0	0	41	155	0	196	1200
08:30 AM	**123**	0	69	192	**52**	**812**	0	**864**	0	0	0	0	**57**	**157**	0	**214**	**1270**
08:45 AM	115	0	70	185	45	799	0	844	0	0	0	0	46	132	0	178	1207
Total Volume	459	0	310	769	178	3143	0	3321	0	0	0	0	183	564	0	747	4837
% App. Total	59.7	0	40.3		5.4	94.6	0		0	0	0		24.5	75.5	0		
PHF	.933	.000	.760	.933	.856	.968	.000	.961	.000	.000	.000	.000	.803	.898	.000	.873	.952



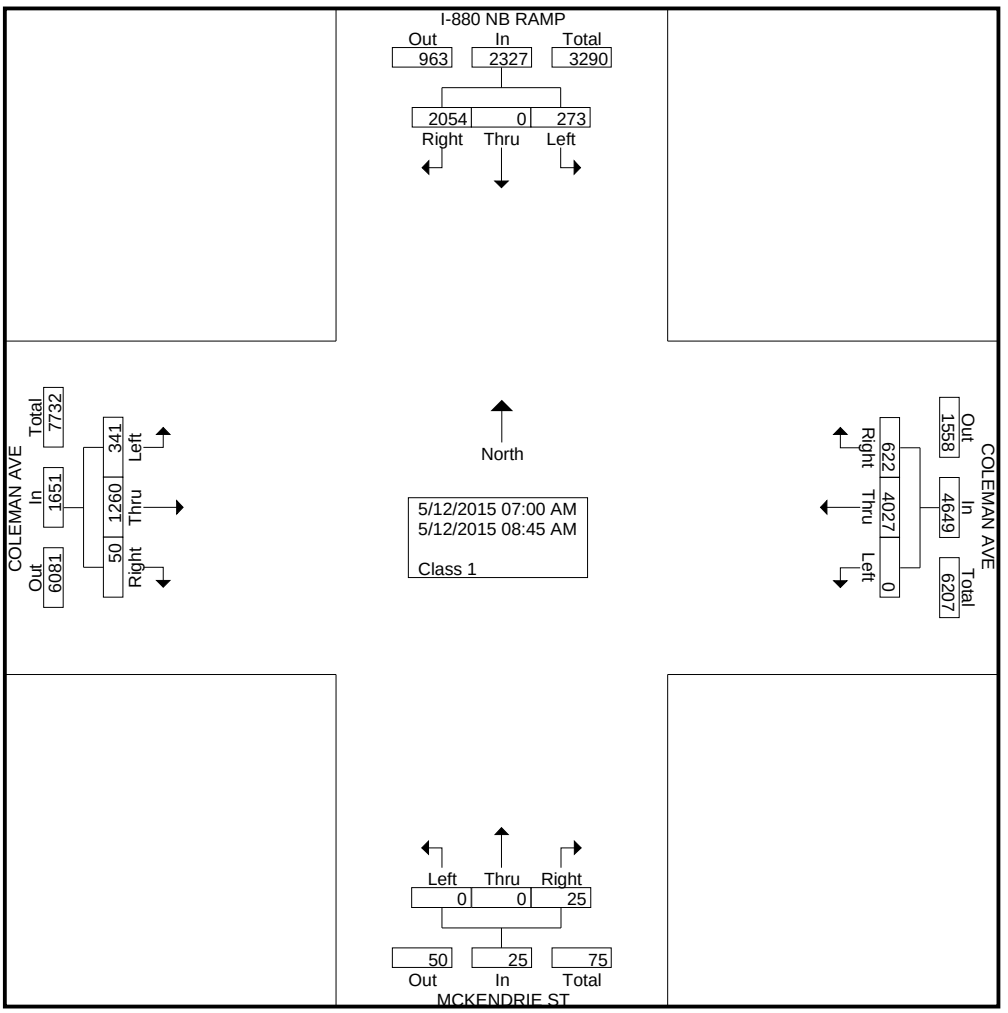
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File Name : #41 COLEMAN&I880NBAM
Site Code :
Start Date : 5/12/2015
Page No : 1

Groups Printed- Class 1

	I-880 NB RAMP Southbound			COLEMAN AVE Westbound			MCKENDRIE ST Northbound			COLEMAN AVE Eastbound			
Start Time	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Int. Total**
07:00 AM	235	0	18	59	373	0	4	0	0	7	127	37	860
07:15 AM	232	0	31	67	470	0	5	0	0	10	135	39	989
07:30 AM	227	0	40	75	515	0	1	0	0	2	154	38	1052
07:45 AM	241	0	31	81	568	0	3	0	0	7	194	38	1163
Total	935	0	120	282	1926	0	13	0	0	26	610	152	4064
08:00 AM	280	0	45	97	516	0	4	0	0	8	161	38	1149
08:15 AM	272	0	34	90	541	0	2	0	0	8	167	57	1171
08:30 AM	288	0	36	66	540	0	4	0	0	6	170	44	1154
08:45 AM	279	0	38	87	504	0	2	0	0	2	152	50	1114
Total	1119	0	153	340	2101	0	12	0	0	24	650	189	4588
Grand Total	2054	0	273	622	4027	0	25	0	0	50	1260	341	8652
Apprch %	88.3	0	11.7	13.4	86.6	0	100	0	0	3	76.3	20.7	
Total %	23.7	0	3.2	7.2	46.5	0	0.3	0	0	0.6	14.6	3.9	

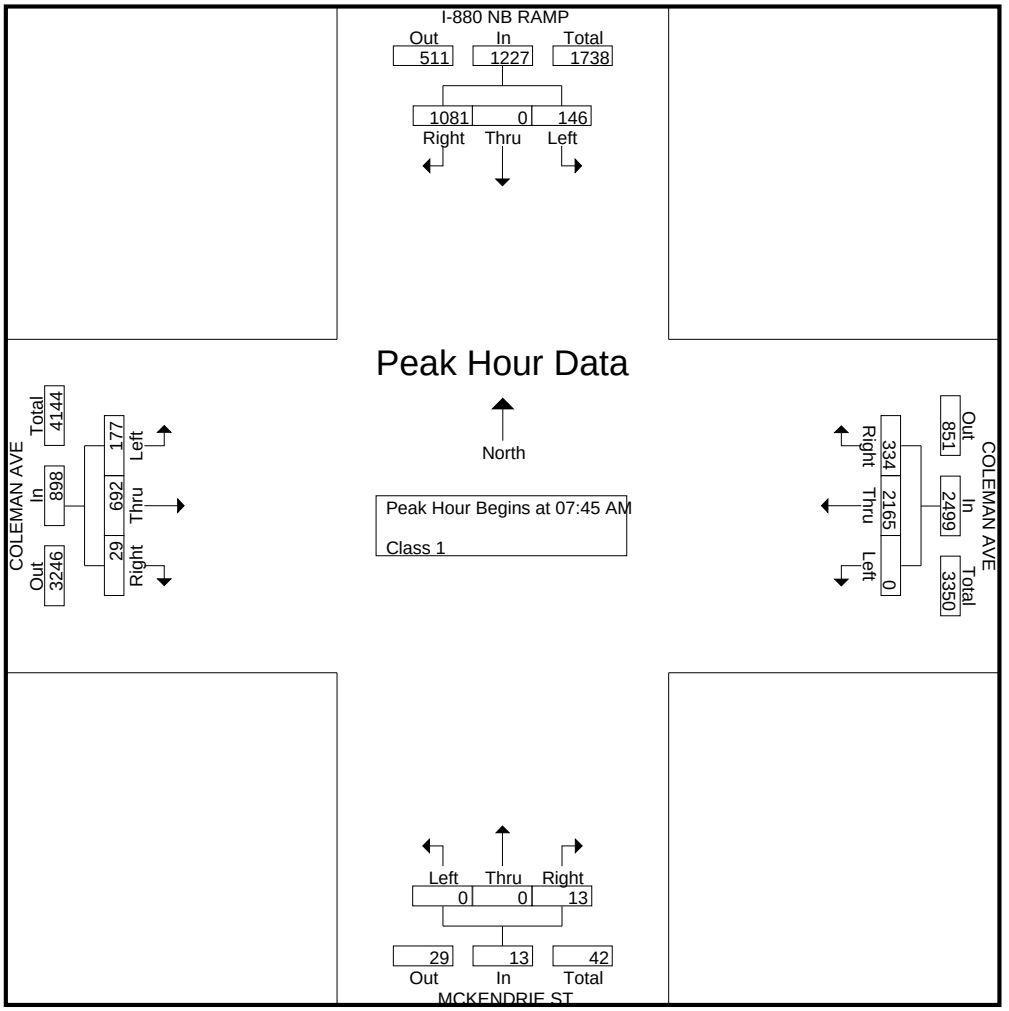


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File Name : #41 COLEMAN&I880NBAM
Site Code :
Start Date : 5/12/2015

	I-880 NB RAMP Southbound				COLEMAN AVE Westbound				MCKENDRIE ST Northbound				COLEMAN AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	241	0	31	272	81	**568**	0	**649**	3	0	0	3	7	**194**	38	**239**	1163
08:00 AM	280	0	**45**	**325**	**97**	516	0	613	**4**	0	0	**4**	**8**	161	38	207	1149
08:15 AM	272	0	34	306	90	541	0	631	2	0	0	2	8	167	**57**	232	**1171**
08:30 AM	**288**	0	36	324	66	540	0	606	4	0	0	4	6	170	44	220	1154
Total Volume	1081	0	146	1227	334	2165	0	2499	13	0	0	13	29	692	177	898	4637
% App. Total	88.1	0	11.9		13.4	86.6	0		100	0	0		3.2	77.1	19.7		
PHF	.938	.000	.811	.944	.861	.953	.000	.963	.813	.000	.000	.813	.906	.892	.776	.939	.990



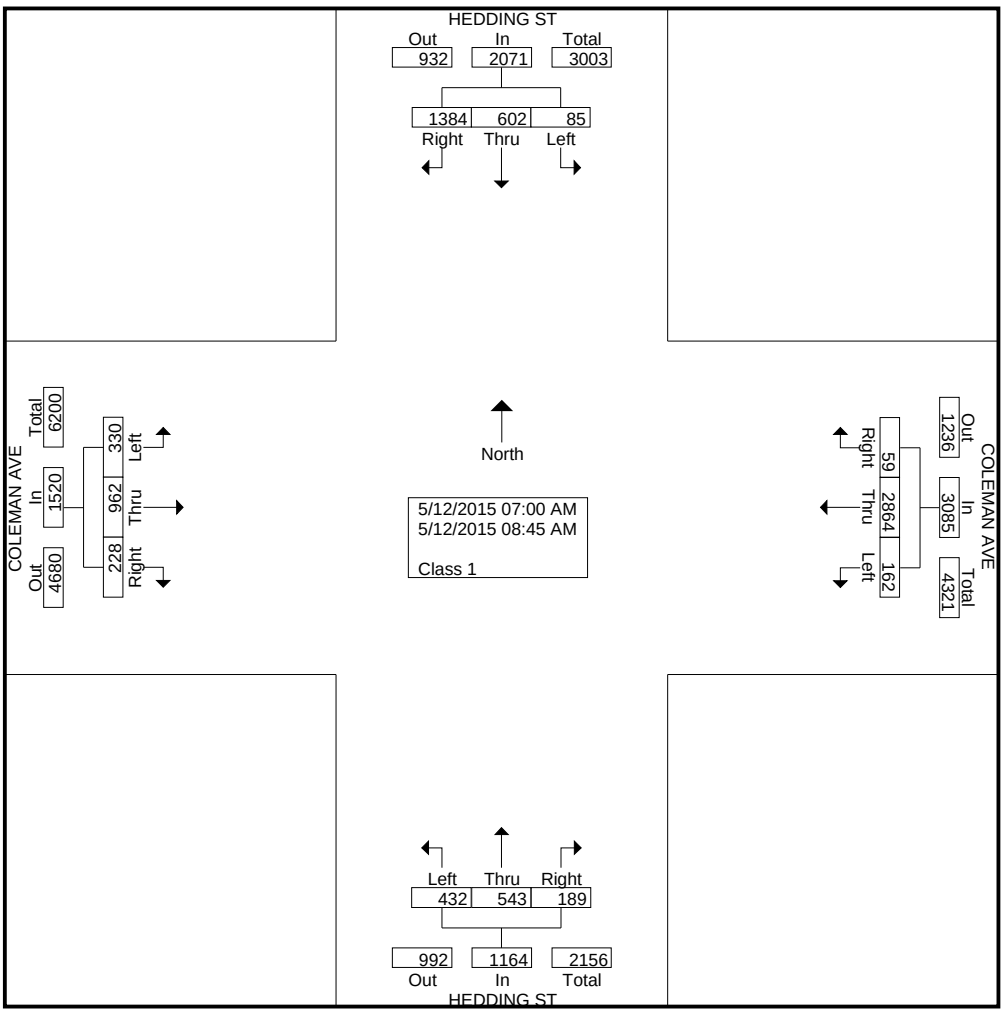
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File Name : #43 COLEMAN&HEDDINGAM
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Groups Printed- Class 1

	HEDDING ST Southbound			COLEMAN AVE Westbound			HEDDING ST Northbound			COLEMAN AVE Eastbound			
Start Time	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Int. Total**
07:00 AM	116	36	3	15	279	10	15	28	39	20	106	36	703
07:15 AM	136	66	14	7	319	17	19	47	48	22	110	30	835
07:30 AM	187	111	11	7	416	20	30	46	53	41	117	43	1082
07:45 AM	166	118	13	2	412	21	27	72	72	41	129	36	1109
Total	605	331	41	31	1426	68	91	193	212	124	462	145	3729
08:00 AM	200	83	10	5	357	29	29	91	64	42	124	42	1076
08:15 AM	193	64	11	7	394	28	15	87	60	15	122	44	1040
08:30 AM	196	63	13	6	343	15	31	100	44	20	129	46	1006
08:45 AM	190	61	10	10	344	22	23	72	52	27	125	53	989
Total	779	271	44	28	1438	94	98	350	220	104	500	185	4111
Grand Total	1384	602	85	59	2864	162	189	543	432	228	962	330	7840
Apprch %	66.8	29.1	4.1	1.9	92.8	5.3	16.2	46.6	37.1	15	63.3	21.7	
Total %	17.7	7.7	1.1	0.8	36.5	2.1	2.4	6.9	5.5	2.9	12.3	4.2	

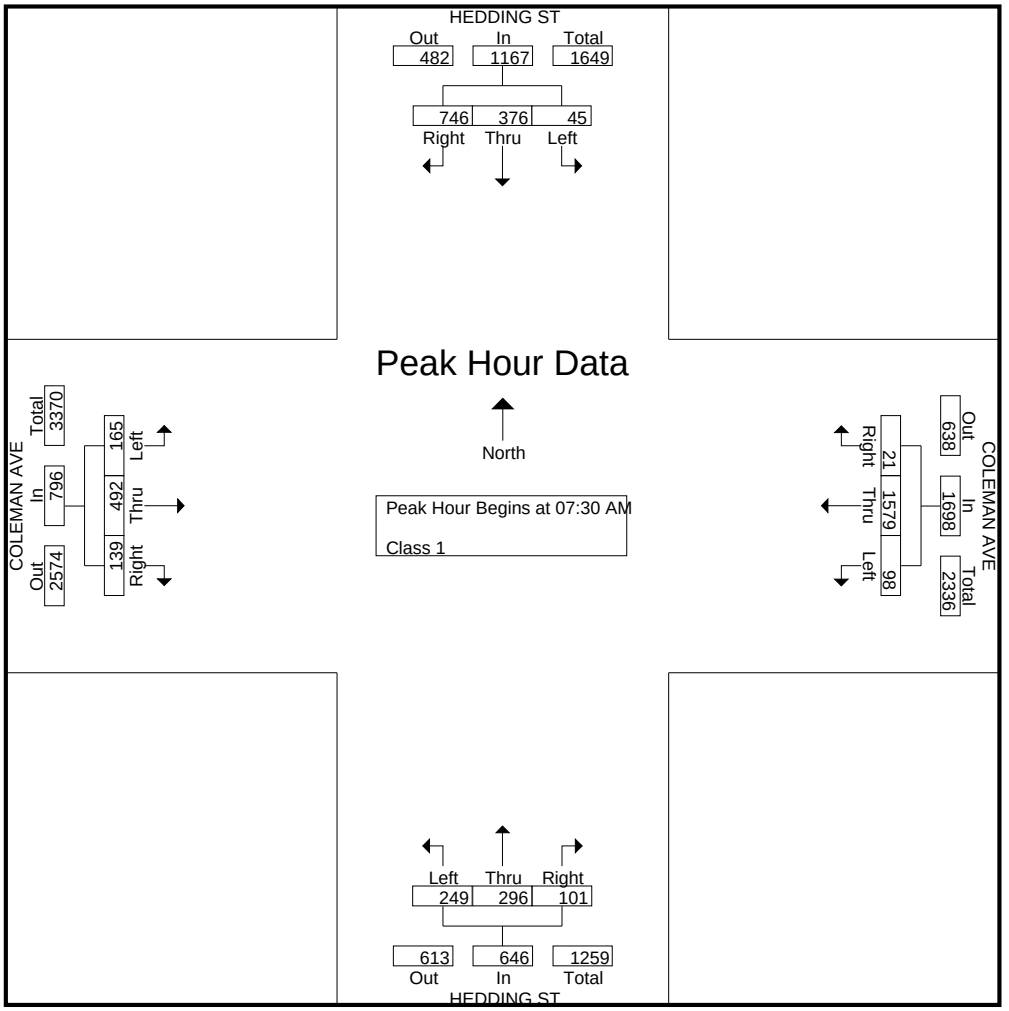


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File Name : #43 COLEMAN&HEDDINGAM
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	HEDDING ST Southbound				COLEMAN AVE Westbound				HEDDING ST Northbound				COLEMAN AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	187	111	11	**309**	**7**	**416**	20	**443**	**30**	46	53	129	41	117	43	201	1082
07:45 AM	166	**118**	**13**	297	2	412	21	435	27	72	**72**	171	41	**129**	36	206	**1109**
08:00 AM	**200**	83	10	293	5	357	**29**	391	29	**91**	64	**184**	**42**	124	42	**208**	1076
08:15 AM	193	64	11	268	7	394	28	429	15	87	60	162	15	122	**44**	181	1040
Total Volume	746	376	45	1167	21	1579	98	1698	101	296	249	646	139	492	165	796	4307
% App. Total	63.9	32.2	3.9		1.2	93	5.8		15.6	45.8	38.5		17.5	61.8	20.7		
PHF	.933	.797	.865	.944	.750	.949	.845	.958	.842	.813	.865	.878	.827	.953	.938	.957	.971



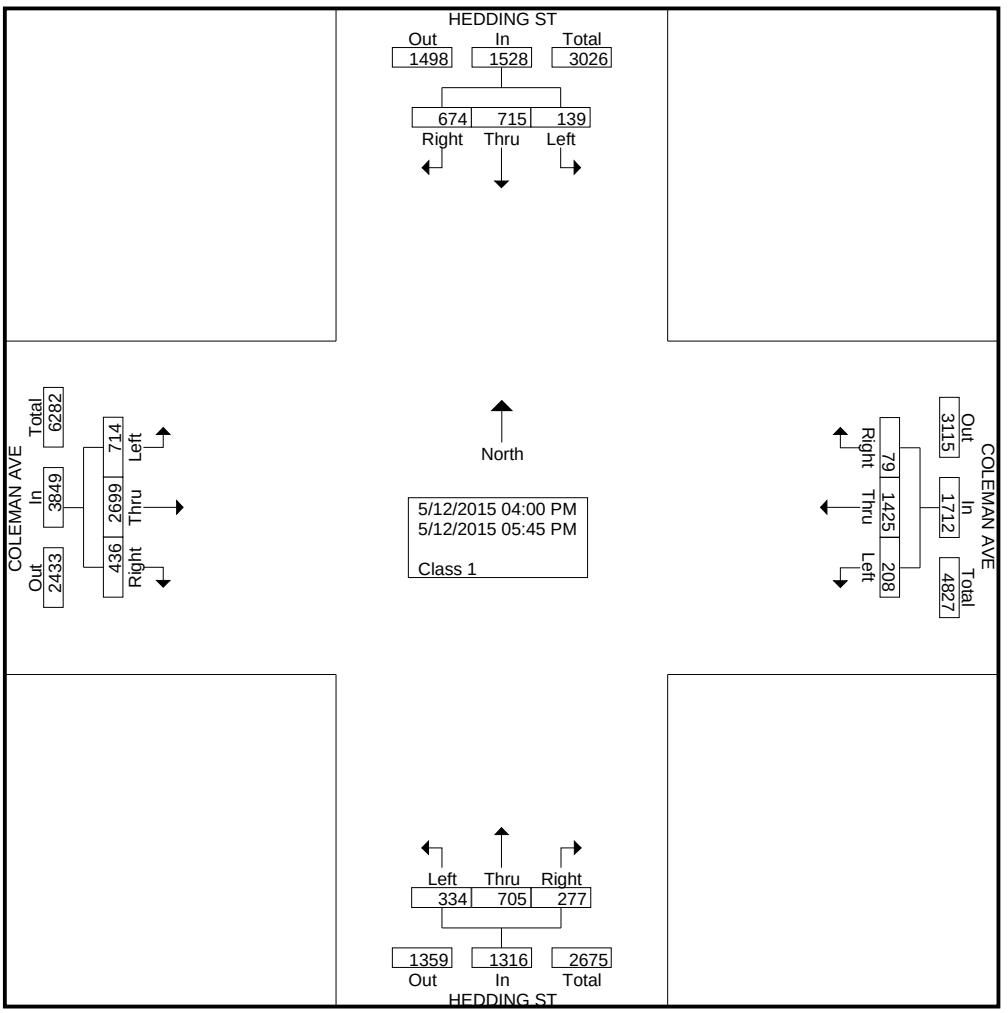
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File Name : #43 COLEMAN&HEDDINGPM
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Groups Printed- Class 1

	HEDDING ST Southbound			COLEMAN AVE Westbound			HEDDING ST Northbound			COLEMAN AVE Eastbound			
Start Time	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Int. Total**
04:00 PM	91	53	20	4	160	15	32	67	37	25	344	82	930
04:15 PM	79	57	17	6	168	22	20	55	42	37	341	70	914
04:30 PM	82	89	17	12	171	23	33	75	44	38	338	68	990
04:45 PM	94	68	13	12	160	30	34	71	41	48	375	67	1013
Total	346	267	67	34	659	90	119	268	164	148	1398	287	3847
05:00 PM	102	101	18	9	198	20	44	96	37	74	339	94	1132
05:15 PM	87	135	17	11	212	35	51	109	35	69	309	109	1179
05:30 PM	81	115	19	12	174	40	27	131	49	61	344	109	1162
05:45 PM	58	97	18	13	182	23	36	101	49	84	309	115	1085
Total	328	448	72	45	766	118	158	437	170	288	1301	427	4558
Grand Total	674	715	139	79	1425	208	277	705	334	436	2699	714	8405
Apprch %	44.1	46.8	9.1	4.6	83.2	12.1	21	53.6	25.4	11.3	70.1	18.6	
Total %	8	8.5	1.7	0.9	17	2.5	3.3	8.4	4	5.2	32.1	8.5	

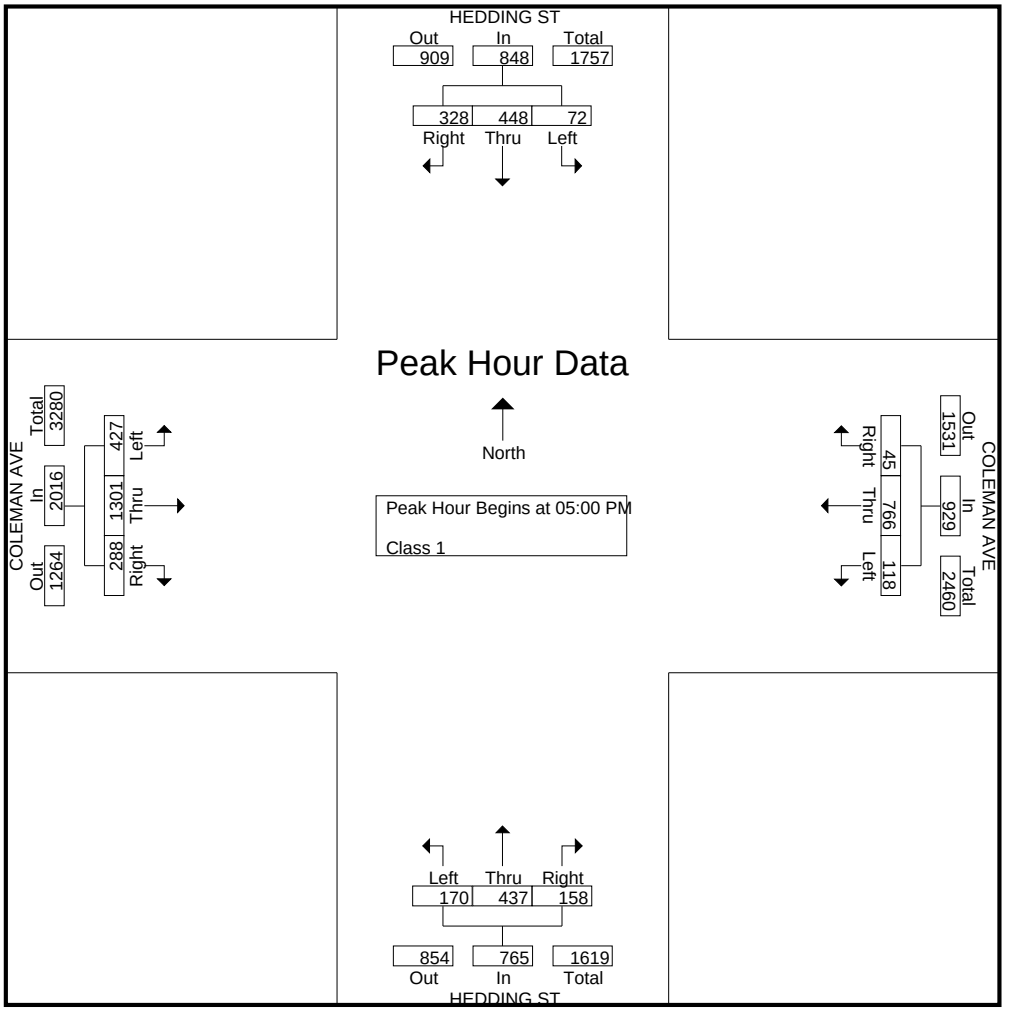


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File Name : #43 COLEMAN&HEDDINGPM
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	HEDDING ST Southbound				COLEMAN AVE Westbound				HEDDING ST Northbound				COLEMAN AVE Eastbound				
Start Time	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Int. Total**
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**102**	101	18	221	9	198	20	227	44	96	37	177	74	339	94	507	1132
05:15 PM	87	**135**	17	**239**	11	**212**	35	**258**	**51**	109	35	195	69	309	109	487	**1179**
05:30 PM	81	115	**19**	215	12	174	**40**	226	27	**131**	**49**	**207**	61	**344**	109	**514**	1162
05:45 PM	58	97	18	173	**13**	182	23	218	36	101	49	186	**84**	309	**115**	508	1085
Total Volume	328	448	72	848	45	766	118	929	158	437	170	765	288	1301	427	2016	4558
% App. Total	38.7	52.8	8.5		4.8	82.5	12.7		20.7	57.1	22.2		14.3	64.5	21.2		
PHF	.804	.830	.947	.887	.865	.903	.738	.900	.775	.834	.867	.924	.857	.945	.928	.981	.966



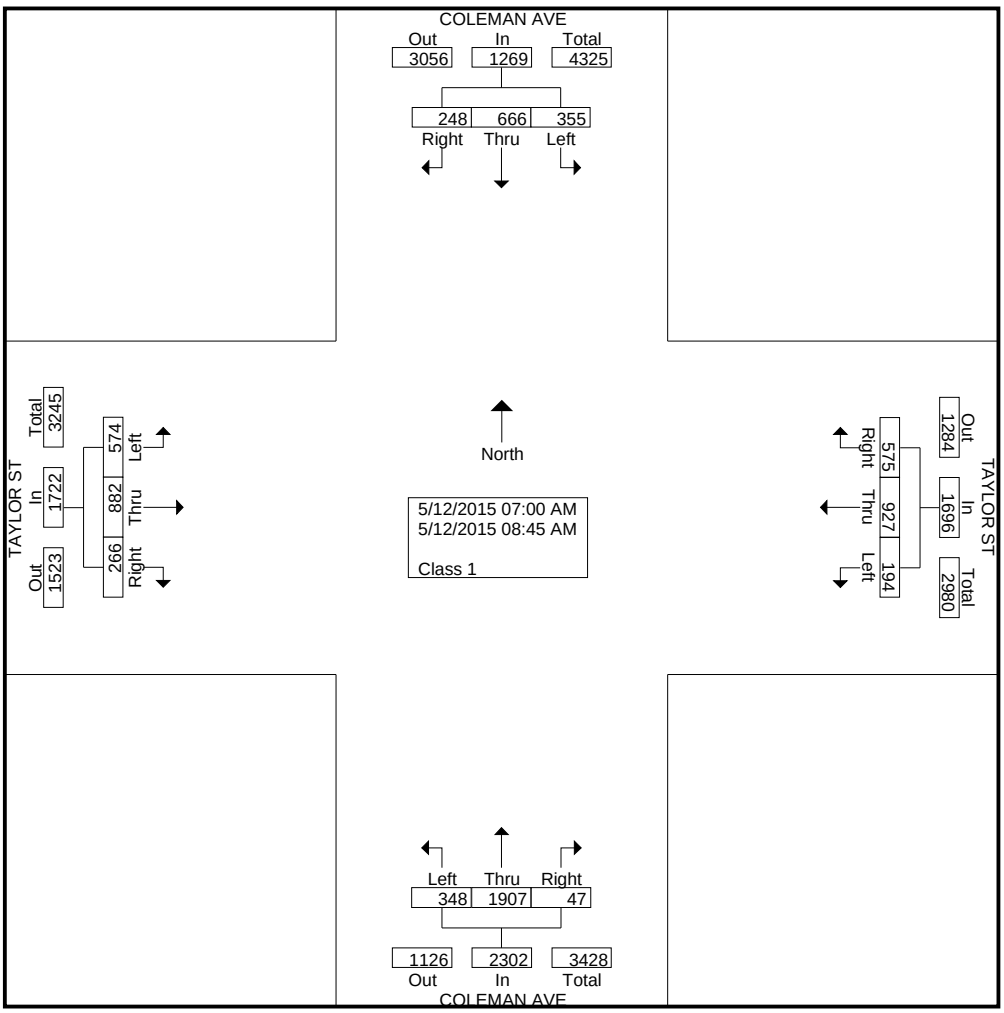
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File Name : #4 COLEMAN&TAYLORAM
Site Code :
Start Date : 5/12/2015
Page No : 1

Groups Printed- Class 1

	COLEMAN AVE Southbound			TAYLOR ST Westbound			COLEMAN AVE Northbound			TAYLOR ST Eastbound			
Start Time	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Int. Total**
07:00 AM	20	67	43	65	83	16	2	215	27	19	54	49	660
07:15 AM	22	71	52	61	120	26	5	256	46	25	84	65	833
07:30 AM	49	72	42	72	135	20	6	277	58	41	127	75	974
07:45 AM	42	90	55	61	136	23	7	268	64	39	144	79	1008
Total	133	300	192	259	474	85	20	1016	195	124	409	268	3475
08:00 AM	39	84	42	76	173	28	4	225	39	43	163	103	1019
08:15 AM	24	93	44	79	110	28	6	259	43	28	109	78	901
08:30 AM	28	106	39	77	100	25	6	211	33	44	114	59	842
08:45 AM	24	83	38	84	70	28	11	196	38	27	87	66	752
Total	115	366	163	316	453	109	27	891	153	142	473	306	3514
Grand Total	248	666	355	575	927	194	47	1907	348	266	882	574	6989
Apprch %	19.5	52.5	28	33.9	54.7	11.4	2	82.8	15.1	15.4	51.2	33.3	
Total %	3.5	9.5	5.1	8.2	13.3	2.8	0.7	27.3	5	3.8	12.6	8.2	

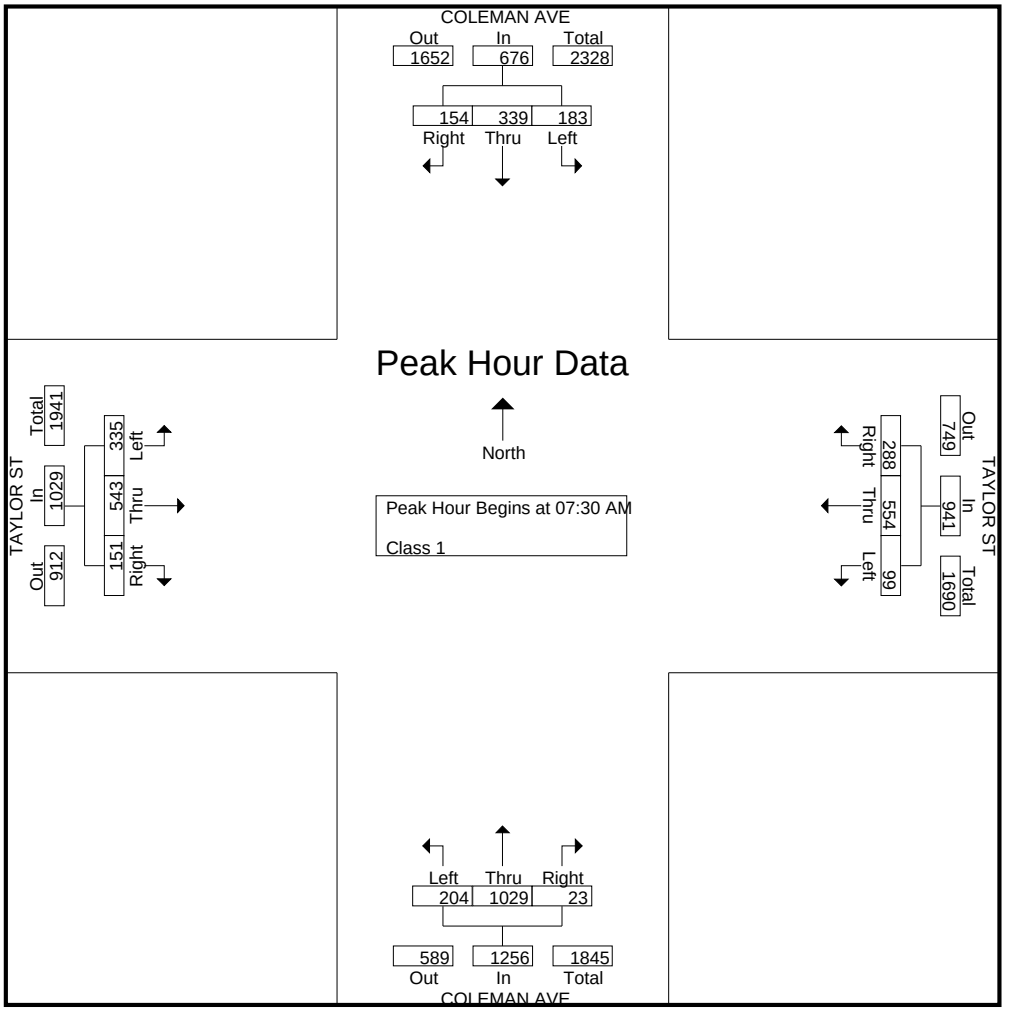


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File Name : #4 COLEMAN&TAYLORAM
Site Code :
Start Date : 5/12/2015
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	COLEMAN AVE Southbound				TAYLOR ST Westbound				COLEMAN AVE Northbound				TAYLOR ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Int. Total**
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	**49**	72	42	163	72	135	20	227	6	**277**	58	**341**	41	127	75	243	974
07:45 AM	42	90	**55**	**187**	61	136	23	220	**7**	268	**64**	339	39	144	79	262	1008
08:00 AM	39	84	42	165	76	**173**	**28**	**277**	4	225	39	268	**43**	**163**	**103**	**309**	**1019**
08:15 AM	24	**93**	44	161	**79**	110	28	217	6	259	43	308	28	109	78	215	901
Total Volume	154	339	183	676	288	554	99	941	23	1029	204	1256	151	543	335	1029	3902
% App. Total	22.8	50.1	27.1		30.6	58.9	10.5		1.8	81.9	16.2		14.7	52.8	32.6		
PHF	.786	.911	.832	.904	.911	.801	.884	.849	.821	.929	.797	.921	.878	.833	.813	.833	.957



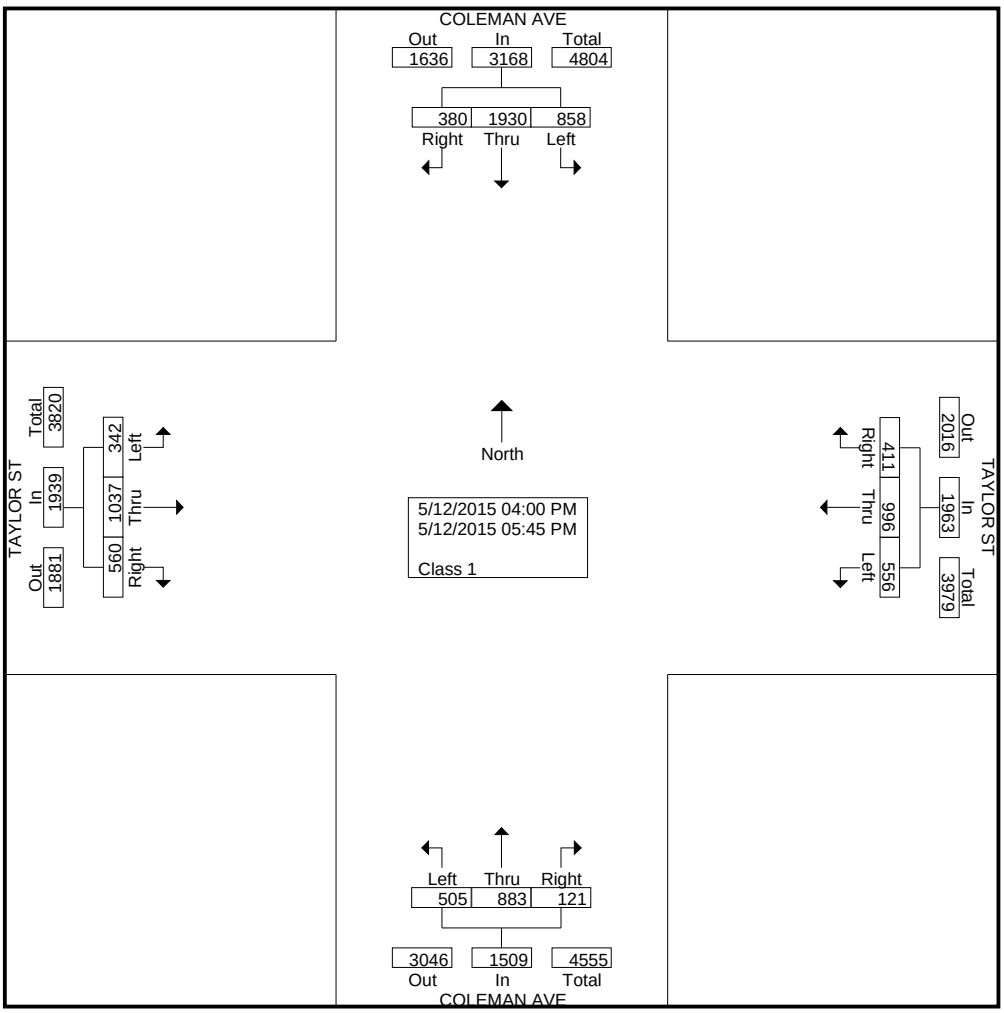
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File Name : #4 COLEMAN&TAYLORPM
Site Code :
Start Date : 5/12/2015
Page No : 1

Groups Printed- Class 1

	COLEMAN AVE Southbound			TAYLOR ST Westbound			COLEMAN AVE Northbound			TAYLOR ST Eastbound			
Start Time	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Int. Total**
04:00 PM	37	227	134	52	112	69	16	96	65	64	125	40	1037
04:15 PM	48	237	133	55	113	61	19	90	57	39	129	45	1026
04:30 PM	59	221	112	40	114	59	16	121	56	56	101	44	999
04:45 PM	45	219	124	49	109	61	16	121	66	77	119	37	1043
Total	189	904	503	196	448	250	67	428	244	236	474	166	4105
05:00 PM	60	262	99	63	137	67	13	105	55	76	139	42	1118
05:15 PM	39	262	89	59	151	81	10	148	60	74	171	40	1184
05:30 PM	49	247	94	42	127	81	20	102	69	82	133	42	1088
05:45 PM	43	255	73	51	133	77	11	100	77	92	120	52	1084
Total	191	1026	355	215	548	306	54	455	261	324	563	176	4474
Grand Total	380	1930	858	411	996	556	121	883	505	560	1037	342	8579
Apprch %	12	60.9	27.1	20.9	50.7	28.3	8	58.5	33.5	28.9	53.5	17.6	
Total %	4.4	22.5	10	4.8	11.6	6.5	1.4	10.3	5.9	6.5	12.1	4	

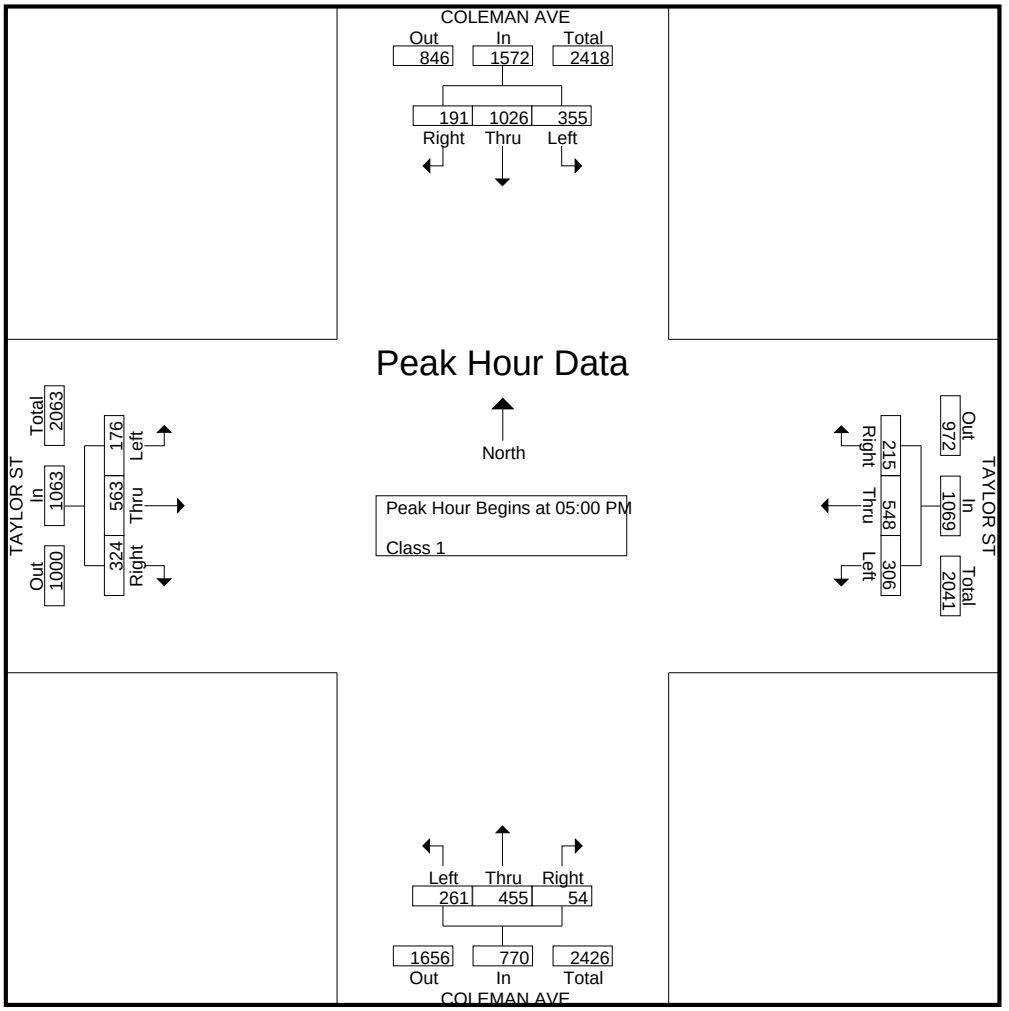


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File Name : #4 COLEMAN&TAYLORPM
Site Code :
Start Date : 5/12/2015

	COLEMAN AVE Southbound				TAYLOR ST Westbound				COLEMAN AVE Northbound				TAYLOR ST Eastbound				
Start Time	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Right**	**Thru**	**Left**	**App. Total**	**Int. Total**
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**60**	**262**	**99**	**421**	**63**	137	67	267	13	105	55	173	76	139	42	257	1118
05:15 PM	39	262	89	390	59	**151**	**81**	**291**	10	**148**	60	**218**	74	**171**	40	**285**	**1184**
05:30 PM	49	247	94	390	42	127	81	250	**20**	102	69	191	82	133	42	257	1088
05:45 PM	43	255	73	371	51	133	77	261	11	100	**77**	188	**92**	120	**52**	264	1084
Total Volume	191	1026	355	1572	215	548	306	1069	54	455	261	770	324	563	176	1063	4474
% App. Total	12.2	65.3	22.6		20.1	51.3	28.6		7	59.1	33.9		30.5	53	16.6		
PHF	.796	.979	.896	.933	.853	.907	.944	.918	.675	.769	.847	.883	.880	.823	.846	.932	.945



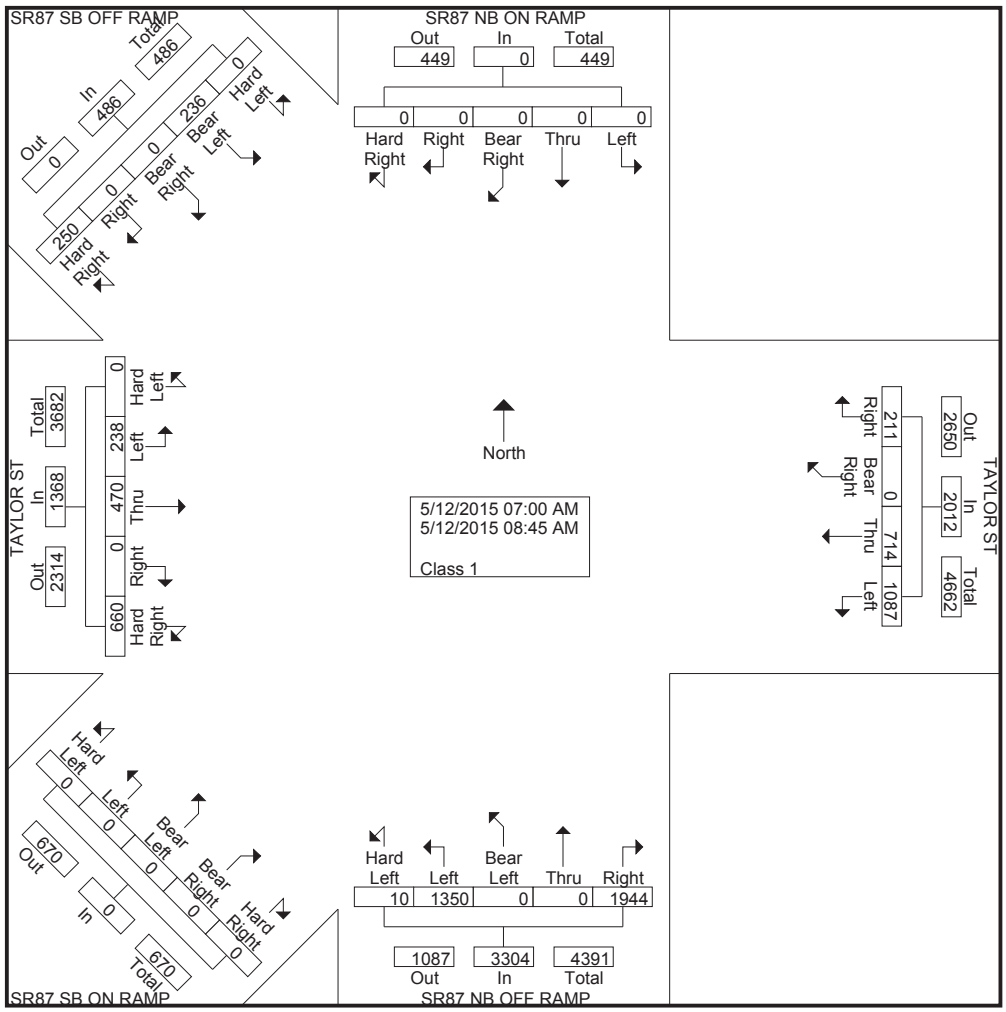
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File Name : #44 SR87&TAYLORAM
Site Code :
Start Date : 5/12/2015
Page No : 1

Groups Printed- Class 1

	SR87 NB ON RAMP Southbound					TAYLOR ST Westbound				SR87 NB OFF RAMP Northbound					SR87 SB ON RAMP From Southwest					TAYLOR ST Eastbound					SR87 SB OFF RAMP From Northwest					
Start Time	Hard Right	Right	Bear Right	Thru	Left	Right	Bear Right	Thru	Left	Right	Thru	Bear Left	Left	Hard Left	Hard Right	Bear Right	Bear Left	Left	Hard Left	Hard Right	Right	Thru	Left	Hard Left	Hard Right	Right	Bear Right	Bear Left	Hard Left	Int. Total
07:00 AM	0	0	0	0	0	29	0	63	141	138	0	0	162	1	0	0	0	0	0	60	0	29	12	0	19	0	0	18	0	672
07:15 AM	0	0	0	0	0	21	0	88	123	196	0	0	152	4	0	0	0	0	0	74	0	50	21	0	30	0	0	15	0	774
07:30 AM	0	0	0	0	0	32	0	91	132	306	0	0	188	1	0	0	0	0	0	100	0	51	24	0	35	0	0	24	0	984
07:45 AM	0	0	0	0	0	40	0	82	138	291	0	0	200	4	0	0	0	0	0	105	0	72	35	0	47	0	0	50	0	1064
Total	0	0	0	0	0	122	0	324	534	931	0	0	702	10	0	0	0	0	0	339	0	202	92	0	131	0	0	107	0	3494
08:00 AM	0	0	0	0	0	23	0	115	161	249	0	0	167	0	0	0	0	0	0	114	0	59	49	0	32	0	0	28	0	997
08:15 AM	0	0	0	0	0	25	0	114	122	254	0	0	162	0	0	0	0	0	0	78	0	87	35	0	32	0	0	33	0	942
08:30 AM	0	0	0	0	0	24	0	75	144	243	0	0	171	0	0	0	0	0	0	72	0	58	33	0	27	0	0	27	0	874
08:45 AM	0	0	0	0	0	17	0	86	126	267	0	0	148	0	0	0	0	0	0	57	0	64	29	0	28	0	0	41	0	863
Total	0	0	0	0	0	89	0	390	553	1013																				
Grand Total	0	0	0	0	0	211	0	714	1087	1944	0	0	1350	10	0	0	0	0	0	660	0	470	238	0	250	0	0	236	0	7170
Apprch %	0	0	0	0	0	10.5	0	35.5	54	58.8	0	0	40.9	0.3	0	0	0	0	0	48.2	0	34.4	17.4	0	51.4	0	0	48.6	0	
Total %	0	0	0	0	0	2.9	0	10	15.2	27.1	0	0	18.8	0.1	0	0	0	0	0	9.2	0	6.6	3.3	0	3.5	0	0	3.3	0	

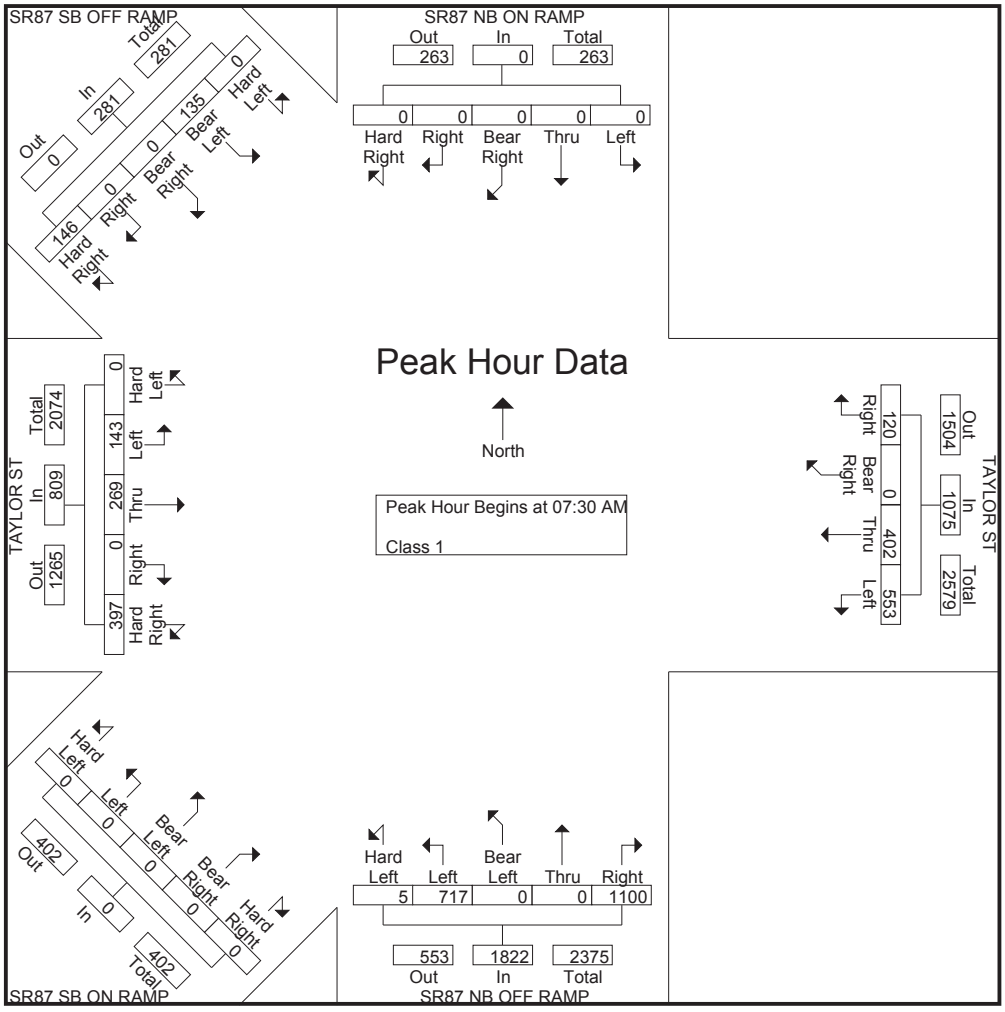


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File Name : #44 SR87&TAYLORAM
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	SR87 NB ON RAMP Southbound						TAYLOR ST Westbound					SR87 NB OFF RAMP Northbound					SR87 SB ON RAMP From Southwest						TAYLOR ST Eastbound						SR87 SB OFF RAMP From Northwest						
Start Time	Hard Right	Right	Bear Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	Hard Left	App. Total	Hard Right	Right	Bear Right	Bear Left	Left	Hard Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																																			
Peak Hour for Entire Intersection Begins at 07:30 AM																																			
07:30 AM	0	0	0	0	0	0	32	0	91	132	255	**306**	0	0	188	1	**495**	0	0	0	0	0	0	100	0	51	24	0	175	35	0	0	24	0	59	984
07:45 AM	0	0	0	0	0	0	**40**	0	82	138	260	291	0	0	**200**	**4**	495	0	0	0	0	0	0	105	0	72	35	0	212	**47**	0	0	**50**	0	**97**	**1064**
08:00 AM	0	0	0	0	0	0	23	0	**115**	**161**	**299**	249	0	0	167	0	416	0	0	0	0	0	0	**114**	0	59	**49**	0	**222**	32	0	0	28	0	60	997
08:15 AM	0	0	0	0	0	0	25	0	114	122	261	254	0	0	162	0	416	0	0	0	0	0	0	78	0	**87**	35	0	200	32	0	0	33	0	65	942
Total	0	0	0	0	0	0	120	0	402	553	1075	1100	0	0	717	5	1822	0	0	0	0	0	0	397	0	269	143	0	809	146	0	0	135	0	281	3987
Volume																																			
% App. Total	0	0	0	0	0		11.2	0	37.4	51.4		60.4	0	0	39.4	0.3		0	0	0	0	0		49.1	0	33.3	17.7	0		52	0	0	48	0		
PHF	.000	.000	.000	.000	.000	.000	.750	.000	.874	.859	.899	.899	.000	.000	.896	.313	.920	.000	.000	.000	.000	.000	.000	.871	.000	.773	.730	.000	.911	.777	.000	.000	.675	.000	.724	.937



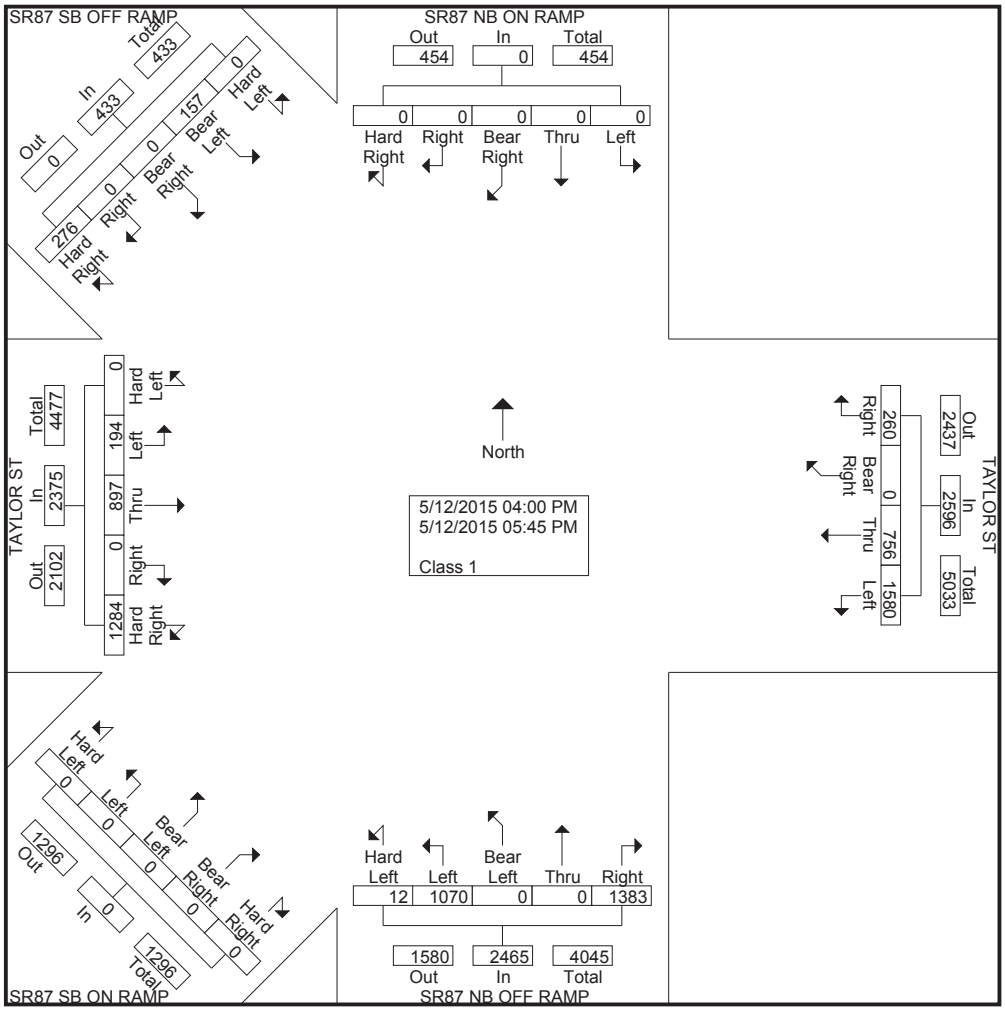
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File Name : #44 SR87&TAYLORPM
Site Code :
Start Date : 5/12/2015
Page No : 1

Groups Printed- Class 1

	SR87 NB ON RAMP Southbound					TAYLOR ST Westbound				SR87 NB OFF RAMP Northbound				SR87 SB ON RAMP From Southwest					TAYLOR ST Eastbound					SR87 SB OFF RAMP From Northwest					
Start Time	Hard Right	Right	Bear Right	Thru	Left	Right	Bear Right	Thru	Left	Right	Thru	Bear Left	Left	Hard Left	Hard Right	Bear Right	Bear Left	Left	Hard Left	Hard Right	Right	Thru	Left	Hard Left	Hard Right	Right	Bear Right	Bear Left	Hard Left	Int. Total
04:00 PM	0	0	0	0	0	27	0	97	199	163	0	0	96	0	0	0	0	0	0	197	0	106	20	0	23	0	0	15	0	943
04:15 PM	0	0	0	0	0	27	0	79	202	165	0	0	139	1	0	0	0	0	0	180	0	95	19	0	36	0	0	27	0	970
04:30 PM	0	0	0	0	0	31	0	97	207	159	0	0	121	1	0	0	0	0	0	144	0	103	23	0	23	0	0	24	0	933
04:45 PM	0	0	0	0	0	27	0	77	206	178	0	0	130	1	0	0	0	0	0	170	0	101	21	0	25	0	0	17	0	953
Total	0	0	0	0	0	112	0	350	814	665	0	0	486	3	0	0	0	0	0	691	0	405	83	0	107	0	0	83	0	3799
05:00 PM	0	0	0	0	0	45	0	90	208	180	0	0	139	6	0	0	0	0	0	183	0	115	33	0	48	0	0	10	0	1057
05:15 PM	0	0	0	0	0	40	0	106	169	169	0	0	161	1	0	0	0	0	0	153	0	134	27	0	35	0	0	17	0	1012
05:30 PM	0	0	0	0	0	38	0	96	218	184	0	0	164	1	0	0	0	0	0	131	0	118	32	0	47	0	0	21	0	1050
05:45 PM	0	0	0	0	0	25	0	114	171	185	0	0	120	1	0	0	0	0	0	126	0	125	19	0	39	0	0	26	0	951
Total	0	0	0	0	0	148	0	406	766	718	0	0	584	9	0	0	0	0	0	593	0	492	111	0	169	0	0	74	0	4070
Grand Total	0	0	0	0	0	260	0	756	1580	1383	0	0	1070	12	0	0	0	0	0	1284	0	897	194	0	276	0	0	157	0	7869
Apprch %	0	0	0	0	0	10	0	29.1	60.9	56.1	0	0	43.4	0.5	0	0	0	0	0	54.1	0	37.8	8.2	0	63.7	0	0	36.3	0	
Total %	0	0	0	0	0	3.3	0	9.6	20.1	17.6	0	0	13.6	0.2	0	0	0	0	0	16.3	0	11.4	2.5	0	3.5	0	0	2	0	

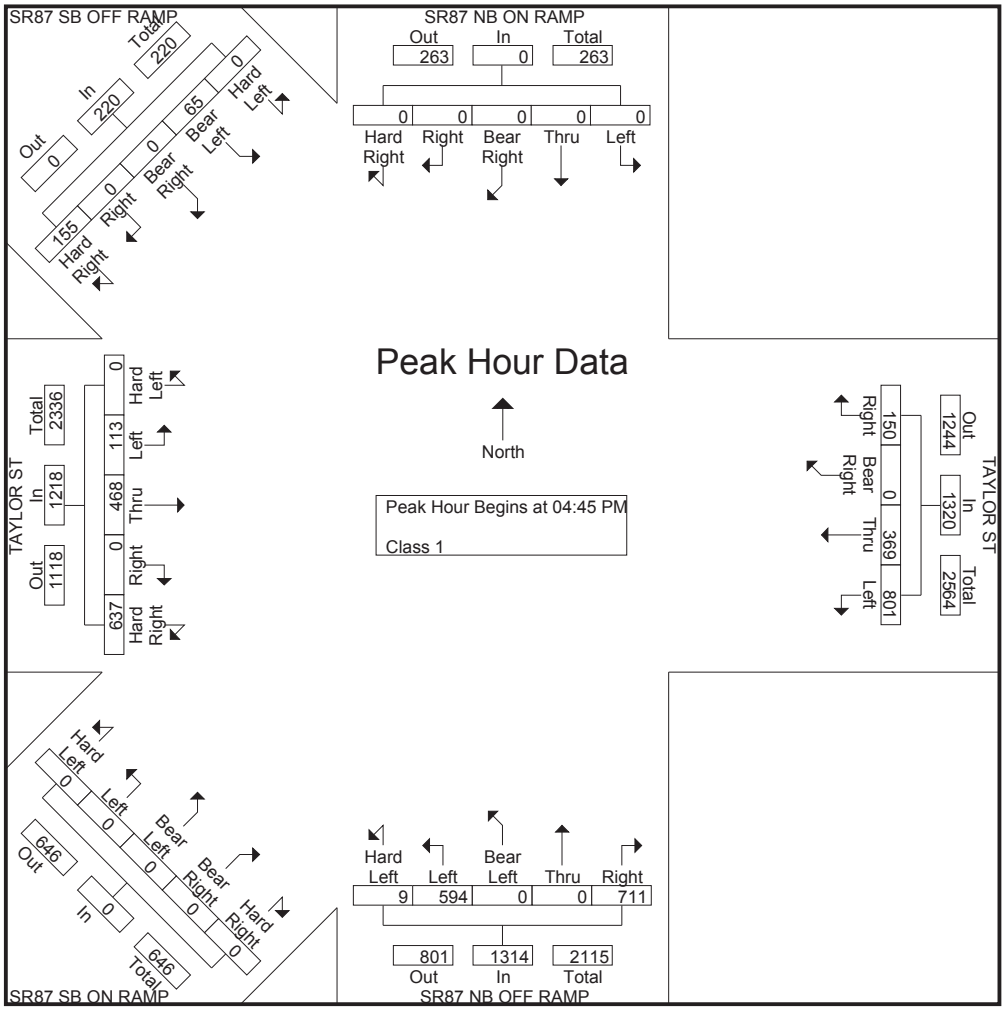


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File Name : #44 SR87&TAYLORPM
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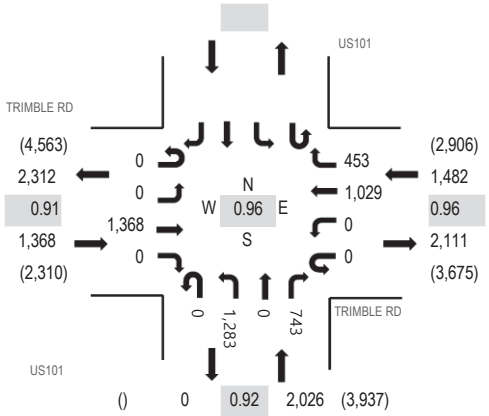
	SR87 NB ON RAMP Southbound						TAYLOR ST Westbound					SR87 NB OFF RAMP Northbound					SR87 SB ON RAMP From Southwest						TAYLOR ST Eastbound						SR87 SB OFF RAMP From Northwest						
Start Time	Hard Right	Right	Bear Right	Thru	Left	App. Total	Right	Bear Right	Thru	Left	App. Total	Right	Thru	Bear Left	Left	Hard Left	App. Total	Hard Right	Bear Right	Bear Left	Left	Hard Left	App. Total	Hard Right	Right	Thru	Left	Hard Left	App. Total	Hard Right	Right	Bear Right	Bear Left	Hard Left	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																																		
Peak Hour for Entire Intersection Begins at 04:45 PM																																		
04:45 PM	0	0	0	0	0	0	27	0	77	206	310	178	0	0	130	1	309	0	0	0	0	0	0	170	0	101	21	0	292	25	0	0	17	0	42	953
05:00 PM	0	0	0	0	0	0	**45**	0	90	208	343	180	0	0	139	**6**	325	0	0	0	0	0	0	**183**	0	115	**33**	0	**331**	**48**	0	0	10	0	58	**1057**
05:15 PM	0	0	0	0	0	0	40	0	**106**	169	315	169	0	0	161	1	331	0	0	0	0	0	0	153	0	**134**	27	0	314	35	0	0	17	0	52	1012
05:30 PM	0	0	0	0	0	0	38	0	96	**218**	**352**	**184**	0	0	**164**	1	**349**	0	0	0	0	0	0	131	0	118	32	0	281	47	0	0	**21**	0	**68**	1050
Total Volume	0	0	0	0	0	0	150	0	369	801	1320	711	0	0	594	9	1314	0	0	0	0	0	0	637	0	468	113	0	1218	155	0	0	65	0	220	4072
% App. Total	0	0	0	0	0		11.4	0	28	60.7		54.1	0	0	45.2	0.7		0	0	0	0	0		52.3	0	38.4	9.3	0		70.5	0	0	29.5	0		
PHF	.000	.000	.000	.000	.000	.000	.833	.000	.870	.919	.938	.966	.000	.000	.905	.375	.941	.000	.000	.000	.000	.000	.000	.870	.000	.870	.856	.000	.920	.807	.000	.000	.774	.000	.809	.963



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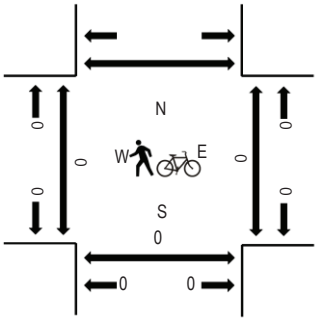
Location: 7 US101 & TRIMBLE RD AM
Date and Start Time: Tuesday, March 14, 2017
Peak Hour: 08:00 AM - 09:00 AM
Peak 15-Minutes: 08:45 AM - 09:00 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	TRIMBLE RD Eastbound				TRIMBLE RD Westbound				US101 Northbound				US101 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	0	154	0	0	0	199	127	0	318	0	115					913	4,277	0	0	1	
7:15 AM	0	0	224	0	0	0	236	128	0	301	0	141					1,030	4,567	0	0	1	
7:30 AM	0	0	263	0	0	0	258	102	0	312	0	164					1,099	4,766	0	0	0	
7:45 AM	0	0	301	0	0	0	269	105	0	358	0	202					1,235	4,842	0	0	0	
8:00 AM	0	0	300	0	0	0	274	119	0	339	0	171					1,203	4,876	0	0	0	
8:15 AM	0	0	351	0	0	0	276	106	0	294	0	202					1,229		0	0	0	
8:30 AM	0	0	342	0	0	0	246	91	0	320	0	176					1,175		0	0	0	
8:45 AM	0	0	375	0	0	0	233	137	0	330	0	194					1,269		0	0	0	

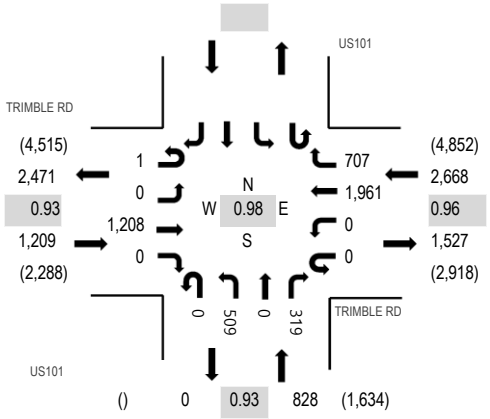
Peak Rolling Hour Flow Rates

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	19	7	0	13	0	5					54
Lights	0	0	1,330	0	0	0	947	413	0	1,240	0	726					4,656
Mediums	0	0	28	0	0	0	63	33	0	30	0	12					166
Total	0	0	1,368	0	0	0	1,029	453	0	1,283	0	743					4,876

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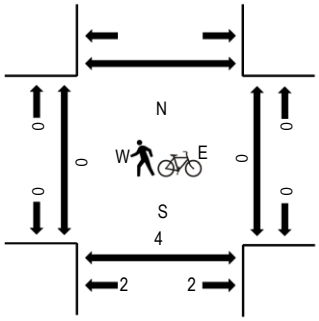
Location: 7 US101 & TRIMBLE RD PM
Date and Start Time: Tuesday, March 14, 2017
Peak Hour: 04:45 PM - 05:45 PM
Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	TRIMBLE RD Eastbound				TRIMBLE RD Westbound				US101 Northbound				US101 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	280	0	0	0	352	148	0	117	0	71					968	4,103	0	0	0	
4:15 PM	0	0	232	0	1	0	372	127	0	123	0	88					943	4,320	0	0	0	
4:30 PM	0	0	284	0	0	0	415	185	0	121	0	67					1,072	4,579	0	0	0	
4:45 PM	1	0	291	0	0	0	465	179	0	108	0	76					1,120	4,705	0	0	0	
5:00 PM	0	0	280	0	0	0	502	194	0	125	0	84					1,185	4,671	0	0	2	
5:15 PM	0	0	312	0	0	0	507	181	0	135	0	67					1,202		0	0	2	
5:30 PM	0	0	325	0	0	0	487	153	0	141	0	92					1,198		0	0	0	
5:45 PM	0	0	283	0	0	0	410	174	0	134	0	85					1,086		0	0	0	

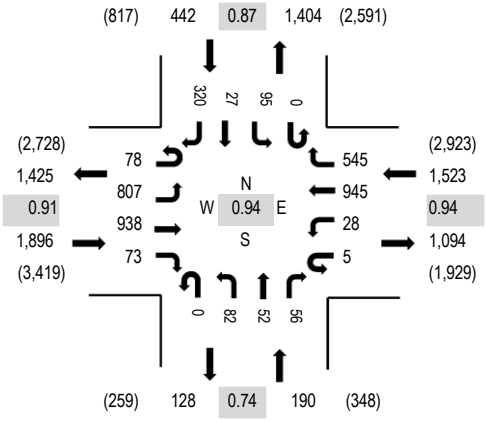
Peak Rolling Hour Flow Rates

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	8	2	0	6	0	2					19
Lights	1	0	1,179	0	0	0	1,932	696	0	490	0	308					4,606
Mediums	0	0	28	0	0	0	21	9	0	13	0	9					80
Total	1	0	1,208	0	0	0	1,961	707	0	509	0	319					4,705

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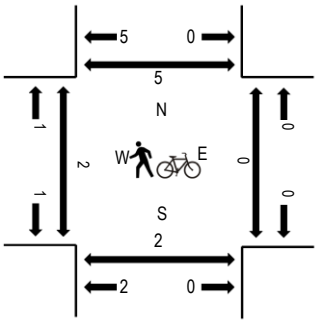
Location: 5 DE LA CRUZ BLVD & TRIMBLE RD AM
Date and Start Time: Wednesday, October 28, 2015
Peak Hour: 07:45 AM - 08:45 AM
Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	TRIMBLE RD Eastbound				TRIMBLE RD Westbound				DE LA CRUZ BLVD Northbound				DE LA CRUZ BLVD Southbound					Rolling Hour	Pedestrain Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
7:00:00 AM	12	139	105	16	1	6	226	94	0	23	9	9	0	13	3	52	708	3,514	0	0	2	0
7:15:00 AM	20	151	146	21	1	8	217	134	0	15	11	6	0	17	6	65	818	3,761	1	0	0	1
7:30:00 AM	23	181	180	29	0	9	222	131	0	18	7	13	0	28	2	80	923	3,895	0	0	0	0
7:45:00 AM	31	240	213	16	3	10	212	149	0	24	21	19	0	26	8	93	1,065	4,051	0	0	0	0
8:00:00 AM	19	166	214	23	1	8	256	132	0	25	8	9	0	12	10	72	955	3,993	1	0	0	2
8:15:00 AM	15	203	215	21	0	4	214	128	0	22	14	15	0	27	4	70	952		1	0	2	3
8:30:00 AM	13	198	296	13	1	6	263	136	0	11	9	13	0	30	5	85	1,079		0	0	0	0
8:45:00 AM	18	191	276	15	1	8	215	127	0	21	12	14	0	25	8	76	1,007		0	0	0	0

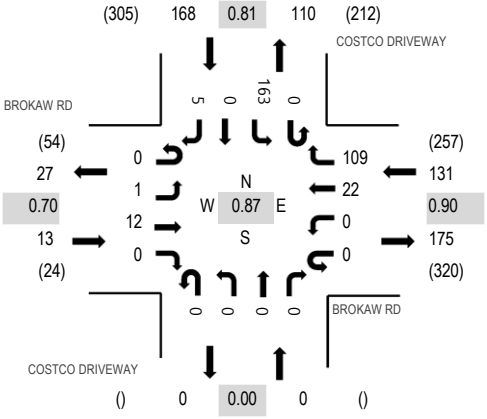
Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	8	0	0	0	8	6	0	1	0	1	0	6	0	8	39
Lights	78	789	920	73	5	27	890	525	0	78	51	53	0	72	27	284	3,872
Mediums	0	17	10	0	0	1	47	14	0	3	1	2	0	17	0	28	140
Total	78	807	938	73	5	28	945	545	0	82	52	56	0	95	27	320	4,051

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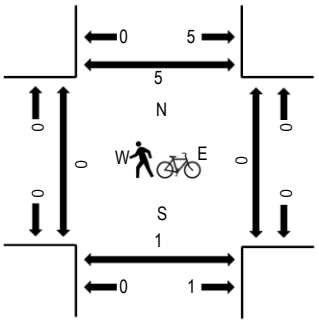
Location: 1 COSTCO DRIVEWAY & BROKAW RD AM
Date and Start Time: Tuesday, October 17, 2017
Peak Hour: 07:30 AM - 08:30 AM
Peak 15-Minutes: 08:00 AM - 08:15 AM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	BROKAW RD Eastbound				BROKAW RD Westbound				COSTCO DRIVEWAY Northbound				COSTCO DRIVEWAY 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	0	2	0	0	0	3	25	0	0	0	0	0	33	0	2	65	282	0	0	0	2
7:15 AM	0	0	1	0	0	0	3	33	0	0	0	0	0	40	0	0	77	307	0	0	0	2
7:30 AM	0	0	3	0	0	0	3	28	0	0	0	0	0	31	0	0	65	312	0	0	0	0
7:45 AM	0	0	5	0	0	0	6	28	0	0	0	0	0	36	0	0	75	311	0	0	1	2
8:00 AM	0	0	2	0	0	0	9	30	0	0	0	0	0	49	0	0	90	304	0	0	0	0
8:15 AM	0	1	2	0	0	0	4	23	0	0	0	0	0	47	0	5	82		0	0	0	3
8:30 AM	0	0	4	0	0	0	9	20	0	0	0	0	0	30	0	1	64		0	0	1	1
8:45 AM	0	0	4	0	0	0	9	24	0	0	0	0	0	31	0	0	68		0	0	0	1

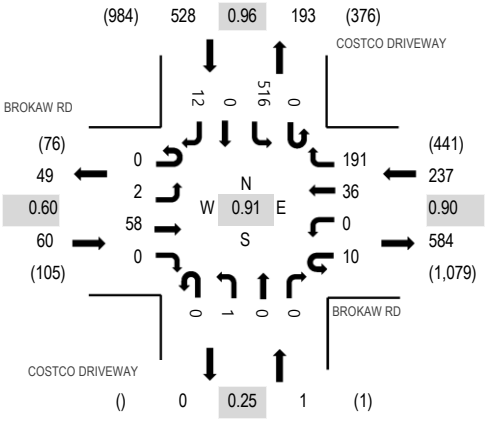
Peak Rolling Hour Flow Rates

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	2	0	0	0	1	1	0	0	0	0	0	5	0	0	9
Lights	0	1	7	0	0	0	19	106	0	0	0	0	0	155	0	5	293
Mediums	0	0	3	0	0	0	2	2	0	0	0	0	0	3	0	0	10
Total	0	1	12	0	0	0	22	109	0	0	0	0	0	163	0	5	312

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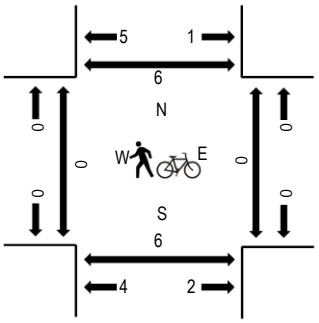
Location: 1 COSTCO DRIVEWAY & BROKAW RD PM
Date and Start Time: Tuesday, October 17, 2017
Peak Hour: 05:00 PM - 06:00 PM
Peak 15-Minutes: 05:30 PM - 05:45 PM

Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

Peak Hour - Pedestrians/Bicycles in Crosswalk



Traffic Counts

Interval Start Time	BROKAW RD Eastbound				BROKAW RD Westbound				COSTCO DRIVEWAY Northbound				COSTCO DRIVEWAY 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	0	9	0	0	0	5	44	0	0	0	0	0	109	0	0	167	705	0	0	1	0
4:15 PM	0	3	6	0	0	0	3	49	0	0	0	0	0	115	0	1	177	751	0	0	0	1
4:30 PM	0	1	16	0	1	0	8	48	0	0	0	0	0	106	0	2	182	758	0	0	0	0
4:45 PM	0	1	9	0	2	0	7	37	0	0	0	0	0	122	0	1	179	804	0	0	0	1
5:00 PM	0	1	9	0	3	0	9	54	0	0	0	0	0	135	0	2	213	826	0	0	1	0
5:15 PM	0	0	15	0	0	0	7	42	0	1	0	0	0	113	0	6	184		0	0	3	2
5:30 PM	0	0	25	0	3	0	14	48	0	0	0	0	0	134	0	4	228		0	0	1	2
5:45 PM	0	1	9	0	4	0	6	47	0	0	0	0	0	134	0	0	201		0	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	0	0	0	0	0	0	0	1	0	1	3
Lights	0	2	57	0	10	0	36	189	0	1	0	0	0	512	0	10	817
Mediums	0	0	0	0	0	0	0	2	0	0	0	0	0	3	0	1	6
Total	0	2	58	0	10	0	36	191	0	1	0	0	0	516	0	12	826

Appendix B
Volume Summary

Intersection Number: 1
Traffix Node Number: 302
Intersection Name: Coleman Avenue and Brokaw Road
Peak Hour: AM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**21**	**456**	**16**	**31**	**3**	**47**	**287**	**2161**	**138**	**53**	**19**	**118**	**3350**
Approved Project Trips													
Santa Clara Approved Project Trips	0	46	0	0	0	0	0	197	0	0	0	0	243
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	3	0	0	0	0	0	1	0	0	0	0	4
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	94	10	0	0	0	0	0	2	51	11	0	19	187
San Jose Approved Project Trips	0	265	0	0	0	0	0	54	0	0	0	0	319
NSJ Phase I Project Trips	0	7	0	0	0	0	0	35	0	0	0	0	42
Total Approved Trips	94	347	0	0	0	0	0	333	51	11	0	19	855
Background Conditions	**115**	**803**	**16**	**31**	**3**	**47**	**287**	**2494**	**189**	**64**	**19**	**137**	**4205**
Proposed Project Trips	48	56	0	0	0	0	0	101	13	53	0	192	463
Former R&D Building Credit	-94	-10	0	0	0	0	0	-2	-51	-11	0	-19	-187
Net Project Trips	-46	46	0	0	0	0	0	99	-38	42	0	173	276
Existing Plus Project Conditions	**69**	**512**	**16**	**31**	**3**	**47**	**287**	**2262**	**151**	**106**	**19**	**310**	**3813**
Background Plus Project Conditions	**69**	**849**	**16**	**31**	**3**	**47**	**287**	**2593**	**151**	**106**	**19**	**310**	**4481**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	68	0	0	0	0	68
3055 Patrick Henry (Santa Clara)	0	15	0	0	0	0	0	4	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	1	0	0	0	0	0	1	0	0	0	0	2
3069 Lawrence Expressway (Santa Clara)	0	5	0	0	0	0	0	-2	0	0	0	0	3
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	1	0	0	0	0	0	4	0	0	0	0	5
BART	458	-24	0	0	11	0	0	-43	179	66	28	74	749
BART CREDIT	-8	0	0	0	0	0	0	0	-14	-7	0	-5	-34
NSJ Phase II Project Trips	0	7	0	0	0	0	0	35	0	0	0	0	42
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25
Total Pending Trips	450	9	0	0	11	0	0	96	165	59	28	69	887
Cumulative Conditions	**565**	**812**	**16**	**31**	**14**	**47**	**287**	**2590**	**354**	**123**	**47**	**206**	**5092**
Cumulative Plus Project Conditions	**519**	**858**	**16**	**31**	**14**	**47**	**287**	**2689**	**316**	**165**	**47**	**379**	**5368**

Intersection Number: 2
Traffix Node Number: 5828
Intersection Name: Lafayette Street and Lewis Street
Peak Hour: AM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**9**	**388**	**0**	**128**	**88**	**130**	**0**	**951**	**3**	**0**	**0**	**0**	**1697**
Approved Project Trips													
Santa Clara Approved Project Trips	0	25	0	0	0	14	0	159	0	0	0	0	198
Great America Parkway (Santa Clara)	0	6	0	0	0	0	0	41	0	0	0	0	47
City Place Phases I, II, & III (Santa Clara)	4	9	0	7	2	2	0	142	7	0	0	0	173
3033 Scott (Santa Clara)	0	8	0	0	0	0	0	9	0	0	0	0	17
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	1	0	0	0	0	0	9	0	0	0	0	10
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	5	0	0	0	0	6
1525 Alviso (Santa Clara)	0	8	0	0	0	0	0	0	0	0	0	0	8
Santa Clara University MP (Santa Clara)	0	8	0	11	0	0	0	2	0	0	0	0	21
Former R&D Building Proiect Trips	0	4	0	0	0	1	0	0	0	0	0	0	5
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	20	0	0	0	0	0	-15	0	0	0	0	5
Total Approved Trips	4	90	0	18	2	17	0	353	7	0	0	0	490
Background Conditions	**13**	**478**	**0**	**146**	**90**	**147**	**0**	**1304**	**10**	**0**	**0**	**0**	**2187**
Proposed Project Trips	0	2	0	13	0	7	0	0	0	0	0	0	22
Former R&D Building Credit	0	-4	0	0	0	-1	0	0	0	0	0	0	-5
Net Project Trips	0	-2	0	13	0	6	0	0	0	0	0	0	17
Existing Plus Project Conditions	**9**	**390**	**0**	**141**	**88**	**137**	**0**	**951**	**3**	**0**	**0**	**0**	**1719**
Background Plus Project Conditions	**13**	**476**	**0**	**159**	**90**	**153**	**0**	**1304**	**10**	**0**	**0**	**0**	**2204**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	20	0	0	0	0	0	140	0	0	0	0	160
3055 Patrick Henry (Santa Clara)	0	6	0	0	0	0	0	2	0	0	0	0	8
Great America Master Plan (Santa Clara)	0	2	0	0	0	0	0	2	0	0	0	0	4
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	1	0	0	0	0	0	9	0	0	0	0	10
BART	0	0	0	2	-1	14	0	45	0	0	0	0	60
BART CREDIT	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips	0	20	0	0	0	0	0	-15	0	0	0	0	5
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	49	0	2	-1	14	0	184	0	0	0	0	247
Cumulative Conditions	**13**	**526**	**0**	**148**	**89**	**161**	**0**	**1487**	**10**	**0**	**0**	**0**	**2434**
Cumulative Plus Project Conditions	**13**	**524**	**0**	**161**	**89**	**167**	**0**	**1487**	**10**	**0**	**0**	**0**	**2451**

Intersection Number: 3
Traffix Node Number: 1202
Intersection Name: Lafayette Street and El Camino Real *
Peak Hour: AM
Count Date: 6/9/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**77**	**194**	**81**	**515**	**1027**	**14**	**72**	**782**	**132**	**112**	**344**	**238**	**3588**
Approved Project Trips													
Santa Clara Approved Project Trips	4	21	5	10	60	0	0	155	4	5	42	15	321
Great America Parkway (Santa Clara)	0	6	0	0	0	0	0	41	0	0	0	0	47
City Place Phases I, II, & III (Santa Clara)	1	3	6	4	5	9	6	144	6	7	6	7	204
3033 Scott (Santa Clara)	0	8	0	0	0	0	0	9	0	0	0	0	17
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	7	0	0	0	0	0	1	0	8
3515 Monroe (Santa Clara)	0	0	0	0	1	0	0	0	0	0	3	0	4
3333 Scott Blvd (Santa Clara)	0	1	0	0	0	0	0	9	0	0	0	0	10
3226 Scott (Santa Clara)	0	1	0	0	5	0	0	5	0	0	1	0	12
1525 Alviso (Santa Clara)	0	8	1	1	3	0	0	0	0	0	0	1	14
Santa Clara University MP (Santa Clara)	0	0	4	1	1	0	11	0	2	8	3	0	30
Former R&D Building Proiect Trips	0	0	0	0	5	0	0	0	0	4	18	0	27
San Jose Approved Project Trips	0	0	0	0	5	0	0	0	0	0	27	0	32
NSJ Phase I Project Trips	7	10	5	60	66	2	-1	-12	-1	8	37	30	210
Total Approved Trips	12	58	21	76	158	11	16	351	11	32	138	53	936
Background Conditions	**89**	**252**	**102**	**591**	**1185**	**25**	**88**	**1133**	**143**	**144**	**482**	**291**	**4524**
Proposed Project Trips	0	0	0	0	33	0	13	0	0	2	9	0	57
Former R&D Building Credit	0	0	0	0	-5	0	0	0	0	-4	-18	0	-27
Net Project Trips	0	0	0	0	28	0	13	0	0	-2	-9	0	30
Existing Plus Project Conditions	**77**	**194**	**81**	**515**	**1060**	**14**	**85**	**782**	**132**	**114**	**353**	**238**	**3645**
Background Plus Project Conditions	**89**	**252**	**102**	**591**	**1213**	**25**	**101**	**1133**	**143**	**142**	**473**	**291**	**4554**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	50	0	0	0	0	0	92	0	142
City Place Full Project (Santa Clara)	0	30	10	0	0	0	0	130	0	0	20	0	190
3055 Patrick Henry (Santa Clara)	0	6	0	0	0	0	0	2	0	0	0	0	8
Great America Master Plan (Santa Clara)	0	2	0	0	0	0	0	2	0	0	0	0	4
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	8	0	0	0	0	0	24	0	32
Bixby (Santa Clara)	0	1	0	0	0	0	0	9	0	0	0	0	10
BART	0	0	0	-3	0	0	45	3	1	0	102	2	150
BART CREDIT	0	0	0	0	-1	0	0	0	0	0	-1	0	-2
NSJ Phase II Project Trips	7	10	5	60	66	2	-1	-12	-1	8	37	30	210
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	1	0	0	0	0	0	7	0	8
Total Pending Trips	7	49	15	57	124	2	44	134	0	8	281	32	752
Cumulative Conditions	**96**	**301**	**118**	**648**	**1308**	**27**	**131**	**1267**	**143**	**152**	**763**	**322**	**5277**
Cumulative Plus Project Conditions	**96**	**301**	**118**	**648**	**1336**	**27**	**144**	**1267**	**143**	**150**	**754**	**322**	**5307**

Intersection Number: 4
Traffix Node Number: 301
Intersection Name: De La Cruz Boulevard and Reed Street
Peak Hour: AM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**46**	**492**	**22**	**17**	**9**	**53**	**50**	**2186**	**113**	**53**	**16**	**54**	**3111**
Approved Project Trips													
Santa Clara Approved Project Trips	11	62	0	0	0	0	0	260	4	4	0	4	345
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	9	5	7	5	4	8	4	0	0	1	3	3	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14
Former R&D Building Proiect Trips	0	80	0	0	0	0	0	17	0	0	0	0	97
San Jose Approved Project Trips	0	238	0	0	0	0	0	49	0	0	0	0	287
NSJ Phase I Project Trips	0	10	0	0	0	0	0	47	0	0	0	0	57
Total Approved Trips	20	411	7	5	4	8	4	417	4	5	3	7	895
Background Conditions	**66**	**903**	**29**	**22**	**13**	**61**	**54**	**2603**	**117**	**58**	**19**	**61**	**4006**
Proposed Project Trips	0	85	0	0	0	0	0	239	2	1	0	0	327
Former R&D Building Credit	0	-80	0	0	0	0	0	-17	0	0	0	0	-97
Net Project Trips	0	5	0	0	0	0	0	222	2	1	0	0	230
Existing Plus Project Conditions	**46**	**577**	**22**	**17**	**9**	**53**	**50**	**2425**	**115**	**54**	**16**	**54**	**3438**
Background Plus Project Conditions	**66**	**908**	**29**	**22**	**13**	**61**	**54**	**2825**	**119**	**59**	**19**	**61**	**4236**
Pending Project Trips													
Santa Clara Pending Project Trips	0	3	0	0	0	0	0	11	0	0	0	0	14
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	90	0	0	0	0	90
3055 Patrick Henry (Santa Clara)	0	15	0	0	0	0	0	4	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	1	0	0	0	0	0	1	0	0	0	0	2
3069 Lawrence Expressway (Santa Clara)	0	5	0	0	0	0	0	-2	0	0	0	0	3
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	1	0	0	0	0	0	4	0	0	0	0	5
BART	0	144	-1	0	0	2	-4	5	-1	18	0	-2	161
BART CREDIT	0	-6	0	0	0	0	0	-3	0	0	0	0	-9
NSJ Phase II Project Trips	0	10	0	0	0	0	0	47	0	0	0	0	57
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	4	0	0	0	0	0	29	0	0	0	0	33
Total Pending Trips	0	178	-1	0	0	2	-4	193	-1	18	0	-2	383
Cumulative Conditions	**66**	**1082**	**28**	**22**	**13**	**63**	**50**	**2796**	**116**	**76**	**19**	**59**	**4389**
Cumulative Plus Project Conditions	**66**	**1087**	**28**	**22**	**13**	**63**	**50**	**3018**	**118**	**77**	**19**	**59**	**4619**

Intersection Number: 5
Traffix Node Number: 300
Intersection Name: De La Cruz Boulevard and Martin Avenue
Peak Hour: AM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**159**	**434**	**64**	**142**	**119**	**8**	**15**	**1717**	**353**	**90**	**20**	**113**	**3234**
Approved Project Trips													
Santa Clara Approved Project Trips	0	69	0	0	0	0	0	217	47	4	0	0	337
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	6	0	0	0	0	0	8	0	0	0	0	14
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14
Former R&D Building Proiect Trips	0	80	0	0	0	0	0	17	0	0	0	0	97
San Jose Approved Project Trips	0	238	0	0	0	0	0	49	0	0	0	0	287
NSJ Phase I Project Trips	0	10	0	0	0	0	0	47	0	0	0	0	57
Total Approved Trips	0	419	0	0	0	0	0	382	47	4	0	0	852
Background Conditions	**159**	**853**	**64**	**142**	**119**	**8**	**15**	**2099**	**400**	**94**	**20**	**113**	**4086**
Proposed Project Trips	0	82	0	0	0	0	0	231	8	3	0	0	324
Former R&D Building Credit	0	-80	0	0	0	0	0	-17	0	0	0	0	-97
Net Project Trips	0	2	0	0	0	0	0	214	8	3	0	0	227
Existing Plus Project Conditions	**159**	**516**	**64**	**142**	**119**	**8**	**15**	**1948**	**361**	**93**	**20**	**113**	**3558**
Background Plus Project Conditions	**159**	**855**	**64**	**142**	**119**	**8**	**15**	**2313**	**408**	**97**	**20**	**113**	**4313**
Pending Project Trips													
Santa Clara Pending Project Trips	0	3	0	0	0	0	0	11	0	0	0	0	14
City Place Full Project (Santa Clara)	0	20	0	0	0	0	0	90	0	0	0	0	110
3055 Patrick Henry (Santa Clara)	0	15	0	0	0	0	0	4	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	1	0	0	0	0	0	1	0	0	0	0	2
3069 Lawrence Expressway (Santa Clara)	0	5	0	0	0	0	0	-2	0	0	0	0	3
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	1	0	0	0	0	0	4	0	0	0	0	5
BART	-1	131	9	2	16	7	0	5	-4	3	1	0	169
BART CREDIT	0	-6	0	0	0	0	0	-3	0	0	0	0	-9
NSJ Phase II Project Trips	0	10	0	0	0	0	0	47	0	0	0	0	57
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	4	0	0	0	0	0	29	0	0	0	0	33
Total Pending Trips	-1	185	9	2	16	7	0	193	-4	3	1	0	411
Cumulative Conditions	**158**	**1039**	**73**	**144**	**135**	**15**	**15**	**2292**	**396**	**97**	**21**	**113**	**4497**
Cumulative Plus Project Conditions	**158**	**1041**	**73**	**144**	**135**	**15**	**15**	**2506**	**404**	**100**	**21**	**113**	**4724**

Intersection Number: 6
Traffix Node Number: 5335
Intersection Name: De La Cruz Boulevard and Central Expressway *
Peak Hour: AM
Count Date: 10/28/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**1729**	**660**	**0**	**0**	**0**	**0**	**0**	**1188**	**874**	**147**	**0**	**908**	**5506**
Approved Project Trips													
Santa Clara Approved Project Trips	172	28	0	0	0	0	0	56	161	41	0	27	485
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	16	2	0	0	18
City Place Phases I, II, & III (Santa Clara)	23	6	0	0	0	0	0	9	23	0	0	4	65
3033 Scott (Santa Clara)	14	0	0	0	0	0	0	0	0	0	0	14	28
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	4	0	0	0	4
3000 Bowers (Santa Clara)	17	0	0	0	0	0	0	0	0	0	0	2	19
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	18	2	0	0	20
3226 Scott (Santa Clara)	2	0	0	0	0	0	0	0	7	1	0	0	10
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14
Former R&D Building Proiect Trips	0	69	0	0	0	0	0	14	2	11	0	0	96
San Jose Approved Project Trips	0	214	0	0	0	0	0	44	5	24	0	0	287
NSJ Phase I Project Trips	12	6	0	0	0	0	0	36	11	4	0	59	127
Total Approved Trips	240	334	0	0	0	0	0	162	247	85	0	106	1173
Background Conditions	**1969**	**994**	**0**	**0**	**0**	**0**	**0**	**1350**	**1121**	**232**	**0**	**1014**	**6679**
Proposed Project Trips	0	62	0	0	0	0	0	176	55	20	0	0	313
Former R&D Building Credit	0	-69	0	0	0	0	0	-14	-2	-11	0	0	-96
Net Project Trips	0	-7	0	0	0	0	0	162	53	9	0	0	217
Existing Plus Project Conditions	**1729**	**722**	**0**	**0**	**0**	**0**	**0**	**1364**	**929**	**167**	**0**	**908**	**5819**
Background Plus Project Conditions	**1969**	**987**	**0**	**0**	**0**	**0**	**0**	**1512**	**1174**	**241**	**0**	**1014**	**6896**
Pending Project Trips													
Santa Clara Pending Project Trips	0	3	0	0	0	0	0	11	0	0	0	0	14
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	0	90	20	0	80	190
3055 Patrick Henry (Santa Clara)	0	0	0	0	0	0	0	0	4	15	0	0	19
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	1	1	0	0	2
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	-2	5	0	0	3
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	7	1	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	4	1	0	0	5
BART	-20	80	0	0	0	0	0	4	5	55	0	-1	123
BART CREDIT	0	-6	0	0	0	0	0	-3	0	-1	0	0	-10
NSJ Phase II Project Trips	12	6	0	0	0	0	0	36	11	4	0	59	127
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	4	0	0	0	0	0	29	0	0	0	0	33
Total Pending Trips	-8	87	0	0	0	0	0	77	120	101	0	138	514
Cumulative Conditions	**1960**	**1081**	**0**	**0**	**0**	**0**	**0**	**1427**	**1240**	**334**	**0**	**1151**	**7194**
Cumulative Plus Project Conditions	**1960**	**1074**	**0**	**0**	**0**	**0**	**0**	**1589**	**1293**	**343**	**0**	**1151**	**7411**

Intersection Number: 7
Traffix Node Number: 5334
Intersection Name: Lafayette Street and Central Expressway *
Peak Hour: AM
Count Date: 10/29/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**171**	**366**	**152**	**354**	**1885**	**211**	**179**	**691**	**350**	**110**	**663**	**155**	**5287**
Approved Project Trips													
Santa Clara Approved Project Trips	13	9	1	5	323	5	1	33	103	15	67	1	576
Great America Parkway (Santa Clara)	0	6	0	0	16	0	0	41	0	0	2	0	65
City Place Phases I, II, & III (Santa Clara)	4	3	5	16	24	2	6	134	9	0	2	2	207
3033 Scott (Santa Clara)	10	0	0	0	14	0	0	0	9	8	14	11	66
3303 Scott (Santa Clara)	0	0	0	0	4	0	0	0	1	0	0	0	5
3000 Bowers (Santa Clara)	0	0	0	0	17	0	0	0	7	0	2	0	26
3515 Monroe (Santa Clara)	1	0	0	0	0	0	0	0	0	0	0	3	4
3333 Scott Blvd (Santa Clara)	0	0	0	0	18	0	0	0	9	1	2	0	30
3226 Scott (Santa Clara)	1	0	0	0	10	0	0	0	5	1	1	0	18
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	4	0	0	0	0	0	1	0	0	0	0	5
Former R&D Building Proiect Trips	0	0	3	1	2	0	0	0	0	0	8	0	14
San Jose Approved Project Trips	0	0	0	0	5	0	0	0	0	0	24	0	29
NSJ Phase I Project Trips	-3	-9	-4	10	28	11	17	11	5	9	68	20	162
Total Approved Trips	26	13	5	32	461	18	24	220	148	34	191	37	1207
Background Conditions	**197**	**379**	**157**	**386**	**2346**	**229**	**203**	**911**	**498**	**144**	**854**	**192**	**6494**
Proposed Project Trips	0	0	2	7	49	0	0	0	0	0	17	0	75
Former R&D Building Credit	0	0	-3	-1	-2	0	0	0	0	0	-8	0	-14
Net Project Trips	0	0	-1	6	47	0	0	0	0	0	9	0	61
Existing Plus Project Conditions	**171**	**366**	**154**	**361**	**1934**	**211**	**179**	**691**	**350**	**110**	**680**	**155**	**5362**
Background Plus Project Conditions	**197**	**379**	**156**	**392**	**2393**	**229**	**203**	**911**	**498**	**144**	**863**	**192**	**6555**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	10	30	90	10	100	0	0	170	0	30	10	20	470
3055 Patrick Henry (Santa Clara)	0	6	0	0	4	0	0	2	0	0	15	0	27
Great America Master Plan (Santa Clara)	0	2	0	0	1	0	0	2	0	0	1	0	6
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	-2	0	0	0	0	0	5	0	3
3375 Scott (Santa Clara)	0	0	0	0	7	0	0	0	0	0	1	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	1	0	0	4	0	0	6	1	0	1	0	13
BART	-1	-1	35	-2	-10	0	0	3	1	0	22	0	47
BART CREDIT	0	0	0	0	0	0	0	0	0	0	-1	0	-1
NSJ Phase II Project Trips	-3	-9	-4	10	28	11	17	11	5	9	68	20	162
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	19	0	0	0	0	22
Total Pending Trips	6	32	121	18	132	11	17	213	7	39	122	40	757
Cumulative Conditions	**202**	**411**	**277**	**403**	**2477**	**240**	**219**	**1124**	**504**	**183**	**976**	**232**	**7250**
Cumulative Plus Project Conditions	**202**	**411**	**276**	**409**	**2524**	**240**	**219**	**1124**	**504**	**183**	**985**	**232**	**7311**

Intersection Number: 8
Traffix Node Number: 5332
Intersection Name: Scott Boulevard and Central Expressway *
Peak Hour: AM
Count Date: 10/29/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**49**	**125**	**36**	**292**	**1843**	**216**	**232**	**405**	**445**	**110**	**644**	**120**	**4517**
Approved Project Trips													
Santa Clara Approved Project Trips	0	20	22	70	370	0	1	62	95	15	64	0	719
Great America Parkway (Santa Clara)	0	0	0	0	16	0	0	0	0	0	2	0	18
City Place Phases I, II, & III (Santa Clara)	1	4	0	5	1	37	0	1	8	0	1	3	61
3033 Scott (Santa Clara)	25	22	33	33	0	0	0	23	0	0	0	26	162
3303 Scott (Santa Clara)	0	0	0	2	3	0	0	1	0	0	0	0	6
3000 Bowers (Santa Clara)	0	0	0	0	23	0	0	0	3	0	3	0	29
3515 Monroe (Santa Clara)	1	0	0	0	1	0	0	0	0	0	3	6	11
3333 Scott Blvd (Santa Clara)	0	2	4	27	0	0	0	18	0	0	0	0	51
3226 Scott (Santa Clara)	0	0	0	0	16	0	0	0	2	0	2	0	20
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	4	0	0	0	0	0	1	0	0	0	0	5
Former R&D Building Proiect Trips	0	0	0	0	2	0	0	0	0	0	8	0	10
San Jose Approved Project Trips	0	0	0	0	5	0	0	0	0	0	24	0	29
NSJ Phase I Project Trips	2	6	16	-4	-20	-4	-3	-5	-5	9	35	8	35
Total Approved Trips	29	58	75	133	417	33	-2	101	103	24	142	43	1156
Background Conditions	**78**	**183**	**111**	**425**	**2260**	**249**	**230**	**506**	**548**	**134**	**786**	**163**	**5673**
Proposed Project Trips	0	0	5	13	33	3	1	0	0	0	12	0	67
Former R&D Building Credit	0	0	0	0	-2	0	0	0	0	0	-8	0	-10
Net Project Trips	0	0	5	13	31	3	1	0	0	0	4	0	57
Existing Plus Project Conditions	**49**	**125**	**41**	**305**	**1876**	**219**	**233**	**405**	**445**	**110**	**656**	**120**	**4584**
Background Plus Project Conditions	**78**	**183**	**116**	**438**	**2291**	**252**	**231**	**506**	**548**	**134**	**790**	**163**	**5730**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	2	0	0	0	0	0	9	0	11
City Place Full Project (Santa Clara)	0	0	0	0	110	-20	0	0	10	0	80	10	190
3055 Patrick Henry (Santa Clara)	0	0	5	1	5	0	0	0	0	0	20	0	31
Great America Master Plan (Santa Clara)	0	0	0	0	1	0	0	0	0	0	1	0	2
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	-2	0	0	0	0	0	5	0	3
3375 Scott (Santa Clara)	0	2	1	3	3	0	0	7	7	0	0	0	23
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	1	4	1	0	0	0	0	0	0	0	6
BART	0	-2	2	-2	-3	-4	0	-2	-4	0	18	0	3
BART CREDIT	0	0	0	0	0	0	0	0	0	0	-1	0	-1
NSJ Phase II Project Trips	2	6	16	-4	-20	-4	-3	-5	-5	9	35	8	35
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	2	6	25	2	97	-28	-3	0	8	9	167	18	303
Cumulative Conditions	**79**	**188**	**136**	**428**	**2358**	**221**	**227**	**505**	**556**	**143**	**954**	**181**	**5977**
Cumulative Plus Project Conditions	**79**	**188**	**141**	**441**	**2389**	**224**	**228**	**505**	**556**	**143**	**958**	**181**	**6034**

Intersection Number: 9
Traffix Node Number: 3411
Intersection Name: Coleman Avenue and Aviation Avenue
Peak Hour: AM
Count Date: 3/23/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**5**	**555**	**7**	**5**	**0**	**6**	**56**	**2510**	**12**	**7**	**0**	**2**	**3165**
Approved Project Trips													
Santa Clara Approved Project Trips	0	46	0	0	0	0	0	197	0	0	0	0	243
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	35	0	0	0	0	0	171	0	0	0	0	206
San Jose Approved Project Trips	59	255	2	0	0	0	6	72	166	35	2	26	623
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	59	352	2	0	0	0	6	484	166	35	2	26	1132
Background Conditions	**64**	**907**	**9**	**5**	**0**	**6**	**62**	**2994**	**178**	**42**	**2**	**28**	**4297**
Proposed Project Trips	0	358	0	0	0	0	0	127	0	0	0	0	485
Former R&D Building Credit	0	-35	0	0	0	0	0	-171	0	0	0	0	-206
Net Project Trips	0	323	0	0	0	0	0	-44	0	0	0	0	279
Existing Plus Project Conditions	**5**	**913**	**7**	**5**	**0**	**6**	**56**	**2637**	**12**	**7**	**0**	**2**	**3650**
Background Plus Project Conditions	**64**	**1230**	**9**	**5**	**0**	**6**	**62**	**2950**	**178**	**42**	**2**	**28**	**4576**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	68	0	0	0	0	68
3055 Patrick Henry (Santa Clara)	0	15	0	0	0	0	0	4	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	41	0	0	0	0	0	133	0	0	0	0	174
BART CREDIT	0	-7	0	0	0	0	0	-14	0	0	0	0	-21
NSJ Phase II Project Trips	0	18	0	0	0	0	0	33	0	0	0	0	51
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25
Total Pending Trips	0	71	0	0	0	0	0	253	0	0	0	0	324
Cumulative Conditions	**64**	**978**	**9**	**5**	**0**	**6**	**62**	**3247**	**178**	**42**	**2**	**28**	**4621**
Cumulative Plus Project Conditions	**64**	**1301**	**9**	**5**	**0**	**6**	**62**	**3203**	**178**	**42**	**2**	**28**	**4900**

Intersection Number: 10
Traffix Node Number: 4047
Intersection Name: Coleman Avenue and Newhall Drive
Peak Hour: AM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**56**	**400**	**0**	**0**	**0**	**0**	**0**	**2546**	**236**	**195**	**0**	**101**	**3534**
Approved Project Trips													
Santa Clara Approved Project Trips	0	46	0	0	0	0	0	197	0	0	0	0	243
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	35	0	0	0	0	0	171	0	0	0	0	206
San Jose Approved Project Trips	7	101	0	0	0	0	0	479	5	7	0	0	599
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	7	198	0	0	0	0	0	891	5	7	0	0	1108
Background Conditions	**63**	**598**	**0**	**0**	**0**	**0**	**0**	**3437**	**241**	**202**	**0**	**101**	**4642**
Proposed Project Trips	0	358	0	0	0	0	0	127	0	0	0	0	485
Former R&D Building Credit	0	-35	0	0	0	0	0	-171	0	0	0	0	-206
Net Project Trips	0	323	0	0	0	0	0	-44	0	0	0	0	279
Existing Plus Project Conditions	**56**	**758**	**0**	**0**	**0**	**0**	**0**	**2673**	**236**	**195**	**0**	**101**	**4019**
Background Plus Project Conditions	**63**	**921**	**0**	**0**	**0**	**0**	**0**	**3393**	**241**	**202**	**0**	**101**	**4921**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	68	0	0	0	0	68
3055 Patrick Henry (Santa Clara)	0	15	0	0	0	0	0	4	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	42	0	0	0	0	0	123	-10	-5	0	0	150
BART CREDIT	0	-7	0	0	0	0	0	-14	0	0	0	0	-21
NSJ Phase II Project Trips	0	18	0	0	0	0	0	33	0	0	0	0	51
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25
Total Pending Trips	0	72	0	0	0	0	0	243	-10	-5	0	0	300
Cumulative Conditions	**63**	**670**	**0**	**0**	**0**	**0**	**0**	**3680**	**231**	**197**	**0**	**101**	**4942**
Cumulative Plus Project Conditions	**63**	**993**	**0**	**0**	**0**	**0**	**0**	**3636**	**231**	**197**	**0**	**101**	**5221**

Intersection Number: 11
Traffix Node Number: 3223
Intersection Name: Coleman Avenue and Airport Boulevard
Peak Hour: AM
Count Date: 10/20/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**452**	**72**	**153**	**0**	**66**	**653**	**2848**	**0**	**0**	**0**	**0**	**4244**
Approved Project Trips													
Santa Clara Approved Project Trips	0	46	0	0	0	0	0	197	0	0	0	0	243
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	22	0	0	0	0	0	171	0	0	0	0	193
San Jose Approved Project Trips	0	132	20	47	0	32	22	495	0	0	0	0	748
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	216	20	47	0	32	22	907	0	0	0	0	1244
Background Conditions	**0**	**668**	**92**	**200**	**0**	**98**	**675**	**3755**	**0**	**0**	**0**	**0**	**5488**
Proposed Project Trips	0	247	13	5	0	0	0	122	0	0	0	0	387
Former R&D Building Credit	0	-22	0	0	0	0	0	-171	0	0	0	0	-193
Net Project Trips	0	225	13	5	0	0	0	-49	0	0	0	0	194
Existing Plus Project Conditions	**0**	**699**	**85**	**158**	**0**	**66**	**653**	**2970**	**0**	**0**	**0**	**0**	**4631**
Background Plus Project Conditions	**0**	**893**	**105**	**205**	**0**	**98**	**675**	**3706**	**0**	**0**	**0**	**0**	**5682**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	68	0	0	0	0	68
3055 Patrick Henry (Santa Clara)	0	15	0	0	0	0	0	4	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	37	0	0	0	0	0	113	0	0	0	0	150
BART CREDIT	0	-5	0	0	0	0	0	-14	0	0	0	0	-19
NSJ Phase II Project Trips	0	15	3	10	0	16	8	24	0	0	0	0	76
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25
Total Pending Trips	0	66	3	10	0	16	8	224	0	0	0	0	327
Cumulative Conditions	**0**	**734**	**95**	**210**	**0**	**114**	**683**	**3979**	**0**	**0**	**0**	**0**	**5815**
Cumulative Plus Project Conditions	**0**	**959**	**108**	**215**	**0**	**114**	**683**	**3930**	**0**	**0**	**0**	**0**	**6009**

Intersection Number: 12
Traffix Node Number: 3052
Intersection Name: Coleman Avenue and I-880 (N) *
Peak Hour: AM
Count Date: 5/12/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**183**	**564**	**0**	**459**	**0**	**310**	**178**	**3143**	**0**	**0**	**0**	**0**	**4837**
Approved Project Trips													
Santa Clara Approved Project Trips	0	46	0	0	0	0	0	197	0	0	0	0	243
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	22	0	44	0	0	0	127	0	0	0	0	193
San Jose Approved Project Trips	0	224	0	143	0	18	1	474	0	0	0	0	860
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	308	0	187	0	18	1	842	0	0	0	0	1356
Background Conditions	**183**	**872**	**0**	**646**	**0**	**328**	**179**	**3985**	**0**	**0**	**0**	**0**	**6193**
Proposed Project Trips	0	247	0	35	0	0	0	88	0	0	0	0	370
Former R&D Building Credit	0	-22	0	-44	0	0	0	-127	0	0	0	0	-193
Net Project Trips	0	225	0	-9	0	0	0	-39	0	0	0	0	177
Existing Plus Project Conditions	**183**	**811**	**0**	**494**	**0**	**310**	**178**	**3231**	**0**	**0**	**0**	**0**	**5207**
Background Plus Project Conditions	**183**	**1097**	**0**	**637**	**0**	**328**	**179**	**3946**	**0**	**0**	**0**	**0**	**6370**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	68	0	0	0	0	68
3055 Patrick Henry (Santa Clara)	0	15	0	0	0	0	0	4	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	20	0	37	0	-17	0	55	0	0	0	0	95
BART CREDIT	0	-5	0	-4	0	0	0	-10	0	0	0	0	-19
NSJ Phase II Project Trips	2	55	0	27	0	14	1	52	0	0	0	0	152
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25
Total Pending Trips	2	89	0	60	0	-3	1	198	0	0	0	0	348
Cumulative Conditions	**185**	**961**	**0**	**706**	**0**	**325**	**180**	**4183**	**0**	**0**	**0**	**0**	**6541**
Cumulative Plus Project Conditions	**185**	**1186**	**0**	**697**	**0**	**325**	**180**	**4144**	**0**	**0**	**0**	**0**	**6718**

Intersection Number: 13
Traffix Node Number: 3053
Intersection Name: Coleman Avenue and I-880 (S) *
Peak Hour: AM
Count Date: 5/12/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**29**	**692**	**177**	**1081**	**0**	**146**	**334**	**2165**	**0**	**13**	**0**	**0**	**4637**
Approved Project Trips													
Santa Clara Approved Project Trips	0	46	0	0	0	0	0	197	0	0	0	0	243
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	13	9	63	0	0	0	63	0	0	0	0	148
San Jose Approved Project Trips	0	120	31	200	0	3	2	250	0	0	0	0	606
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	195	40	263	0	3	2	554	0	0	0	0	1057
Background Conditions	**29**	**887**	**217**	**1344**	**0**	**149**	**336**	**2719**	**0**	**13**	**0**	**0**	**5694**
Proposed Project Trips	0	150	98	35	0	0	0	53	0	0	0	0	336
Former R&D Building Credit	0	-13	-9	-63	0	0	0	-63	0	0	0	0	-148
Net Project Trips	0	137	89	-28	0	0	0	-10	0	0	0	0	188
Existing Plus Project Conditions	**29**	**842**	**275**	**1116**	**0**	**146**	**334**	**2218**	**0**	**13**	**0**	**0**	**4973**
Background Plus Project Conditions	**29**	**1024**	**306**	**1316**	**0**	**149**	**336**	**2709**	**0**	**13**	**0**	**0**	**5882**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	68	0	0	0	0	68
3055 Patrick Henry (Santa Clara)	0	15	0	0	0	0	0	4	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	-8	11	8	0	-8	-14	24	0	0	0	0	13
BART CREDIT	0	-3	-2	-5	0	0	0	-5	0	0	0	0	-15
NSJ Phase II Project Trips	0	6	1	20	0	1	3	26	0	0	0	0	57
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25
Total Pending Trips	0	14	10	23	0	-7	-11	146	0	0	0	0	175
Cumulative Conditions	**29**	**901**	**227**	**1367**	**0**	**142**	**325**	**2865**	**0**	**13**	**0**	**0**	**5869**
Cumulative Plus Project Conditions	**29**	**1038**	**316**	**1339**	**0**	**142**	**325**	**2855**	**0**	**13**	**0**	**0**	**6057**

Intersection Number: 14
Traffix Node Number: 3413
Intersection Name: Coleman Avenue and Hedding Street
Peak Hour: AM
Count Date: 5/12/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**139**	**492**	**165**	**746**	**376**	**45**	**21**	**1579**	**98**	**101**	**296**	**249**	**4307**
Approved Project Trips													
Santa Clara Approved Project Trips	5	37	5	20	0	0	0	158	0	0	0	20	243
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	2	7	2	1	0	0	0	1	0	0	0	1	14
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	1	10	2	8	0	0	0	50	0	0	0	6	77
San Jose Approved Project Trips	11	81	15	23	2	0	0	153	0	4	36	37	362
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	19	140	24	52	2	0	0	403	0	4	36	64	742
Background Conditions	**158**	**632**	**189**	**798**	**378**	**45**	**21**	**1982**	**98**	**105**	**332**	**313**	**5049**
Proposed Project Trips	13	124	13	5	0	0	0	44	0	0	0	5	204
Former R&D Building Credit	-1	-10	-2	-8	0	0	0	-50	0	0	0	-6	-77
Net Project Trips	12	114	11	-3	0	0	0	-6	0	0	0	-1	127
Existing Plus Project Conditions	**152**	**616**	**178**	**751**	**376**	**45**	**21**	**1623**	**98**	**101**	**296**	**254**	**4511**
Background Plus Project Conditions	**170**	**746**	**200**	**795**	**378**	**45**	**21**	**1976**	**98**	**105**	**332**	**312**	**5176**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	5	0	0	0	58	0	0	0	5	68
3055 Patrick Henry (Santa Clara)	0	15	0	0	0	0	0	4	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	1	-26	7	3	-14	-1	0	3	0	0	1	3	-23
BART CREDIT	0	-2	0	-1	0	0	0	-4	0	0	0	0	-7
NSJ Phase II Project Trips	1	7	2	2	1	0	0	13	0	4	33	21	86
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25
Total Pending Trips	2	-2	9	9	-13	-1	0	103	0	4	34	29	176
Cumulative Conditions	**160**	**630**	**198**	**806**	**365**	**44**	**21**	**2085**	**98**	**109**	**366**	**342**	**5225**
Cumulative Plus Project Conditions	**172**	**744**	**209**	**803**	**365**	**44**	**21**	**2079**	**98**	**109**	**366**	**341**	**5352**

Intersection Number: 15
Traffix Node Number: 3417
Intersection Name: Coleman Avenue and Taylor Street
Peak Hour: AM
Count Date: 5/12/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**154**	**339**	**183**	**288**	**554**	**99**	**23**	**1029**	**204**	**151**	**543**	**335**	**3902**
Approved Project Trips													
Santa Clara Approved Project Trips	4	29	4	16	0	0	0	126	0	0	0	16	194
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	2	3	2	1	0	0	0	0	0	0	0	0	8
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	1	4	5	25	0	0	0	19	0	0	0	6	60
San Jose Approved Project Trips	22	32	60	174	23	0	11	61	17	77	66	118	661
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	29	73	71	216	23	0	11	247	17	77	66	140	969
Background Conditions	**183**	**412**	**254**	**504**	**577**	**99**	**34**	**1276**	**221**	**228**	**609**	**475**	**4871**
Proposed Project Trips	13	33	78	28	0	0	0	12	0	0	0	5	169
Former R&D Building Credit	-1	-4	-5	-25	0	0	0	-19	0	0	0	-6	-60
Net Project Trips	12	29	73	3	0	0	0	-7	0	0	0	-1	109
Existing Plus Project Conditions	**167**	**372**	**261**	**316**	**554**	**99**	**23**	**1041**	**204**	**151**	**543**	**340**	**4071**
Background Plus Project Conditions	**195**	**441**	**327**	**507**	**577**	**99**	**34**	**1269**	**221**	**228**	**609**	**474**	**4980**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	5	0	0	0	48	0	0	0	5	58
3055 Patrick Henry (Santa Clara)	0	15	0	0	0	0	0	4	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	-4	-24	0	2	-2	-1	-1	-8	-5	-6	-2	5	-46
BART CREDIT	0	-1	-1	-2	0	0	0	-2	0	0	0	0	-6
NSJ Phase II Project Trips	2	5	2	7	8	0	0	2	0	4	43	19	92
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25
Total Pending Trips	-2	-1	1	12	6	-1	-1	73	-5	-2	41	29	150
Cumulative Conditions	**180**	**412**	**255**	**516**	**583**	**98**	**33**	**1349**	**216**	**226**	**650**	**504**	**5021**
Cumulative Plus Project Conditions	**192**	**441**	**328**	**519**	**583**	**98**	**33**	**1342**	**216**	**226**	**650**	**503**	**5130**

Intersection Number: 16
Traffix Node Number: 4038
Intersection Name: SR 87 and Taylor Street
Peak Hour: AM
Count Date: 5/12/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**146**	**0**	**135**	**120**	**402**	**553**	**1100**	**0**	**722**	**397**	**269**	**143**	**3987**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	16	0	0	0	0	0	4	0	19
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases I, II, & III (Santa Clara)	0	0	0	0	1	0	0	0	0	0	2	0	3
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3226 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	0	0	0	8	0	0	0	17	3	2	0	30
San Jose Approved Project Trips	0	0	38	82	27	113	69	0	61	18	23	0	431
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	38	82	52	113	69	0	78	21	31	0	483
Background Conditions	**146**	**0**	**173**	**202**	**454**	**666**	**1169**	**0**	**800**	**418**	**300**	**143**	**4470**
Proposed Project Trips	0	0	0	0	5	0	0	0	23	65	13	0	106
Former R&D Building Credit	0	0	0	0	-8	0	0	0	-17	-3	-2	0	-30
Net Project Trips	0	0	0	0	-3	0	0	0	6	62	11	0	76
Existing Plus Project Conditions	**146**	**0**	**135**	**120**	**407**	**553**	**1100**	**0**	**745**	**462**	**282**	**143**	**4093**
Background Plus Project Conditions	**146**	**0**	**173**	**202**	**451**	**666**	**1169**	**0**	**806**	**480**	**311**	**143**	**4546**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	5	0	0	0	0	0	0	0	5
3055 Patrick Henry (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	-3	0	-8	-3	-3	-22	-23	0	5	2	3	-5	-57
BART CREDIT	0	0	0	0	-1	0	0	0	-1	-1	0	0	-3
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	-3	0	-8	-3	1	-22	-23	0	4	1	3	-5	-55
Cumulative Conditions	**143**	**0**	**165**	**199**	**455**	**644**	**1146**	**0**	**804**	**419**	**303**	**138**	**4415**
Cumulative Plus Project Conditions	**143**	**0**	**165**	**199**	**452**	**644**	**1146**	**0**	**810**	**481**	**314**	**138**	**4491**

Intersection Number: 17
Traffix Node Number: 4069
Intersection Name: U.S. 101 and Trimble Road
Peak Hour: AM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**453**	**1029**	**0**	**743**	**0**	**1283**	**0**	**1368**	**0**	**4876**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	109	0	0	0	0	0	23	0	132
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases I, II, & III (Santa Clara)	0	0	0	0	19	0	54	0	0	0	13	0	86
3033 Scott (Santa Clara)	0	0	0	0	14	0	0	0	0	0	14	0	28
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	17	0	0	0	0	0	2	0	19
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3226 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	3	0	0	3
Former R&D Building Proiect Trips	0	0	0	0	3	0	0	0	14	0	1	0	18
San Jose Approved Project Trips	0	0	0	0	127	0	247	0	0	44	370	0	788
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	289	0	301	0	14	47	423	0	1074
Background Conditions	**0**	**0**	**0**	**453**	**1318**	**0**	**1044**	**0**	**1297**	**47**	**1791**	**0**	**5950**
Proposed Project Trips	0	0	0	0	16	0	0	0	12	98	46	0	172
Former R&D Building Credit	0	0	0	0	-3	0	0	0	-14	0	-1	0	-18
Net Project Trips	0	0	0	0	13	0	0	0	-2	98	45	0	154
Existing Plus Project Conditions	**0**	**0**	**0**	**453**	**1045**	**0**	**743**	**0**	**1295**	**98**	**1414**	**0**	**5048**
Background Plus Project Conditions	**0**	**0**	**0**	**453**	**1331**	**0**	**1044**	**0**	**1295**	**145**	**1836**	**0**	**6104**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	10	0	220	0	0	0	80	0	310
3055 Patrick Henry (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	0	0	0	22	0	-16	0	11	0	-7	0	10
BART CREDIT	0	0	0	0	0	0	0	0	-1	0	0	0	-1
NSJ Phase II Project Trips	0	0	0	0	75	0	96	0	0	0	144	0	315
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	6	0	17	0	0	0	29	0	52
Total Pending Trips	0	0	0	0	113	0	317	0	10	0	246	0	686
Cumulative Conditions	**0**	**0**	**0**	**453**	**1431**	**0**	**1361**	**0**	**1307**	**47**	**2037**	**0**	**6636**
Cumulative Plus Project Conditions	**0**	**0**	**0**	**453**	**1444**	**0**	**1361**	**0**	**1305**	**145**	**2082**	**0**	**6790**

Intersection Number: 18
Traffix Node Number: 3096
Intersection Name: De La Cruz Boulevard and Trimble Road
Peak Hour: AM
Count Date: 10/28/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**320**	**27**	**95**	**545**	**945**	**33**	**56**	**52**	**82**	**73**	**938**	**885**	**4051**
Approved Project Trips													
Santa Clara Approved Project Trips	-2	0	1	10	111	0	0	0	0	0	20	3	143
Great America Parkway (Santa Clara)	0	0	1	8	0	0	0	0	0	0	0	0	9
City Place Phases I, II, & III (Santa Clara)	9	1	9	29	9	8	8	2	1	0	16	51	143
3033 Scott (Santa Clara)	0	0	0	0	14	0	0	0	0	0	14	0	28
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	17	0	0	0	0	0	2	0	19
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3226 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	1	0	0	0	1	0	0	0	0	0	0	0	2
San Jose Approved Project Trips	46	5	15	39	164	4	1	2	1	13	528	76	894
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	54	6	26	86	316	12	9	4	2	13	580	130	1238
Background Conditions	**374**	**33**	**121**	**631**	**1261**	**45**	**65**	**56**	**84**	**86**	**1518**	**1015**	**5289**
Proposed Project Trips	5	0	0	0	12	0	0	0	0	0	33	13	63
Former R&D Building Credit	-1	0	0	0	-1	0	0	0	0	0	0	0	-2
Net Project Trips	4	0	0	0	11	0	0	0	0	0	33	13	61
Existing Plus Project Conditions	**325**	**27**	**95**	**545**	**957**	**33**	**56**	**52**	**82**	**73**	**971**	**898**	**4114**
Background Plus Project Conditions	**378**	**33**	**121**	**631**	**1272**	**45**	**65**	**56**	**84**	**86**	**1551**	**1028**	**5350**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	10	0	0	0	0	0	0	0	0	0	-10	310	310
3055 Patrick Henry (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	0	0	0	22	0	0	0	0	0	-7	0	15
BART CREDIT	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips	43	5	15	40	81	5	1	2	1	13	172	55	433
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	6	0	0	0	0	0	47	0	53
Total Pending Trips	53	5	15	40	109	5	1	2	1	13	202	365	811
Cumulative Conditions	**427**	**38**	**136**	**671**	**1370**	**50**	**66**	**58**	**85**	**99**	**1720**	**1380**	**6100**
Cumulative Plus Project Conditions	**431**	**38**	**136**	**671**	**1381**	**50**	**66**	**58**	**85**	**99**	**1753**	**1393**	**6161**

Intersection Number: 19
Traffix Node Number: 555
Intersection Name: Coleman Avenue and Project Entrance (Future)
Peak Hour: AM
Count Date: --

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**556**	**0**	**0**	**0**	**0**	**0**	**2586**	**0**	**0**	**0**	**0**	**3142**
Approved Project Trips													
Santa Clara Approved Project Trips	0	46	0	0	0	0	0	197	0	0	0	0	243
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	3	0	0	0	0	0	1	0	0	0	0	4
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	10	11	0	0	0	0	0	51	120	25	0	2	219
San Jose Approved Project Trips	0	265	0	0	0	0	0	54	0	0	0	0	319
NSJ Phase I Project Trips	0	7	0	0	0	0	0	35	0	0	0	0	42
Total Approved Trips	10	348	0	0	0	0	0	382	120	25	0	2	887
Background Conditions	**10**	**904**	**0**	**0**	**0**	**0**	**0**	**2968**	**120**	**25**	**0**	**2**	**4029**
Proposed Project Trips	56	53	0	0	0	0	0	13	114	304	0	101	641
Former R&D Building Credit	-10	-11	0	0	0	0	0	-51	-120	-25	0	-2	-219
Net Project Trips	46	42	0	0	0	0	0	-38	-6	279	0	99	422
Existing Plus Project Conditions	**56**	**609**	**0**	**0**	**0**	**0**	**0**	**2599**	**114**	**304**	**0**	**101**	**3783**
Background Plus Project Conditions	**56**	**946**	**0**	**0**	**0**	**0**	**0**	**2930**	**114**	**304**	**0**	**101**	**4451**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	68	0	0	0	0	68
3055 Patrick Henry (Santa Clara)	0	15	0	0	0	0	0	4	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	1	0	0	0	0	0	1	0	0	0	0	2
3069 Lawrence Expressway (Santa Clara)	0	5	0	0	0	0	0	-2	0	0	0	0	3
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	1	0	0	0	0	0	4	0	0	0	0	5
BART	0	42	0	0	0	0	0	136	0	0	0	0	178
BART CREDIT	0	-7	0	0	0	0	0	-14	0	0	0	0	-21
NSJ Phase II Project Trips	0	7	0	0	0	0	0	35	0	0	0	0	42
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25
Total Pending Trips	0	68	0	0	0	0	0	261	0	0	0	0	329
Cumulative Conditions	**10**	**972**	**0**	**0**	**0**	**0**	**0**	**3229**	**120**	**25**	**0**	**2**	**4358**
Cumulative Plus Project Conditions	**56**	**1014**	**0**	**0**	**0**	**0**	**0**	**3191**	**114**	**304**	**0**	**101**	**4780**

Intersection Number: 20
Traffix Node Number: 5871
Intersection Name: Costco/Project Driveway and Brokaw Road
Peak Hour: AM
Count Date: 10/17/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**5**	**0**	**163**	**109**	**22**	**0**	**0**	**0**	**0**	**0**	**12**	**1**	**312**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases I, II, & III (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3226 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	0	0	0	0	146	30	0	0	0	0	0	176
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	146	30	0	0	0	0	0	176
Background Conditions	**5**	**0**	**163**	**109**	**22**	**146**	**30**	**0**	**0**	**0**	**12**	**1**	**488**
Proposed Project Trips	0	0	0	0	18	43	147	0	0	0	75	0	283
Former R&D Building Credit	0	0	0	0	0	-146	-30	0	0	0	0	0	-176
Net Project Trips	0	0	0	0	18	-103	117	0	0	0	75	0	107
Existing Plus Project Conditions	**5**	**0**	**163**	**109**	**40**	**43**	**147**	**0**	**0**	**0**	**87**	**1**	**595**
Background Plus Project Conditions	**5**	**0**	**163**	**109**	**40**	**43**	**147**	**0**	**0**	**0**	**87**	**1**	**595**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	0	0	0	648	0	0	0	0	0	168	0	816
BART CREDIT	-5	0	0	0	-22	0	0	0	0	0	-12	-1	-40
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	-5	0	0	0	626	0	0	0	0	0	156	-1	776
Cumulative Conditions	**0**	**0**	**163**	**109**	**648**	**146**	**30**	**0**	**0**	**0**	**168**	**0**	**1264**
Cumulative Plus Project Conditions	**0**	**0**	**163**	**109**	**666**	**43**	**147**	**0**	**0**	**0**	**243**	**0**	**1371**

Intersection Number: 21
Traffix Node Number: 654
Intersection Name: Driveway 2 and Brokaw Road
Peak Hour: AM
Count Date: 1/0/00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**0**	**131**	**0**	**0**	**0**	**0**	**0**	**175**	**0**	**306**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases I, II, & III (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3226 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	0	0	0	146	0	0	0	0	0	30	0	176
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	146	0	0	0	0	0	30	0	176
Background Conditions	**0**	**0**	**0**	**0**	**277**	**0**	**0**	**0**	**0**	**0**	**205**	**0**	**482**
Proposed Project Trips	0	0	0	0	62	0	23	0	0	0	222	0	307
Former R&D Building Credit	0	0	0	0	-146	0	0	0	0	0	-30	0	-176
Net Project Trips	0	0	0	0	-84	0	23	0	0	0	192	0	131
Existing Plus Project Conditions	**0**	**0**	**0**	**0**	**193**	**0**	**23**	**0**	**0**	**0**	**397**	**0**	**613**
Background Plus Project Conditions	**0**	**0**	**0**	**0**	**193**	**0**	**23**	**0**	**0**	**0**	**397**	**0**	**613**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	0	0	0	648	0	0	0	0	0	168	0	816
BART CREDIT	0	0	0	0	-22	0	0	0	0	0	-12	0	-34
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	0	0	0	626	0	0	0	0	0	156	0	782
Cumulative Conditions	**0**	**0**	**0**	**0**	**903**	**0**	**0**	**0**	**0**	**0**	**361**	**0**	**1264**
Cumulative Plus Project Conditions	**0**	**0**	**0**	**0**	**819**	**0**	**23**	**0**	**0**	**0**	**553**	**0**	**1395**

Intersection Number: 22
Traffix Node Number: 5872
Intersection Name: Driveway 4 and Brokaw Road
Peak Hour: AM
Count Date: 1/0/00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**40**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases I, II, & III (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3226 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**0**	**0**	**0**	**0**	**27**	**0**	**0**	**0**	**0**	**0**	**13**	**0**	**40**
Proposed Project Trips	0	0	0	0	0	18	75	0	0	0	0	0	93
Former R&D Building Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	0	18	75	0	0	0	0	0	93
Existing Plus Project Conditions	**0**	**0**	**0**	**0**	**27**	**18**	**75**	**0**	**0**	**0**	**13**	**0**	**133**
Background Plus Project Conditions	**0**	**0**	**0**	**0**	**27**	**18**	**75**	**0**	**0**	**0**	**13**	**0**	**133**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	0	0	0	648	0	0	0	0	0	168	0	816
BART CREDIT	0	0	0	0	-27	0	0	0	0	0	-13	0	-40
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	0	0	0	621	0	0	0	0	0	155	0	776
Cumulative Conditions	**0**	**0**	**0**	**0**	**648**	**0**	**0**	**0**	**0**	**0**	**168**	**0**	**816**
Cumulative Plus Project Conditions	**0**	**0**	**0**	**0**	**648**	**18**	**75**	**0**	**0**	**0**	**168**	**0**	**909**

Intersection Number: 1
Traffix Node Number: 302
Intersection Name: Coleman Avenue and Brokaw Road
Peak Hour: PM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**57**	**1845**	**3**	**16**	**46**	**341**	**64**	**547**	**149**	**372**	**8**	**183**	**3631**
Approved Project Trips													
Santa Clara Approved Project Trips	0	191	0	0	0	0	0	62	0	0	0	0	253
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	36	0	0	0	0	0	13	0	0	0	0	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	2	0	0	0	0	0	3	0	0	0	0	5
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	15	2	0	0	0	0	0	9	8	46	0	85	165
San Jose Approved Project Trips	0	176	0	0	0	0	0	368	0	0	0	0	544
NSJ Phase I Project Trips	0	6	0	0	0	0	0	64	0	0	0	0	70
Total Approved Trips	15	452	0	0	0	0	0	526	8	46	0	85	1132
Background Conditions	**72**	**2297**	**3**	**16**	**46**	**341**	**64**	**1073**	**157**	**418**	**8**	**268**	**4763**
Proposed Project Trips	190	111	0	0	0	0	0	75	52	28	0	103	559
Former R&D Building Credit	-15	-2	0	0	0	0	0	-9	-8	-46	0	-85	-165
Net Project Trips	175	109	0	0	0	0	0	66	44	-18	0	18	394
Existing Plus Project Conditions	**247**	**1956**	**3**	**16**	**46**	**341**	**64**	**622**	**201**	**400**	**8**	**286**	**4190**
Background Plus Project Conditions	**247**	**2406**	**3**	**16**	**46**	**341**	**64**	**1139**	**201**	**400**	**8**	**286**	**5157**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	75	0	0	0	0	0	8	0	0	0	0	83
3055 Patrick Henry (Santa Clara)	0	8	0	0	0	0	0	15	0	0	0	0	23
Great America Master Plan (Santa Clara)	0	2	0	0	0	0	0	3	0	0	0	0	5
3069 Lawrence Expressway (Santa Clara)	0	-1	0	0	0	0	0	5	0	0	0	0	4
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	3	0	0	0	0	0	1	0	0	0	0	4
BART	96	-28	0	0	29	0	0	-15	87	159	30	408	766
BART CREDIT	-14	0	0	0	0	0	0	0	-22	-42	0	-26	-104
NSJ Phase II Project Trips	0	6	0	0	0	0	0	64	0	0	0	0	70
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	82	94	0	0	29	0	0	85	65	117	30	382	884
Cumulative Conditions	**154**	**2391**	**3**	**16**	**75**	**341**	**64**	**1158**	**222**	**535**	**38**	**650**	**5647**
Cumulative Plus Project Conditions	**329**	**2500**	**3**	**16**	**75**	**341**	**64**	**1224**	**266**	**517**	**38**	**668**	**6041**

Intersection Number: 2
Traffix Node Number: 5828
Intersection Name: Lafayette Street and Lewis Street
Peak Hour: PM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**25**	**1070**	**0**	**260**	**337**	**468**	**0**	**347**	**1**	**0**	**0**	**0**	**2508**
Approved Project Trips													
Santa Clara Approved Project Trips	0	178	0	0	0	36	0	36	0	0	0	0	250
Great America Parkway (Santa Clara)	0	37	0	0	0	0	0	8	0	0	0	0	45
City Place Phases I, II, & III (Santa Clara)	9	17	0	3	7	3	0	39	7	0	0	0	85
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	8	0	0	0	0	0	2	0	0	0	0	10
3226 Scott (Santa Clara)	0	4	0	0	0	0	0	1	0	0	0	0	5
1525 Alviso (Santa Clara)	0	4	0	0	0	0	0	0	0	0	0	0	4
Santa Clara University MP (Santa Clara)	0	3	0	5	0	0	0	7	0	0	0	0	15
Former R&D Building Proiect Trips	0	1	0	0	0	2	0	0	0	0	0	0	3
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	60	0	0	0	0	0	57	0	0	0	0	117
Total Approved Trips	9	312	0	8	7	41	0	149	7	0	0	0	534
Background Conditions	**34**	**1382**	**0**	**268**	**344**	**509**	**0**	**496**	**8**	**0**	**0**	**0**	**3042**
Proposed Project Trips	0	7	0	8	0	4	0	0	0	0	0	0	19
Former R&D Building Credit	0	-1	0	0	0	-2	0	0	0	0	0	0	-3
Net Project Trips	0	6	0	8	0	2	0	0	0	0	0	0	16
Existing Plus Project Conditions	**25**	**1077**	**0**	**268**	**337**	**472**	**0**	**347**	**1**	**0**	**0**	**0**	**2527**
Background Plus Project Conditions	**34**	**1388**	**0**	**276**	**344**	**511**	**0**	**496**	**8**	**0**	**0**	**0**	**3058**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	50	0	0	0	0	0	80	0	0	0	0	130
3055 Patrick Henry (Santa Clara)	0	3	0	0	0	0	0	6	0	0	0	0	9
Great America Master Plan (Santa Clara)	0	4	0	0	0	0	0	8	0	0	0	0	12
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	8	0	0	0	0	0	2	0	0	0	0	10
BART	0	6	0	0	28	79	0	10	0	0	0	0	123
BART CREDIT	0	-1	0	0	0	-1	0	0	0	0	0	0	-2
NSJ Phase II Project Trips	0	60	0	0	0	0	0	57	0	0	0	0	117
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	130	0	0	28	78	0	163	0	0	0	0	399
Cumulative Conditions	**34**	**1513**	**0**	**268**	**372**	**587**	**0**	**659**	**8**	**0**	**0**	**0**	**3441**
Cumulative Plus Project Conditions	**34**	**1519**	**0**	**276**	**372**	**589**	**0**	**659**	**8**	**0**	**0**	**0**	**3457**

Intersection Number: 3
Traffix Node Number: 1202
Intersection Name: Lafayette Street and El Camino Real *
Peak Hour: PM
Count Date: 11/15/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**258**	**948**	**525**	**96**	**554**	**24**	**221**	**219**	**114**	**289**	**919**	**180**	**4347**
Approved Project Trips													
Santa Clara Approved Project Trips	15	159	35	3	53	0	0	33	3	19	49	7	376
Great America Parkway (Santa Clara)	0	37	0	0	0	0	0	8	0	0	0	0	45
City Place Phases I, II, & III (Santa Clara)	12	41	25	9	16	9	9	32	6	2	13	9	183
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	1	0	0	0	0	0	6	0	7
3515 Monroe (Santa Clara)	0	0	0	0	3	0	0	0	0	0	2	0	5
3333 Scott Blvd (Santa Clara)	0	8	0	0	0	0	0	2	0	0	0	0	10
3226 Scott (Santa Clara)	0	4	0	0	1	0	0	1	0	0	4	0	10
1525 Alviso (Santa Clara)	0	4	1	1	1	0	0	1	0	0	0	3	11
Santa Clara University MP (Santa Clara)	0	0	2	3	2	0	5	0	7	3	1	0	23
Former R&D Building Proiect Trips	0	0	0	0	20	0	0	0	0	1	3	0	24
San Jose Approved Project Trips	0	0	0	0	37	0	0	0	0	0	18	0	55
NSJ Phase I Project Trips	5	24	8	7	49	2	22	22	13	34	119	40	344
Total Approved Trips	32	277	71	23	183	11	36	98	29	59	215	59	1093
Background Conditions	**290**	**1225**	**596**	**119**	**737**	**35**	**257**	**317**	**143**	**348**	**1134**	**239**	**5440**
Proposed Project Trips	0	0	0	0	20	0	8	0	0	7	27	0	62
Former R&D Building Credit	0	0	0	0	-20	0	0	0	0	-1	-3	0	-24
Net Project Trips	0	0	0	0	0	0	8	0	0	6	24	0	38
Existing Plus Project Conditions	**258**	**948**	**525**	**96**	**574**	**24**	**229**	**219**	**114**	**296**	**946**	**180**	**4409**
Background Plus Project Conditions	**290**	**1225**	**596**	**119**	**737**	**35**	**265**	**317**	**143**	**354**	**1158**	**239**	**5478**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	140	0	0	0	0	0	119	0	259
City Place Full Project (Santa Clara)	0	70	10	10	70	0	0	80	0	10	40	0	290
3055 Patrick Henry (Santa Clara)	0	3	0	0	0	0	0	6	0	0	0	0	9
Great America Master Plan (Santa Clara)	0	4	0	0	0	0	0	8	0	0	0	0	12
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	34	0	0	0	0	0	23	0	57
Bixby (Santa Clara)	0	8	0	0	0	0	0	2	0	0	0	0	10
BART	5	6	-1	8	63	0	9	1	0	-1	17	0	107
BART CREDIT	0	0	0	0	-5	0	0	0	0	-1	-2	0	-8
NSJ Phase II Project Trips	5	24	8	7	49	2	22	22	13	34	119	40	344
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	8	0	0	0	0	0	1	0	9
Total Pending Trips	10	115	17	25	359	2	31	119	13	42	317	40	1089
Cumulative Conditions	**300**	**1341**	**613**	**145**	**1096**	**38**	**287**	**436**	**157**	**389**	**1450**	**278**	**6529**
Cumulative Plus Project Conditions	**300**	**1341**	**613**	**145**	**1096**	**38**	**295**	**436**	**157**	**395**	**1474**	**278**	**6567**

Intersection Number: 4
Traffix Node Number: 301
Intersection Name: De La Cruz Boulevard and Reed Street
Peak Hour: PM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**31**	**2230**	**15**	**20**	**8**	**118**	**20**	**467**	**43**	**216**	**14**	**30**	**3212**
Approved Project Trips													
Santa Clara Approved Project Trips	5	232	0	0	0	0	0	95	2	24	0	12	370
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	3	42	6	2	1	2	6	5	6	4	9	3	89
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	5	0	0	0	0	0	10	0	0	0	0	15
Former R&D Building Proiect Trips	0	13	0	0	0	0	0	72	0	0	0	0	85
San Jose Approved Project Trips	0	158	0	0	0	0	0	331	0	0	0	0	489
NSJ Phase I Project Trips	0	8	0	0	0	0	0	86	0	0	0	0	94
Total Approved Trips	8	497	6	2	1	2	6	606	8	28	9	15	1188
Background Conditions	**39**	**2727**	**21**	**22**	**9**	**120**	**26**	**1073**	**51**	**244**	**23**	**45**	**4400**
Proposed Project Trips	0	247	0	0	0	0	0	146	1	2	0	0	396
Former R&D Building Credit	0	-13	0	0	0	0	0	-72	0	0	0	0	-85
Net Project Trips	0	234	0	0	0	0	0	74	1	2	0	0	311
Existing Plus Project Conditions	**31**	**2477**	**15**	**20**	**8**	**118**	**20**	**613**	**44**	**218**	**14**	**30**	**3608**
Background Plus Project Conditions	**39**	**2961**	**21**	**22**	**9**	**120**	**26**	**1147**	**52**	**246**	**23**	**45**	**4711**
Pending Project Trips													
Santa Clara Pending Project Trips	0	10	0	0	0	0	0	5	0	0	0	0	15
City Place Full Project (Santa Clara)	0	90	0	0	0	0	0	10	0	10	0	0	110
3055 Patrick Henry (Santa Clara)	0	8	0	0	0	0	0	15	0	0	0	0	23
Great America Master Plan (Santa Clara)	0	2	0	0	0	0	0	3	0	0	0	0	5
3069 Lawrence Expressway (Santa Clara)	0	-1	0	0	0	0	0	5	0	0	0	0	4
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	3	0	0	0	0	0	1	0	0	0	0	4
BART	0	17	0	-1	0	-4	2	135	11	0	0	0	160
BART CREDIT	0	-10	0	0	0	0	0	-20	0	0	0	0	-30
NSJ Phase II Project Trips	0	8	0	0	0	0	0	86	0	0	0	0	94
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	31	0	0	0	0	0	4	0	0	0	0	35
Total Pending Trips	0	164	0	-1	0	-4	2	245	11	10	0	0	427
Cumulative Conditions	**39**	**2891**	**21**	**21**	**9**	**116**	**28**	**1319**	**62**	**254**	**23**	**45**	**4828**
Cumulative Plus Project Conditions	**39**	**3125**	**21**	**21**	**9**	**116**	**28**	**1393**	**63**	**256**	**23**	**45**	**5139**

Intersection Number: 5
Traffix Node Number: 300
Intersection Name: De La Cruz Boulevard and Martin Avenue
Peak Hour: PM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**49**	**1787**	**103**	**78**	**10**	**15**	**13**	**505**	**49**	**421**	**129**	**164**	**3323**
Approved Project Trips													
Santa Clara Approved Project Trips	0	208	0	0	0	0	0	96	10	29	0	0	343
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	154	0	0	0	0	0	10	0	0	0	0	164
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	5	0	0	0	0	0	10	0	0	0	0	15
Former R&D Building Proiect Trips	0	13	0	0	0	0	0	72	0	0	0	0	85
San Jose Approved Project Trips	0	158	0	0	0	0	0	331	0	0	0	0	489
NSJ Phase I Project Trips	0	8	0	0	0	0	0	86	0	0	0	0	94
Total Approved Trips	0	585	0	0	0	0	0	612	10	29	0	0	1236
Background Conditions	**49**	**2372**	**103**	**78**	**10**	**15**	**13**	**1117**	**59**	**450**	**129**	**164**	**4559**
Proposed Project Trips	0	239	0	0	0	0	0	141	5	8	0	0	393
Former R&D Building Credit	0	-13	0	0	0	0	0	-72	0	0	0	0	-85
Net Project Trips	0	226	0	0	0	0	0	69	5	8	0	0	308
Existing Plus Project Conditions	**49**	**2026**	**103**	**78**	**10**	**15**	**13**	**646**	**54**	**429**	**129**	**164**	**3716**
Background Plus Project Conditions	**49**	**2598**	**103**	**78**	**10**	**15**	**13**	**1186**	**64**	**458**	**129**	**164**	**4867**
Pending Project Trips													
Santa Clara Pending Project Trips	0	10	0	0	0	0	0	5	0	0	0	0	15
City Place Full Project (Santa Clara)	0	100	0	0	0	0	0	10	0	0	0	0	110
3055 Patrick Henry (Santa Clara)	0	8	0	0	0	0	0	15	0	0	0	0	23
Great America Master Plan (Santa Clara)	0	2	0	0	0	0	0	3	0	0	0	0	5
3069 Lawrence Expressway (Santa Clara)	0	-1	0	0	0	0	0	5	0	0	0	0	4
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	3	0	0	0	0	0	1	0	0	0	0	4
BART	0	15	0	5	21	0	6	120	7	0	20	-3	191
BART CREDIT	0	-10	0	0	0	0	0	-20	0	0	0	0	-30
NSJ Phase II Project Trips	0	8	0	0	0	0	0	86	0	0	0	0	94
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	31	0	0	0	0	0	4	0	0	0	0	35
Total Pending Trips	0	172	0	5	21	0	6	230	7	0	20	-3	458
Cumulative Conditions	**49**	**2544**	**103**	**83**	**31**	**15**	**19**	**1348**	**66**	**450**	**149**	**161**	**5018**
Cumulative Plus Project Conditions	**49**	**2770**	**103**	**83**	**31**	**15**	**19**	**1417**	**71**	**458**	**149**	**161**	**5326**

Intersection Number: 6
Traffix Node Number: 5335
Intersection Name: De La Cruz Boulevard and Central Expressway *
Peak Hour: PM
Count Date: 10/4/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**778**	**1140**	**0**	**0**	**0**	**0**	**0**	**570**	**160**	**991**	**0**	**2134**	**5773**
Approved Project Trips													
Santa Clara Approved Project Trips	47	53	0	0	0	0	0	38	58	155	0	160	511
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	3	15	0	0	18
City Place Phases I, II, & III (Santa Clara)	3	151	0	0	0	0	0	1	7	3	0	34	199
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	1	3	0	0	4
3000 Bowers (Santa Clara)	3	0	0	0	0	0	0	0	0	0	0	14	17
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	3	17	0	0	20
3226 Scott (Santa Clara)	0	0	0	0	0	0	0	0	1	7	0	1	9
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	5	0	0	0	0	0	10	0	0	0	0	15
Former R&D Building Proiect Trips	0	11	0	0	0	0	0	62	10	2	0	0	85
San Jose Approved Project Trips	0	142	0	0	0	0	0	298	33	16	0	0	489
NSJ Phase I Project Trips	24	9	0	0	0	0	0	66	20	-1	0	0	119
Total Approved Trips	77	371	0	0	0	0	0	475	136	217	0	209	1486
Background Conditions	**855**	**1511**	**0**	**0**	**0**	**0**	**0**	**1045**	**296**	**1208**	**0**	**2343**	**7259**
Proposed Project Trips	0	181	0	0	0	0	0	107	34	57	0	0	379
Former R&D Building Credit	0	-11	0	0	0	0	0	-62	-10	-2	0	0	-85
Net Project Trips	0	170	0	0	0	0	0	45	24	55	0	0	294
Existing Plus Project Conditions	**778**	**1321**	**0**	**0**	**0**	**0**	**0**	**677**	**194**	**1048**	**0**	**2134**	**6152**
Background Plus Project Conditions	**855**	**1681**	**0**	**0**	**0**	**0**	**0**	**1090**	**320**	**1263**	**0**	**2343**	**7553**
Pending Project Trips													
Santa Clara Pending Project Trips	0	10	0	0	0	0	0	5	0	0	0	0	15
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	0	70	100	0	50	220
3055 Patrick Henry (Santa Clara)	0	0	0	0	0	0	0	0	15	8	0	0	23
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	3	2	0	0	5
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	5	-1	0	0	4
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	1	6	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	1	3	0	0	4
BART	-1	2	0	0	0	0	0	59	61	12	0	-15	118
BART CREDIT	0	-9	0	0	0	0	0	-17	-3	-1	0	0	-30
NSJ Phase II Project Trips	24	9	0	0	0	0	0	66	20	-1	0	0	119
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	31	0	0	0	0	0	4	0	0	0	0	35
Total Pending Trips	23	43	0	0	0	0	0	117	173	128	0	35	520
Cumulative Conditions	**879**	**1555**	**0**	**0**	**0**	**0**	**0**	**1162**	**470**	**1335**	**0**	**2378**	**7778**
Cumulative Plus Project Conditions	**879**	**1725**	**0**	**0**	**0**	**0**	**0**	**1207**	**494**	**1390**	**0**	**2378**	**8072**

Intersection Number: 7
Traffix Node Number: 5334
Intersection Name: Lafayette Street and Central Expressway *
Peak Hour: PM
Count Date: 10/4/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**206**	**855**	**342**	**106**	**616**	**218**	**288**	**341**	**132**	**346**	**2490**	**129**	**6069**
Approved Project Trips													
Santa Clara Approved Project Trips	2	30	4	1	103	1	5	11	23	109	305	4	598
Great America Parkway (Santa Clara)	0	37	0	0	3	0	0	8	0	0	15	0	63
City Place Phases I, II, & III (Santa Clara)	0	113	132	8	7	4	9	6	9	3	9	8	308
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	1	0	0	0	0	1	3	0	5
3000 Bowers (Santa Clara)	0	0	0	0	3	0	0	0	1	3	14	0	21
3515 Monroe (Santa Clara)	3	0	0	0	0	0	0	0	0	0	0	2	5
3333 Scott Blvd (Santa Clara)	0	0	0	0	3	0	0	0	2	8	17	0	30
3226 Scott (Santa Clara)	0	0	0	0	2	0	0	0	1	4	8	1	16
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	2	0	0	0	0	0	3	0	0	0	0	5
Former R&D Building Proiect Trips	0	0	0	2	7	0	0	0	0	0	1	0	10
San Jose Approved Project Trips	0	0	0	0	33	0	0	0	0	0	16	0	49
NSJ Phase I Project Trips	15	85	22	5	49	23	3	1	0	-6	-33	-2	162
Total Approved Trips	20	267	158	16	211	28	17	29	36	122	355	13	1271
Background Conditions	**226**	**1122**	**500**	**122**	**827**	**246**	**305**	**370**	**168**	**468**	**2845**	**142**	**7340**
Proposed Project Trips	0	0	7	4	30	0	0	0	0	0	50	0	91
Former R&D Building Credit	0	0	0	-2	-7	0	0	0	0	0	-1	0	-10
Net Project Trips	0	0	7	2	23	0	0	0	0	0	49	0	81
Existing Plus Project Conditions	**206**	**855**	**349**	**110**	**646**	**218**	**288**	**341**	**132**	**346**	**2540**	**129**	**6160**
Background Plus Project Conditions	**226**	**1122**	**507**	**124**	**850**	**246**	**305**	**370**	**168**	**468**	**2894**	**142**	**7421**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	90	120	130	0	90	0	0	80	10	0	40	10	570
3055 Patrick Henry (Santa Clara)	0	3	0	0	15	0	0	6	0	0	8	0	32
Great America Master Plan (Santa Clara)	0	4	0	0	3	0	0	8	0	0	2	0	17
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	5	0	0	0	0	0	-1	0	4
3375 Scott (Santa Clara)	0	0	0	0	1	0	0	0	0	0	6	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	5	0	0	1	0	0	1	0	1	3	0	11
BART	-2	-1	3	26	30	7	-1	0	2	-1	-2	0	61
BART CREDIT	0	0	0	-1	-2	0	0	0	0	0	-1	0	-4
NSJ Phase II Project Trips	15	85	22	5	49	23	3	1	0	-6	-33	-2	162
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	20	0	0	0	0	0	3	0	0	0	0	23
Total Pending Trips	103	236	155	30	192	30	2	99	12	-6	22	8	883
Cumulative Conditions	**330**	**1359**	**655**	**151**	**1019**	**275**	**308**	**469**	**181**	**461**	**2866**	**150**	**8223**
Cumulative Plus Project Conditions	**330**	**1359**	**662**	**153**	**1042**	**275**	**308**	**469**	**181**	**461**	**2915**	**150**	**8304**

Intersection Number: 8
Traffix Node Number: 5332
Intersection Name: Scott Boulevard and Central Expressway *
Peak Hour: PM
Count Date: 10/4/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**98**	**592**	**322**	**76**	**603**	**285**	**295**	**187**	**191**	**266**	**2351**	**55**	**5321**
Approved Project Trips													
Santa Clara Approved Project Trips	0	60	80	35	97	0	1	26	22	108	339	0	768
Great America Parkway (Santa Clara)	0	0	0	0	3	0	0	0	0	0	15	0	18
City Place Phases I, II, & III (Santa Clara)	0	12	6	8	31	9	9	3	1	0	2	4	85
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	1	1	0	1	0	0	0	0	0	2	0	5
3000 Bowers (Santa Clara)	0	0	0	0	4	0	0	0	1	1	17	0	23
3515 Monroe (Santa Clara)	6	0	0	0	3	0	0	0	0	0	2	3	14
3333 Scott Blvd (Santa Clara)	0	17	25	5	0	0	0	3	0	0	0	0	50
3226 Scott (Santa Clara)	0	1	0	0	3	0	0	0	0	2	13	0	19
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	2	0	0	0	0	0	3	0	0	0	0	5
Former R&D Building Proiect Trips	0	0	0	0	7	0	0	0	0	0	1	0	8
San Jose Approved Project Trips	0	0	0	0	33	0	0	0	0	0	16	0	49
NSJ Phase I Project Trips	0	-8	-4	19	40	30	3	7	6	-4	-9	0	79
Total Approved Trips	6	85	108	67	222	39	13	42	30	107	398	7	1124
Background Conditions	**104**	**677**	**430**	**143**	**825**	**324**	**308**	**229**	**221**	**373**	**2749**	**62**	**6445**
Proposed Project Trips	0	0	13	8	20	2	3	0	0	0	34	0	80
Former R&D Building Credit	0	0	0	0	-7	0	0	0	0	0	-1	0	-8
Net Project Trips	0	0	13	8	13	2	3	0	0	0	33	0	72
Existing Plus Project Conditions	**98**	**592**	**335**	**84**	**623**	**287**	**298**	**187**	**191**	**266**	**2385**	**55**	**5401**
Background Plus Project Conditions	**104**	**677**	**443**	**151**	**838**	**326**	**311**	**229**	**221**	**373**	**2782**	**62**	**6517**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	8	0	0	0	0	0	5	0	13
City Place Full Project (Santa Clara)	10	10	80	0	180	10	0	0	40	0	0	0	330
3055 Patrick Henry (Santa Clara)	0	0	3	5	20	0	0	0	0	0	11	0	39
Great America Master Plan (Santa Clara)	0	0	0	1	2	0	0	0	0	0	1	0	4
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	5	0	0	0	0	0	-1	0	4
3375 Scott (Santa Clara)	0	12	6	1	1	0	0	1	1	0	0	0	22
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	3	1	0	0	0	0	0	0	1	0	5
BART	0	-2	0	10	24	-5	-2	-1	0	0	-2	0	22
BART CREDIT	0	0	0	0	-2	0	0	0	0	0	-1	0	-3
NSJ Phase II Project Trips	0	-8	-4	19	40	30	3	7	6	-4	-9	0	79
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	10	12	88	37	278	35	1	7	47	-4	5	0	516
Cumulative Conditions	**113**	**690**	**519**	**180**	**1104**	**359**	**309**	**236**	**267**	**369**	**2753**	**61**	**6960**
Cumulative Plus Project Conditions	**113**	**690**	**532**	**188**	**1117**	**361**	**312**	**236**	**267**	**369**	**2786**	**61**	**7032**

Intersection Number: 9
Traffix Node Number: 3411
Intersection Name: Coleman Avenue and Aviation Avenue
Peak Hour: PM
Count Date: 3/23/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**5**	**2487**	**10**	**5**	**0**	**48**	**20**	**785**	**12**	**11**	**0**	**0**	**3383**
Approved Project Trips													
Santa Clara Approved Project Trips	0	191	0	0	0	0	0	62	0	0	0	0	253
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	36	0	0	0	0	0	13	0	0	0	0	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	154	0	0	0	0	0	27	0	0	0	0	181
San Jose Approved Project Trips	29	187	8	8	0	0	1	323	58	83	6	92	795
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	29	607	8	8	0	0	1	432	58	83	6	92	1324
Background Conditions	**34**	**3094**	**18**	**13**	**0**	**48**	**21**	**1217**	**70**	**94**	**6**	**92**	**4707**
Proposed Project Trips	0	219	0	0	0	0	0	370	0	0	0	0	589
Former R&D Building Credit	0	-154	0	0	0	0	0	-27	0	0	0	0	-181
Net Project Trips	0	65	0	0	0	0	0	343	0	0	0	0	408
Existing Plus Project Conditions	**5**	**2706**	**10**	**5**	**0**	**48**	**20**	**1155**	**12**	**11**	**0**	**0**	**3972**
Background Plus Project Conditions	**34**	**3159**	**18**	**13**	**0**	**48**	**21**	**1560**	**70**	**94**	**6**	**92**	**5115**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	75	0	0	0	0	0	8	0	0	0	0	83
3055 Patrick Henry (Santa Clara)	0	8	0	0	0	0	0	15	0	0	0	0	23
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	130	0	0	0	0	0	72	0	0	0	0	202
BART CREDIT	0	-42	0	0	0	0	0	-22	0	0	0	0	-64
NSJ Phase II Project Trips	0	64	0	0	0	0	0	9	0	0	0	0	73
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	0	264	0	0	0	0	0	86	0	0	0	0	350
Cumulative Conditions	**34**	**3358**	**18**	**13**	**0**	**48**	**21**	**1303**	**70**	**94**	**6**	**92**	**5057**
Cumulative Plus Project Conditions	**34**	**3423**	**18**	**13**	**0**	**48**	**21**	**1646**	**70**	**94**	**6**	**92**	**5465**

Intersection Number: 10
Traffix Node Number: 4047
Intersection Name: Coleman Avenue and Newhall Drive
Peak Hour: PM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**189**	**2380**	**0**	**0**	**0**	**0**	**0**	**643**	**359**	**405**	**0**	**71**	**4047**
Approved Project Trips													
Santa Clara Approved Project Trips	0	191	0	0	0	0	0	62	0	0	0	0	253
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	36	0	0	0	0	0	13	0	0	0	0	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	154	0	0	0	0	0	27	0	0	0	0	181
San Jose Approved Project Trips	21	436	0	0	0	0	0	220	32	21	0	0	730
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	21	856	0	0	0	0	0	329	32	21	0	0	1259
Background Conditions	**210**	**3236**	**0**	**0**	**0**	**0**	**0**	**972**	**391**	**426**	**0**	**71**	**5306**
Proposed Project Trips	0	219	0	0	0	0	0	370	0	0	0	0	589
Former R&D Building Credit	0	-154	0	0	0	0	0	-27	0	0	0	0	-181
Net Project Trips	0	65	0	0	0	0	0	343	0	0	0	0	408
Existing Plus Project Conditions	**189**	**2599**	**0**	**0**	**0**	**0**	**0**	**1013**	**359**	**405**	**0**	**71**	**4636**
Background Plus Project Conditions	**210**	**3301**	**0**	**0**	**0**	**0**	**0**	**1315**	**391**	**426**	**0**	**71**	**5714**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	75	0	0	0	0	0	8	0	0	0	0	83
3055 Patrick Henry (Santa Clara)	0	8	0	0	0	0	0	15	0	0	0	0	23
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	121	0	0	0	0	0	64	-2	-12	0	0	171
BART CREDIT	0	-42	0	0	0	0	0	-22	0	0	0	0	-64
NSJ Phase II Project Trips	0	64	0	0	0	0	0	9	0	0	0	0	73
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	0	255	0	0	0	0	0	78	-2	-12	0	0	319
Cumulative Conditions	**210**	**3491**	**0**	**0**	**0**	**0**	**0**	**1050**	**389**	**414**	**0**	**71**	**5625**
Cumulative Plus Project Conditions	**210**	**3556**	**0**	**0**	**0**	**0**	**0**	**1393**	**389**	**414**	**0**	**71**	**6033**

Intersection Number: 11
Traffix Node Number: 3223
Intersection Name: Coleman Avenue and Airport Boulevard
Peak Hour: PM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**2109**	**125**	**98**	**0**	**143**	**241**	**925**	**0**	**0**	**0**	**0**	**3641**
Approved Project Trips													
Santa Clara Approved Project Trips	0	191	0	0	0	0	0	62	0	0	0	0	253
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	36	0	0	0	0	0	13	0	0	0	0	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	97	0	0	0	0	0	27	0	0	0	0	124
San Jose Approved Project Trips	0	568	24	40	0	46	26	219	0	0	0	0	923
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	931	24	40	0	46	26	328	0	0	0	0	1395
Background Conditions	**0**	**3040**	**149**	**138**	**0**	**189**	**267**	**1253**	**0**	**0**	**0**	**0**	**5036**
Proposed Project Trips	0	151	8	13	0	0	0	356	0	0	0	0	528
Former R&D Building Credit	0	-97	0	0	0	0	0	-27	0	0	0	0	-124
Net Project Trips	0	54	8	13	0	0	0	329	0	0	0	0	404
Existing Plus Project Conditions	**0**	**2260**	**133**	**111**	**0**	**143**	**241**	**1281**	**0**	**0**	**0**	**0**	**4169**
Background Plus Project Conditions	**0**	**3094**	**157**	**151**	**0**	**189**	**267**	**1582**	**0**	**0**	**0**	**0**	**5440**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	75	0	0	0	0	0	8	0	0	0	0	83
3055 Patrick Henry (Santa Clara)	0	8	0	0	0	0	0	15	0	0	0	0	23
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	109	0	0	0	0	0	62	0	0	0	0	171
BART CREDIT	0	-27	0	0	0	0	0	-22	0	0	0	0	-49
NSJ Phase II Project Trips	0	61	3	3	0	20	2	5	0	0	0	0	94
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	0	255	3	3	0	20	2	72	0	0	0	0	355
Cumulative Conditions	**0**	**3295**	**152**	**141**	**0**	**209**	**269**	**1325**	**0**	**0**	**0**	**0**	**5391**
Cumulative Plus Project Conditions	**0**	**3349**	**160**	**154**	**0**	**209**	**269**	**1654**	**0**	**0**	**0**	**0**	**5795**

Intersection Number: 12
Traffix Node Number: 3052
Intersection Name: Coleman Avenue and I-880 (N) *
Peak Hour: PM
Count Date: 11/10/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**525**	**1843**	**0**	**435**	**0**	**278**	**268**	**1304**	**0**	**0**	**0**	**0**	**4653**
Approved Project Trips													
Santa Clara Approved Project Trips	0	191	0	0	0	0	0	62	0	0	0	0	253
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	36	0	0	0	0	0	13	0	0	0	0	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	97	0	7	0	0	0	20	0	0	0	0	124
San Jose Approved Project Trips	0	567	0	112	0	37	5	251	0	0	0	0	972
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	930	0	119	0	37	5	353	0	0	0	0	1444
Background Conditions	**525**	**2773**	**0**	**554**	**0**	**315**	**273**	**1657**	**0**	**0**	**0**	**0**	**6097**
Proposed Project Trips	0	151	0	101	0	0	0	255	0	0	0	0	507
Former R&D Building Credit	0	-97	0	-7	0	0	0	-20	0	0	0	0	-124
Net Project Trips	0	54	0	94	0	0	0	235	0	0	0	0	383
Existing Plus Project Conditions	**525**	**1994**	**0**	**536**	**0**	**278**	**268**	**1559**	**0**	**0**	**0**	**0**	**5160**
Background Plus Project Conditions	**525**	**2827**	**0**	**648**	**0**	**315**	**273**	**1892**	**0**	**0**	**0**	**0**	**6480**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	75	0	0	0	0	0	8	0	0	0	0	83
3055 Patrick Henry (Santa Clara)	0	8	0	0	0	0	0	15	0	0	0	0	23
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	89	0	19	0	-11	0	37	0	0	0	0	134
BART CREDIT	0	-27	0	-6	0	0	0	-17	0	0	0	0	-50
NSJ Phase II Project Trips	0	48	0	62	0	35	4	14	0	0	0	0	163
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	0	222	0	75	0	24	4	61	0	0	0	0	386
Cumulative Conditions	**525**	**2995**	**0**	**629**	**0**	**339**	**277**	**1718**	**0**	**0**	**0**	**0**	**6483**
Cumulative Plus Project Conditions	**525**	**3049**	**0**	**723**	**0**	**339**	**277**	**1953**	**0**	**0**	**0**	**0**	**6866**

Intersection Number: 13
Traffix Node Number: 3053
Intersection Name: Coleman Avenue and I-880 (S) *
Peak Hour: PM
Count Date: 11/10/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**28**	**1538**	**540**	**553**	**0**	**148**	**428**	**1050**	**0**	**18**	**0**	**0**	**4303**
Approved Project Trips													
Santa Clara Approved Project Trips	0	191	0	0	0	0	0	62	0	0	0	0	253
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	36	0	0	0	0	0	13	0	0	0	0	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	57	40	10	0	0	0	10	0	0	0	0	117
San Jose Approved Project Trips	0	403	188	101	0	5	3	195	0	0	0	0	895
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	726	228	111	0	5	3	287	0	0	0	0	1360
Background Conditions	**28**	**2264**	**768**	**664**	**0**	**153**	**431**	**1337**	**0**	**18**	**0**	**0**	**5663**
Proposed Project Trips	0	92	60	101	0	0	0	155	0	0	0	0	408
Former R&D Building Credit	0	-57	-40	-10	0	0	0	-10	0	0	0	0	-117
Net Project Trips	0	35	20	91	0	0	0	145	0	0	0	0	291
Existing Plus Project Conditions	**28**	**1630**	**600**	**654**	**0**	**148**	**428**	**1205**	**0**	**18**	**0**	**0**	**4711**
Background Plus Project Conditions	**28**	**2299**	**788**	**755**	**0**	**153**	**431**	**1482**	**0**	**18**	**0**	**0**	**5954**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	75	0	0	0	0	0	8	0	0	0	0	83
3055 Patrick Henry (Santa Clara)	0	8	0	0	0	0	0	15	0	0	0	0	23
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	60	20	12	0	-6	-18	3	0	0	0	0	71
BART CREDIT	0	-16	-11	-8	0	0	0	-8	0	0	0	0	-43
NSJ Phase II Project Trips	0	12	3	4	0	1	2	5	0	0	0	0	27
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	0	168	12	8	0	-5	-16	27	0	0	0	0	194
Cumulative Conditions	**28**	**2432**	**780**	**672**	**0**	**148**	**415**	**1364**	**0**	**18**	**0**	**0**	**5857**
Cumulative Plus Project Conditions	**28**	**2467**	**800**	**763**	**0**	**148**	**415**	**1509**	**0**	**18**	**0**	**0**	**6148**

Intersection Number: 14
Traffix Node Number: 3413
Intersection Name: Coleman Avenue and Hedding Street
Peak Hour: PM
Count Date: 5/12/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**288**	**1301**	**427**	**328**	**448**	**72**	**45**	**766**	**118**	**158**	**437**	**170**	**4558**
Approved Project Trips													
Santa Clara Approved Project Trips	19	153	19	6	0	0	0	50	0	0	0	6	253
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	3	30	3	1	0	0	0	11	0	0	0	1	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	5	45	7	1	0	0	0	8	0	0	0	1	67
San Jose Approved Project Trips	54	345	59	24	50	5	1	167	5	9	22	10	751
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	81	612	88	32	50	5	1	243	5	9	22	18	1166
Background Conditions	**369**	**1913**	**515**	**360**	**498**	**77**	**46**	**1009**	**123**	**167**	**459**	**188**	**5724**
Proposed Project Trips	8	76	8	13	0	0	0	128	0	0	0	13	246
Former R&D Building Credit	-5	-45	-7	-1	0	0	0	-8	0	0	0	-1	-67
Net Project Trips	3	31	1	12	0	0	0	120	0	0	0	12	179
Existing Plus Project Conditions	**296**	**1377**	**435**	**341**	**448**	**72**	**45**	**894**	**118**	**158**	**437**	**183**	**4804**
Background Plus Project Conditions	**372**	**1944**	**516**	**372**	**498**	**77**	**46**	**1129**	**123**	**167**	**459**	**200**	**5903**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	5	65	5	1	0	0	0	6	0	0	0	1	83
3055 Patrick Henry (Santa Clara)	0	8	0	0	0	0	0	15	0	0	0	0	23
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	5	40	6	-10	-3	-1	-2	-12	0	-1	-3	6	25
BART CREDIT	-1	-12	-2	-1	0	0	0	-6	0	0	0	-1	-23
NSJ Phase II Project Trips	1	10	1	8	21	2	0	6	1	3	8	3	66
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	10	140	10	-2	18	1	-2	13	1	2	5	9	207
Cumulative Conditions	**379**	**2053**	**525**	**358**	**516**	**78**	**44**	**1022**	**124**	**169**	**464**	**197**	**5931**
Cumulative Plus Project Conditions	**382**	**2084**	**526**	**370**	**516**	**78**	**44**	**1142**	**124**	**169**	**464**	**209**	**6110**

Intersection Number: 15
Traffix Node Number: 3417
Intersection Name: Coleman Avenue and Taylor Street
Peak Hour: PM
Count Date: 5/12/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**191**	**1026**	**355**	**215**	**548**	**306**	**54**	**455**	**261**	**324**	**563**	**176**	**4474**
Approved Project Trips													
Santa Clara Approved Project Trips	15	122	15	5	0	0	0	40	0	0	0	5	202
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	3	24	3	1	0	0	0	9	0	0	0	1	41
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	5	17	22	4	0	0	0	3	0	0	0	1	52
San Jose Approved Project Trips	128	119	202	68	85	3	68	90	81	24	70	34	972
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	151	321	242	78	85	3	68	149	81	24	70	41	1313
Background Conditions	**342**	**1347**	**597**	**293**	**633**	**309**	**122**	**604**	**342**	**348**	**633**	**217**	**5787**
Proposed Project Trips	8	20	48	81	0	0	0	34	0	0	0	13	204
Former R&D Building Credit	-5	-17	-22	-4	0	0	0	-3	0	0	0	-1	-52
Net Project Trips	3	3	26	77	0	0	0	31	0	0	0	12	152
Existing Plus Project Conditions	**199**	**1046**	**403**	**296**	**548**	**306**	**54**	**489**	**261**	**324**	**563**	**189**	**4678**
Background Plus Project Conditions	**345**	**1350**	**623**	**370**	**633**	**309**	**122**	**635**	**342**	**348**	**633**	**229**	**5939**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	5	55	5	1	0	0	0	4	0	0	0	1	71
3055 Patrick Henry (Santa Clara)	0	8	0	0	0	0	0	15	0	0	0	0	23
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	1	22	15	5	1	-1	-2	-15	11	-6	-4	-3	24
BART CREDIT	-1	-5	-6	-3	0	0	0	-3	0	0	0	-1	-19
NSJ Phase II Project Trips	2	6	2	9	33	1	0	6	1	6	28	9	104
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	7	115	16	12	34	0	-2	11	12	0	24	6	236
Cumulative Conditions	**349**	**1463**	**613**	**305**	**667**	**309**	**120**	**615**	**354**	**348**	**657**	**223**	**6023**
Cumulative Plus Project Conditions	**352**	**1466**	**639**	**382**	**667**	**309**	**120**	**646**	**354**	**348**	**657**	**235**	**6175**

Intersection Number: 16
Traffix Node Number: 4038
Intersection Name: SR 87 and Taylor Street
Peak Hour: PM
Count Date: 5/12/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**155**	**0**	**65**	**150**	**369**	**801**	**711**	**0**	**603**	**637**	**468**	**113**	**4072**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	5	0	0	0	0	0	15	0	20
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases I, II, & III (Santa Clara)	0	0	0	0	1	0	0	0	0	0	3	0	4
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3226 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	0	0	0	1	0	0	0	3	15	7	0	26
San Jose Approved Project Trips	0	0	77	40	20	71	131	0	8	60	57	0	464
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	77	40	27	71	131	0	11	75	82	0	514
Background Conditions	**155**	**0**	**142**	**190**	**396**	**872**	**842**	**0**	**614**	**712**	**550**	**113**	**4586**
Proposed Project Trips	0	0	0	0	13	0	0	0	67	40	8	0	128
Former R&D Building Credit	0	0	0	0	-1	0	0	0	-3	-15	-7	0	-26
Net Project Trips	0	0	0	0	12	0	0	0	64	25	1	0	102
Existing Plus Project Conditions	**155**	**0**	**65**	**150**	**382**	**801**	**711**	**0**	**670**	**677**	**476**	**113**	**4200**
Background Plus Project Conditions	**155**	**0**	**142**	**190**	**408**	**872**	**842**	**0**	**678**	**737**	**551**	**113**	**4688**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	1	0	0	0	0	0	5	0	6
3055 Patrick Henry (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	-4	0	-2	-5	5	-21	-41	0	5	11	3	-7	-56
BART CREDIT	0	0	0	0	-1	0	0	0	-2	-4	-2	0	-9
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	-4	0	-2	-5	5	-21	-41	0	3	7	6	-7	-59
Cumulative Conditions	**151**	**0**	**140**	**185**	**401**	**851**	**801**	**0**	**617**	**719**	**556**	**106**	**4527**
Cumulative Plus Project Conditions	**151**	**0**	**140**	**185**	**413**	**851**	**801**	**0**	**681**	**744**	**557**	**106**	**4629**

Intersection Number: 17
Traffix Node Number: 4069
Intersection Name: U.S. 101 and Trimble Road
Peak Hour: PM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**707**	**1961**	**0**	**319**	**0**	**509**	**0**	**1208**	**0**	**4704**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	36	0	0	0	0	0	111	0	147
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases I, II, & III (Santa Clara)	0	0	0	0	101	0	0	0	0	0	21	0	122
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	3	0	0	0	0	0	14	0	17
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3226 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	10	0	0	10
Former R&D Building Proiect Trips	0	0	0	0	0	0	0	0	2	0	2	0	4
San Jose Approved Project Trips	0	0	0	0	395	0	70	0	0	194	104	0	763
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	535	0	70	0	2	204	252	0	1063
Background Conditions	**0**	**0**	**0**	**707**	**2496**	**0**	**389**	**0**	**511**	**204**	**1460**	**0**	**5767**
Proposed Project Trips	0	0	0	0	47	0	0	0	34	60	28	0	169
Former R&D Building Credit	0	0	0	0	0	0	0	0	-2	0	-2	0	-4
Net Project Trips	0	0	0	0	47	0	0	0	32	60	26	0	165
Existing Plus Project Conditions	**0**	**0**	**0**	**707**	**2008**	**0**	**319**	**0**	**543**	**60**	**1236**	**0**	**4873**
Background Plus Project Conditions	**0**	**0**	**0**	**707**	**2543**	**0**	**389**	**0**	**543**	**264**	**1486**	**0**	**5932**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	30	0	180	0	0	0	50	0	260
3055 Patrick Henry (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	0	0	0	-18	0	0	0	6	0	19	0	7
BART CREDIT	0	0	0	0	0	0	0	0	-2	0	-1	0	-3
NSJ Phase II Project Trips	0	0	0	0	178	0	51	0	0	0	77	0	306
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	49	0	3	0	0	0	4	0	56
Total Pending Trips	0	0	0	0	239	0	234	0	4	0	149	0	626
Cumulative Conditions	**0**	**0**	**0**	**707**	**2735**	**0**	**623**	**0**	**515**	**204**	**1609**	**0**	**6393**
Cumulative Plus Project Conditions	**0**	**0**	**0**	**707**	**2782**	**0**	**623**	**0**	**547**	**264**	**1635**	**0**	**6558**

Intersection Number: 18
Traffix Node Number: 3096
Intersection Name: De La Cruz Boulevard and Trimble Road
Peak Hour: PM
Count Date: 10/19/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**650**	**83**	**406**	**121**	**1612**	**28**	**26**	**43**	**109**	**30**	**1033**	**304**	**4445**
Approved Project Trips													
Santa Clara Approved Project Trips	3	0	9	2	33	0	0	0	0	0	111	0	158
Great America Parkway (Santa Clara)	0	0	7	2	0	0	0	0	0	0	0	0	9
City Place Phases I, II, & III (Santa Clara)	100	4	0	10	1	3	7	6	0	7	9	5	152
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	3	0	0	0	0	0	14	0	17
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3226 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	0	0	0	0	0	0	0	0	0	1	1	2
San Jose Approved Project Trips	56	1	15	29	592	8	5	6	11	7	136	31	897
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	159	5	31	43	629	11	12	12	11	14	271	37	1235
Background Conditions	**809**	**88**	**437**	**164**	**2241**	**39**	**38**	**55**	**120**	**44**	**1304**	**341**	**5680**
Proposed Project Trips	13	0	0	0	34	0	0	0	0	0	20	8	75
Former R&D Building Credit	0	0	0	0	0	0	0	0	0	0	-1	-1	-2
Net Project Trips	13	0	0	0	34	0	0	0	0	0	19	7	73
Existing Plus Project Conditions	**663**	**83**	**406**	**121**	**1646**	**28**	**26**	**43**	**109**	**30**	**1053**	**312**	**4520**
Background Plus Project Conditions	**822**	**88**	**437**	**164**	**2275**	**39**	**38**	**55**	**120**	**44**	**1323**	**348**	**5753**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	30	0	10	10	0	0	0	0	0	0	0	230	280
3055 Patrick Henry (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	0	0	0	-18	0	0	0	0	0	19	0	1
BART CREDIT	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips	38	2	15	30	247	9	5	6	11	7	93	28	492
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	49	0	0	0	0	0	7	0	56
Total Pending Trips	68	2	25	40	278	9	5	6	11	7	119	258	829
Cumulative Conditions	**877**	**90**	**462**	**204**	**2519**	**48**	**43**	**61**	**131**	**51**	**1423**	**599**	**6509**
Cumulative Plus Project Conditions	**890**	**90**	**462**	**204**	**2553**	**48**	**43**	**61**	**131**	**51**	**1442**	**606**	**6582**

Intersection Number: 19
Traffix Node Number: 555
Intersection Name: Coleman Avenue and Project Entrance (Future)
Peak Hour: PM
Count Date: --

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**2558**	**0**	**0**	**0**	**0**	**0**	**760**	**0**	**0**	**0**	**0**	**3318**
Approved Project Trips													
Santa Clara Approved Project Trips	0	191	0	0	0	0	0	62	0	0	0	0	253
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	36	0	0	0	0	0	13	0	0	0	0	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	2	0	0	0	0	0	3	0	0	0	0	5
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	3	0	0	0	0	3
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	2	46	0	0	0	0	0	8	19	108	0	9	192
San Jose Approved Project Trips	0	176	0	0	0	0	0	368	0	0	0	0	544
NSJ Phase I Project Trips	0	6	0	0	0	0	0	64	0	0	0	0	70
Total Approved Trips	2	496	0	0	0	0	0	528	19	108	0	9	1162
Background Conditions	**2**	**3054**	**0**	**0**	**0**	**0**	**0**	**1288**	**19**	**108**	**0**	**9**	**4480**
Proposed Project Trips	114	25	0	0	0	0	0	49	320	194	0	78	780
Former R&D Building Credit	-2	-46	0	0	0	0	0	-8	-19	-108	0	-9	-192
Net Project Trips	112	-21	0	0	0	0	0	41	301	86	0	69	588
Existing Plus Project Conditions	**114**	**2583**	**0**	**0**	**0**	**0**	**0**	**809**	**320**	**194**	**0**	**78**	**4098**
Background Plus Project Conditions	**114**	**3033**	**0**	**0**	**0**	**0**	**0**	**1329**	**320**	**194**	**0**	**78**	**5068**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	75	0	0	0	0	0	8	0	0	0	0	83
3055 Patrick Henry (Santa Clara)	0	8	0	0	0	0	0	15	0	0	0	0	23
Great America Master Plan (Santa Clara)	0	2	0	0	0	0	0	3	0	0	0	0	5
3069 Lawrence Expressway (Santa Clara)	0	-1	0	0	0	0	0	5	0	0	0	0	4
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	3	0	0	0	0	0	1	0	0	0	0	4
BART	0	131	0	0	0	0	0	72	0	0	0	0	203
BART CREDIT	0	-42	0	0	0	0	0	-22	0	0	0	0	-64
NSJ Phase II Project Trips	0	6	0	0	0	0	0	64	0	0	0	0	70
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	0	211	0	0	0	0	0	150	0	0	0	0	361
Cumulative Conditions	**2**	**3265**	**0**	**0**	**0**	**0**	**0**	**1438**	**19**	**108**	**0**	**9**	**4841**
Cumulative Plus Project Conditions	**114**	**3244**	**0**	**0**	**0**	**0**	**0**	**1479**	**320**	**194**	**0**	**78**	**5429**

Intersection Number: 20
Traffix Node Number: 5871
Intersection Name: Costco/Project Driveway and Brokaw Road
Peak Hour: PM
Count Date: 10/17/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**12**	**0**	**516**	**191**	**36**	**10**	**0**	**0**	**0**	**0**	**58**	**2**	**825**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases I, II, & III (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3226 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	0	0	0	0	23	131	0	0	0	0	0	154
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	23	131	0	0	0	0	0	154
Background Conditions	**12**	**0**	**516**	**191**	**36**	**33**	**131**	**0**	**0**	**0**	**58**	**2**	**979**
Proposed Project Trips	0	0	0	0	73	169	77	0	0	0	39	0	358
Former R&D Building Credit	0	0	0	0	0	-23	-131	0	0	0	0	0	-154
Net Project Trips	0	0	0	0	73	146	-54	0	0	0	39	0	204
Existing Plus Project Conditions	**12**	**0**	**516**	**191**	**109**	**179**	**77**	**0**	**0**	**0**	**97**	**2**	**1183**
Background Plus Project Conditions	**12**	**0**	**516**	**191**	**109**	**179**	**77**	**0**	**0**	**0**	**97**	**2**	**1183**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	0	0	0	212	0	0	0	0	0	597	0	809
BART CREDIT	-12	0	0	0	-36	-10	0	0	0	0	-58	-2	-118
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	-12	0	0	0	176	-10	0	0	0	0	539	-2	691
Cumulative Conditions	**0**	**0**	**516**	**191**	**212**	**23**	**131**	**0**	**0**	**0**	**597**	**0**	**1670**
Cumulative Plus Project Conditions	**0**	**0**	**516**	**191**	**285**	**169**	**77**	**0**	**0**	**0**	**636**	**0**	**1874**

Intersection Number: 21
Traffix Node Number: 654
Intersection Name: Driveway 2 and Brokaw Road
Peak Hour: PM
Count Date: 1/0/00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**0**	**237**	**0**	**0**	**0**	**0**	**0**	**584**	**0**	**821**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases I, II, & III (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3226 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	0	0	0	23	0	0	0	0	0	131	0	154
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	23	0	0	0	0	0	131	0	154
Background Conditions	**0**	**0**	**0**	**0**	**260**	**0**	**0**	**0**	**0**	**0**	**715**	**0**	**975**
Proposed Project Trips	0	0	0	0	242	0	15	0	0	0	116	0	373
Former R&D Building Credit	0	0	0	0	-23	0	0	0	0	0	-131	0	-154
Net Project Trips	0	0	0	0	219	0	15	0	0	0	-15	0	219
Existing Plus Project Conditions	**0**	**0**	**0**	**0**	**479**	**0**	**15**	**0**	**0**	**0**	**700**	**0**	**1194**
Background Plus Project Conditions	**0**	**0**	**0**	**0**	**479**	**0**	**15**	**0**	**0**	**0**	**700**	**0**	**1194**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	0	0	0	212	0	0	0	0	0	597	0	809
BART CREDIT	0	0	0	0	-36	0	0	0	0	0	-68	0	-104
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	0	0	0	176	0	0	0	0	0	529	0	705
Cumulative Conditions	**0**	**0**	**0**	**0**	**436**	**0**	**0**	**0**	**0**	**0**	**1244**	**0**	**1680**
Cumulative Plus Project Conditions	**0**	**0**	**0**	**0**	**655**	**0**	**15**	**0**	**0**	**0**	**1229**	**0**	**1899**

Intersection Number: 22
Traffix Node Number: 5872
Intersection Name: Driveway 4 and Brokaw Road
Peak Hour: PM
Count Date: 1/0/00

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**0**	**48**	**0**	**0**	**0**	**0**	**0**	**60**	**0**	**108**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases I, II, & III (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3226 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Background Conditions	**0**	**0**	**0**	**0**	**48**	**0**	**0**	**0**	**0**	**0**	**60**	**0**	**108**
Proposed Project Trips	0	0	0	0	0	73	39	0	0	0	0	0	112
Former R&D Building Credit	0	0	0	0	0	0	0	0	0	0	0	0	0
Net Project Trips	0	0	0	0	0	73	39	0	0	0	0	0	112
Existing Plus Project Conditions	**0**	**0**	**0**	**0**	**48**	**73**	**39**	**0**	**0**	**0**	**60**	**0**	**220**
Background Plus Project Conditions	**0**	**0**	**0**	**0**	**48**	**73**	**39**	**0**	**0**	**0**	**60**	**0**	**220**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	0	0	0	212	0	0	0	0	0	597	0	809
BART CREDIT	0	0	0	0	-48	0	0	0	0	0	-60	0	-108
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	0	0	0	164	0	0	0	0	0	537	0	701
Cumulative Conditions	**0**	**0**	**0**	**0**	**212**	**0**	**0**	**0**	**0**	**0**	**597**	**0**	**809**
Cumulative Plus Project Conditions	**0**	**0**	**0**	**0**	**212**	**73**	**39**	**0**	**0**	**0**	**597**	**0**	**921**

Intersection Number: 1
Traffix Node Number: 302
Intersection Name: Coleman Avenue and Brokaw Road
Peak Hour: AM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**21**	**456**	**16**	**31**	**3**	**47**	**287**	**2161**	**138**	**53**	**19**	**118**	**3350**
Approved Project Trips													
Santa Clara Approved Project Trips	0	46	0	0	0	0	0	197	0	0	0	0	243
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	3	0	0	0	0	0	1	0	0	0	0	4
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	94	10	0	0	0	0	0	2	51	11	0	19	187
San Jose Approved Project Trips	0	265	0	0	0	0	0	54	0	0	0	0	319
NSJ Phase I Project Trips	0	7	0	0	0	0	0	35	0	0	0	0	42
Total Approved Trips	94	347	0	0	0	0	0	333	51	11	0	19	855
Background Conditions	**115**	**803**	**16**	**31**	**3**	**47**	**287**	**2494**	**189**	**64**	**19**	**137**	**4205**
Proposed Project Trips	40	56	0	0	0	0	0	101	8	32	0	158	395
Former R&D Building Credit	-94	-10	0	0	0	0	0	-2	-51	-11	0	-19	-187
Net Project Trips	-54	46	0	0	0	0	0	99	-43	21	0	139	208
Existing Plus Project Conditions	**61**	**512**	**16**	**31**	**3**	**47**	**287**	**2262**	**146**	**85**	**19**	**276**	**3745**
Background Plus Project Conditions	**61**	**849**	**16**	**31**	**3**	**47**	**287**	**2593**	**146**	**85**	**19**	**276**	**4413**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	68	0	0	0	0	68
3055 Patrick Henry (Santa Clara)	0	15	0	0	0	0	0	4	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	1	0	0	0	0	0	1	0	0	0	0	2
3069 Lawrence Expressway (Santa Clara)	0	5	0	0	0	0	0	-2	0	0	0	0	3
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	1	0	0	0	0	0	4	0	0	0	0	5
BART	458	-24	0	0	11	0	0	-43	179	66	28	74	749
BART CREDIT	-8	0	0	0	0	0	0	0	-14	-7	0	-5	-34
NSJ Phase II Project Trips	0	7	0	0	0	0	0	35	0	0	0	0	42
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25
Total Pending Trips	450	9	0	0	11	0	0	96	165	59	28	69	887
Cumulative Conditions	**565**	**812**	**16**	**31**	**14**	**47**	**287**	**2590**	**354**	**123**	**47**	**206**	**5092**
Cumulative Plus Project Conditions	**511**	**858**	**16**	**31**	**14**	**47**	**287**	**2689**	**311**	**144**	**47**	**345**	**5300**

Intersection Number: 2
Traffix Node Number: 5828
Intersection Name: Lafayette Street and Lewis Street
Peak Hour: AM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**9**	**388**	**0**	**128**	**88**	**130**	**0**	**951**	**3**	**0**	**0**	**0**	**1697**
Approved Project Trips													
Santa Clara Approved Project Trips	0	25	0	0	0	14	0	159	0	0	0	0	198
Great America Parkway (Santa Clara)	0	6	0	0	0	0	0	41	0	0	0	0	47
City Place Phases I, II, & III (Santa Clara)	4	9	0	7	2	2	0	142	7	0	0	0	173
3033 Scott (Santa Clara)	0	8	0	0	0	0	0	9	0	0	0	0	17
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	1	0	0	0	0	0	9	0	0	0	0	10
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	5	0	0	0	0	6
1525 Alviso (Santa Clara)	0	8	0	0	0	0	0	0	0	0	0	0	8
Santa Clara University MP (Santa Clara)	0	8	0	11	0	0	0	2	0	0	0	0	21
Former R&D Building Proiect Trips	0	4	0	0	0	1	0	0	0	0	0	0	5
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	20	0	0	0	0	0	-15	0	0	0	0	5
Total Approved Trips	4	90	0	18	2	17	0	353	7	0	0	0	490
Background Conditions	**13**	**478**	**0**	**146**	**90**	**147**	**0**	**1304**	**10**	**0**	**0**	**0**	**2187**
Proposed Project Trips	0	2	0	12	0	6	0	0	0	0	0	0	20
Former R&D Building Credit	0	-4	0	0	0	-1	0	0	0	0	0	0	-5
Net Project Trips	0	-2	0	12	0	5	0	0	0	0	0	0	15
Existing Plus Project Conditions	**9**	**390**	**0**	**140**	**88**	**136**	**0**	**951**	**3**	**0**	**0**	**0**	**1717**
Background Plus Project Conditions	**13**	**476**	**0**	**158**	**90**	**152**	**0**	**1304**	**10**	**0**	**0**	**0**	**2202**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	20	0	0	0	0	0	140	0	0	0	0	160
3055 Patrick Henry (Santa Clara)	0	6	0	0	0	0	0	2	0	0	0	0	8
Great America Master Plan (Santa Clara)	0	2	0	0	0	0	0	2	0	0	0	0	4
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	1	0	0	0	0	0	9	0	0	0	0	10
BART	0	0	0	2	-1	14	0	45	0	0	0	0	60
BART CREDIT	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips	0	20	0	0	0	0	0	-15	0	0	0	0	5
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	49	0	2	-1	14	0	184	0	0	0	0	247
Cumulative Conditions	**13**	**526**	**0**	**148**	**89**	**161**	**0**	**1487**	**10**	**0**	**0**	**0**	**2434**
Cumulative Plus Project Conditions	**13**	**524**	**0**	**160**	**89**	**166**	**0**	**1487**	**10**	**0**	**0**	**0**	**2449**

Intersection Number: 3
Traffix Node Number: 1202
Intersection Name: Lafayette Street and El Camino Real *
Peak Hour: AM
Count Date: 6/9/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**77**	**194**	**81**	**515**	**1027**	**14**	**72**	**782**	**132**	**112**	**344**	**238**	**3588**
Approved Project Trips													
Santa Clara Approved Project Trips	4	21	5	10	60	0	0	155	4	5	42	15	321
Great America Parkway (Santa Clara)	0	6	0	0	0	0	0	41	0	0	0	0	47
City Place Phases I, II, & III (Santa Clara)	1	3	6	4	5	9	6	144	6	7	6	7	204
3033 Scott (Santa Clara)	0	8	0	0	0	0	0	9	0	0	0	0	17
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	7	0	0	0	0	0	1	0	8
3515 Monroe (Santa Clara)	0	0	0	0	1	0	0	0	0	0	3	0	4
3333 Scott Blvd (Santa Clara)	0	1	0	0	0	0	0	9	0	0	0	0	10
3226 Scott (Santa Clara)	0	1	0	0	5	0	0	5	0	0	1	0	12
1525 Alviso (Santa Clara)	0	8	1	1	3	0	0	0	0	0	0	1	14
Santa Clara University MP (Santa Clara)	0	0	4	1	1	0	11	0	2	8	3	0	30
Former R&D Building Proiect Trips	0	0	0	0	5	0	0	0	0	4	18	0	27
San Jose Approved Project Trips	0	0	0	0	5	0	0	0	0	0	27	0	32
NSJ Phase I Project Trips	7	10	5	60	66	2	-1	-12	-1	8	37	30	210
Total Approved Trips	12	58	21	76	158	11	16	351	11	32	138	53	936
Background Conditions	**89**	**252**	**102**	**591**	**1185**	**25**	**88**	**1133**	**143**	**144**	**482**	**291**	**4524**
Proposed Project Trips	0	0	0	0	29	0	12	0	0	2	9	0	52
Former R&D Building Credit	0	0	0	0	-5	0	0	0	0	-4	-18	0	-27
Net Project Trips	0	0	0	0	24	0	12	0	0	-2	-9	0	25
Existing Plus Project Conditions	**77**	**194**	**81**	**515**	**1056**	**14**	**84**	**782**	**132**	**114**	**353**	**238**	**3640**
Background Plus Project Conditions	**89**	**252**	**102**	**591**	**1209**	**25**	**100**	**1133**	**143**	**142**	**473**	**291**	**4549**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	50	0	0	0	0	0	92	0	142
City Place Full Project (Santa Clara)	0	30	10	0	0	0	0	130	0	0	20	0	190
3055 Patrick Henry (Santa Clara)	0	6	0	0	0	0	0	2	0	0	0	0	8
Great America Master Plan (Santa Clara)	0	2	0	0	0	0	0	2	0	0	0	0	4
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	8	0	0	0	0	0	24	0	32
Bixby (Santa Clara)	0	1	0	0	0	0	0	9	0	0	0	0	10
BART	0	0	0	-3	0	0	45	3	1	0	102	2	150
BART CREDIT	0	0	0	0	-1	0	0	0	0	0	-1	0	-2
NSJ Phase II Project Trips	7	10	5	60	66	2	-1	-12	-1	8	37	30	210
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	1	0	0	0	0	0	7	0	8
Total Pending Trips	7	49	15	57	124	2	44	134	0	8	281	32	752
Cumulative Conditions	**96**	**301**	**118**	**648**	**1308**	**27**	**131**	**1267**	**143**	**152**	**763**	**322**	**5277**
Cumulative Plus Project Conditions	**96**	**301**	**118**	**648**	**1332**	**27**	**143**	**1267**	**143**	**150**	**754**	**322**	**5302**

Intersection Number: 4
Traffix Node Number: 301
Intersection Name: De La Cruz Boulevard and Reed Street
Peak Hour: AM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**46**	**492**	**22**	**17**	**9**	**53**	**50**	**2186**	**113**	**53**	**16**	**54**	**3111**
Approved Project Trips													
Santa Clara Approved Project Trips	11	62	0	0	0	0	0	260	4	4	0	4	345
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	9	5	7	5	4	8	4	0	0	1	3	3	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14
Former R&D Building Proiect Trips	0	80	0	0	0	0	0	17	0	0	0	0	97
San Jose Approved Project Trips	0	238	0	0	0	0	0	49	0	0	0	0	287
NSJ Phase I Project Trips	0	10	0	0	0	0	0	47	0	0	0	0	57
Total Approved Trips	20	411	7	5	4	8	4	417	4	5	3	7	895
Background Conditions	**66**	**903**	**29**	**22**	**13**	**61**	**54**	**2603**	**117**	**58**	**19**	**61**	**4006**
Proposed Project Trips	0	78	0	0	0	0	0	212	1	1	0	0	292
Former R&D Building Credit	0	-80	0	0	0	0	0	-17	0	0	0	0	-97
Net Project Trips	0	-2	0	0	0	0	0	195	1	1	0	0	195
Existing Plus Project Conditions	**46**	**570**	**22**	**17**	**9**	**53**	**50**	**2398**	**114**	**54**	**16**	**54**	**3403**
Background Plus Project Conditions	**66**	**901**	**29**	**22**	**13**	**61**	**54**	**2798**	**118**	**59**	**19**	**61**	**4201**
Pending Project Trips													
Santa Clara Pending Project Trips	0	3	0	0	0	0	0	11	0	0	0	0	14
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	90	0	0	0	0	90
3055 Patrick Henry (Santa Clara)	0	15	0	0	0	0	0	4	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	1	0	0	0	0	0	1	0	0	0	0	2
3069 Lawrence Expressway (Santa Clara)	0	5	0	0	0	0	0	-2	0	0	0	0	3
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	1	0	0	0	0	0	4	0	0	0	0	5
BART	0	144	-1	0	0	2	-4	5	-1	18	0	-2	161
BART CREDIT	0	-6	0	0	0	0	0	-3	0	0	0	0	-9
NSJ Phase II Project Trips	0	10	0	0	0	0	0	47	0	0	0	0	57
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	4	0	0	0	0	0	29	0	0	0	0	33
Total Pending Trips	0	178	-1	0	0	2	-4	193	-1	18	0	-2	383
Cumulative Conditions	**66**	**1082**	**28**	**22**	**13**	**63**	**50**	**2796**	**116**	**76**	**19**	**59**	**4389**
Cumulative Plus Project Conditions	**66**	**1080**	**28**	**22**	**13**	**63**	**50**	**2991**	**117**	**77**	**19**	**59**	**4584**

Intersection Number: 5
Traffix Node Number: 300
Intersection Name: De La Cruz Boulevard and Martin Avenue
Peak Hour: AM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**159**	**434**	**64**	**142**	**119**	**8**	**15**	**1717**	**353**	**90**	**20**	**113**	**3234**
Approved Project Trips													
Santa Clara Approved Project Trips	0	69	0	0	0	0	0	217	47	4	0	0	337
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	6	0	0	0	0	0	8	0	0	0	0	14
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14
Former R&D Building Proiect Trips	0	80	0	0	0	0	0	17	0	0	0	0	97
San Jose Approved Project Trips	0	238	0	0	0	0	0	49	0	0	0	0	287
NSJ Phase I Project Trips	0	10	0	0	0	0	0	47	0	0	0	0	57
Total Approved Trips	0	419	0	0	0	0	0	382	47	4	0	0	852
Background Conditions	**159**	**853**	**64**	**142**	**119**	**8**	**15**	**2099**	**400**	**94**	**20**	**113**	**4086**
Proposed Project Trips	0	76	0	0	0	0	0	204	7	3	0	0	290
Former R&D Building Credit	0	-80	0	0	0	0	0	-17	0	0	0	0	-97
Net Project Trips	0	-4	0	0	0	0	0	187	7	3	0	0	193
Existing Plus Project Conditions	**159**	**510**	**64**	**142**	**119**	**8**	**15**	**1921**	**360**	**93**	**20**	**113**	**3524**
Background Plus Project Conditions	**159**	**849**	**64**	**142**	**119**	**8**	**15**	**2286**	**407**	**97**	**20**	**113**	**4279**
Pending Project Trips													
Santa Clara Pending Project Trips	0	3	0	0	0	0	0	11	0	0	0	0	14
City Place Full Project (Santa Clara)	0	20	0	0	0	0	0	90	0	0	0	0	110
3055 Patrick Henry (Santa Clara)	0	15	0	0	0	0	0	4	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	1	0	0	0	0	0	1	0	0	0	0	2
3069 Lawrence Expressway (Santa Clara)	0	5	0	0	0	0	0	-2	0	0	0	0	3
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	1	0	0	0	0	0	4	0	0	0	0	5
BART	-1	131	9	2	16	7	0	5	-4	3	1	0	169
BART CREDIT	0	-6	0	0	0	0	0	-3	0	0	0	0	-9
NSJ Phase II Project Trips	0	10	0	0	0	0	0	47	0	0	0	0	57
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	4	0	0	0	0	0	29	0	0	0	0	33
Total Pending Trips	-1	185	9	2	16	7	0	193	-4	3	1	0	411
Cumulative Conditions	**158**	**1039**	**73**	**144**	**135**	**15**	**15**	**2292**	**396**	**97**	**21**	**113**	**4497**
Cumulative Plus Project Conditions	**158**	**1035**	**73**	**144**	**135**	**15**	**15**	**2479**	**403**	**100**	**21**	**113**	**4690**

Intersection Number: 6
Traffix Node Number: 5335
Intersection Name: De La Cruz Boulevard and Central Expressway *
Peak Hour: AM
Count Date: 10/28/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**1729**	**660**	**0**	**0**	**0**	**0**	**0**	**1188**	**874**	**147**	**0**	**908**	**5506**
Approved Project Trips													
Santa Clara Approved Project Trips	172	28	0	0	0	0	0	56	161	41	0	27	485
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	16	2	0	0	18
City Place Phases I, II, & III (Santa Clara)	23	6	0	0	0	0	0	9	23	0	0	4	65
3033 Scott (Santa Clara)	14	0	0	0	0	0	0	0	0	0	0	14	28
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	4	0	0	0	4
3000 Bowers (Santa Clara)	17	0	0	0	0	0	0	0	0	0	0	2	19
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	18	2	0	0	20
3226 Scott (Santa Clara)	2	0	0	0	0	0	0	0	7	1	0	0	10
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14
Former R&D Building Proiect Trips	0	69	0	0	0	0	0	14	2	11	0	0	96
San Jose Approved Project Trips	0	214	0	0	0	0	0	44	5	24	0	0	287
NSJ Phase I Project Trips	12	6	0	0	0	0	0	36	11	4	0	59	127
Total Approved Trips	240	334	0	0	0	0	0	162	247	85	0	106	1173
Background Conditions	**1969**	**994**	**0**	**0**	**0**	**0**	**0**	**1350**	**1121**	**232**	**0**	**1014**	**6679**
Proposed Project Trips	0	58	0	0	0	0	0	156	49	18	0	0	281
Former R&D Building Credit	0	-69	0	0	0	0	0	-14	-2	-11	0	0	-96
Net Project Trips	0	-11	0	0	0	0	0	142	47	7	0	0	185
Existing Plus Project Conditions	**1729**	**718**	**0**	**0**	**0**	**0**	**0**	**1344**	**923**	**165**	**0**	**908**	**5787**
Background Plus Project Conditions	**1969**	**983**	**0**	**0**	**0**	**0**	**0**	**1492**	**1168**	**239**	**0**	**1014**	**6864**
Pending Project Trips													
Santa Clara Pending Project Trips	0	3	0	0	0	0	0	11	0	0	0	0	14
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	0	90	20	0	80	190
3055 Patrick Henry (Santa Clara)	0	0	0	0	0	0	0	0	4	15	0	0	19
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	1	1	0	0	2
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	-2	5	0	0	3
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	7	1	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	4	1	0	0	5
BART	-20	80	0	0	0	0	0	4	5	55	0	-1	123
BART CREDIT	0	-6	0	0	0	0	0	-3	0	-1	0	0	-10
NSJ Phase II Project Trips	12	6	0	0	0	0	0	36	11	4	0	59	127
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	4	0	0	0	0	0	29	0	0	0	0	33
Total Pending Trips	-8	87	0	0	0	0	0	77	120	101	0	138	514
Cumulative Conditions	**1960**	**1081**	**0**	**0**	**0**	**0**	**0**	**1427**	**1240**	**334**	**0**	**1151**	**7194**
Cumulative Plus Project Conditions	**1960**	**1070**	**0**	**0**	**0**	**0**	**0**	**1569**	**1287**	**341**	**0**	**1151**	**7379**

Intersection Number: 7
Traffix Node Number: 5334
Intersection Name: Lafayette Street and Central Expressway *
Peak Hour: AM
Count Date: 10/29/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**171**	**366**	**152**	**354**	**1885**	**211**	**179**	**691**	**350**	**110**	**663**	**155**	**5287**
Approved Project Trips													
Santa Clara Approved Project Trips	13	9	1	5	323	5	1	33	103	15	67	1	576
Great America Parkway (Santa Clara)	0	6	0	0	16	0	0	41	0	0	2	0	65
City Place Phases I, II, & III (Santa Clara)	4	3	5	16	24	2	6	134	9	0	2	2	207
3033 Scott (Santa Clara)	10	0	0	0	14	0	0	0	9	8	14	11	66
3303 Scott (Santa Clara)	0	0	0	0	4	0	0	0	1	0	0	0	5
3000 Bowers (Santa Clara)	0	0	0	0	17	0	0	0	7	0	2	0	26
3515 Monroe (Santa Clara)	1	0	0	0	0	0	0	0	0	0	0	3	4
3333 Scott Blvd (Santa Clara)	0	0	0	0	18	0	0	0	9	1	2	0	30
3226 Scott (Santa Clara)	1	0	0	0	10	0	0	0	5	1	1	0	18
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	4	0	0	0	0	0	1	0	0	0	0	5
Former R&D Building Proiect Trips	0	0	3	1	2	0	0	0	0	0	8	0	14
San Jose Approved Project Trips	0	0	0	0	5	0	0	0	0	0	24	0	29
NSJ Phase I Project Trips	-3	-9	-4	10	28	11	17	11	5	9	68	20	162
Total Approved Trips	26	13	5	32	461	18	24	220	148	34	191	37	1207
Background Conditions	**197**	**379**	**157**	**386**	**2346**	**229**	**203**	**911**	**498**	**144**	**854**	**192**	**6494**
Proposed Project Trips	0	0	2	6	43	0	0	0	0	0	16	0	67
Former R&D Building Credit	0	0	-3	-1	-2	0	0	0	0	0	-8	0	-14
Net Project Trips	0	0	-1	5	41	0	0	0	0	0	8	0	53
Existing Plus Project Conditions	**171**	**366**	**154**	**360**	**1928**	**211**	**179**	**691**	**350**	**110**	**679**	**155**	**5354**
Background Plus Project Conditions	**197**	**379**	**156**	**391**	**2387**	**229**	**203**	**911**	**498**	**144**	**862**	**192**	**6547**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	10	30	90	10	100	0	0	170	0	30	10	20	470
3055 Patrick Henry (Santa Clara)	0	6	0	0	4	0	0	2	0	0	15	0	27
Great America Master Plan (Santa Clara)	0	2	0	0	1	0	0	2	0	0	1	0	6
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	-2	0	0	0	0	0	5	0	3
3375 Scott (Santa Clara)	0	0	0	0	7	0	0	0	0	0	1	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	1	0	0	4	0	0	6	1	0	1	0	13
BART	-1	-1	35	-2	-10	0	0	3	1	0	22	0	47
BART CREDIT	0	0	0	0	0	0	0	0	0	0	-1	0	-1
NSJ Phase II Project Trips	-3	-9	-4	10	28	11	17	11	5	9	68	20	162
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	19	0	0	0	0	22
Total Pending Trips	6	32	121	18	132	11	17	213	7	39	122	40	757
Cumulative Conditions	**202**	**411**	**277**	**403**	**2477**	**240**	**219**	**1124**	**504**	**183**	**976**	**232**	**7250**
Cumulative Plus Project Conditions	**202**	**411**	**276**	**408**	**2518**	**240**	**219**	**1124**	**504**	**183**	**984**	**232**	**7303**

Intersection Number: 8
Traffix Node Number: 5332
Intersection Name: Scott Boulevard and Central Expressway *
Peak Hour: AM
Count Date: 10/29/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**49**	**125**	**36**	**292**	**1843**	**216**	**232**	**405**	**445**	**110**	**644**	**120**	**4517**
Approved Project Trips													
Santa Clara Approved Project Trips	0	20	22	70	370	0	1	62	95	15	64	0	719
Great America Parkway (Santa Clara)	0	0	0	0	16	0	0	0	0	0	2	0	18
City Place Phases I, II, & III (Santa Clara)	1	4	0	5	1	37	0	1	8	0	1	3	61
3033 Scott (Santa Clara)	25	22	33	33	0	0	0	23	0	0	0	26	162
3303 Scott (Santa Clara)	0	0	0	2	3	0	0	1	0	0	0	0	6
3000 Bowers (Santa Clara)	0	0	0	0	23	0	0	0	3	0	3	0	29
3515 Monroe (Santa Clara)	1	0	0	0	1	0	0	0	0	0	3	6	11
3333 Scott Blvd (Santa Clara)	0	2	4	27	0	0	0	18	0	0	0	0	51
3226 Scott (Santa Clara)	0	0	0	0	16	0	0	0	2	0	2	0	20
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	4	0	0	0	0	0	1	0	0	0	0	5
Former R&D Building Proiect Trips	0	0	0	0	2	0	0	0	0	0	8	0	10
San Jose Approved Project Trips	0	0	0	0	5	0	0	0	0	0	24	0	29
NSJ Phase I Project Trips	2	6	16	-4	-20	-4	-3	-5	-5	9	35	8	35
Total Approved Trips	29	58	75	133	417	33	-2	101	103	24	142	43	1156
Background Conditions	**78**	**183**	**111**	**425**	**2260**	**249**	**230**	**506**	**548**	**134**	**786**	**163**	**5673**
Proposed Project Trips	0	0	4	12	29	3	1	0	0	0	11	0	60
Former R&D Building Credit	0	0	0	0	-2	0	0	0	0	0	-8	0	-10
Net Project Trips	0	0	4	12	27	3	1	0	0	0	3	0	50
Existing Plus Project Conditions	**49**	**125**	**40**	**304**	**1872**	**219**	**233**	**405**	**445**	**110**	**655**	**120**	**4577**
Background Plus Project Conditions	**78**	**183**	**115**	**437**	**2287**	**252**	**231**	**506**	**548**	**134**	**789**	**163**	**5723**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	2	0	0	0	0	0	9	0	11
City Place Full Project (Santa Clara)	0	0	0	0	110	-20	0	0	10	0	80	10	190
3055 Patrick Henry (Santa Clara)	0	0	5	1	5	0	0	0	0	0	20	0	31
Great America Master Plan (Santa Clara)	0	0	0	0	1	0	0	0	0	0	1	0	2
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	-2	0	0	0	0	0	5	0	3
3375 Scott (Santa Clara)	0	2	1	3	3	0	0	7	7	0	0	0	23
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	1	4	1	0	0	0	0	0	0	0	6
BART	0	-2	2	-2	-3	-4	0	-2	-4	0	18	0	3
BART CREDIT	0	0	0	0	0	0	0	0	0	0	-1	0	-1
NSJ Phase II Project Trips	2	6	16	-4	-20	-4	-3	-5	-5	9	35	8	35
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	2	6	25	2	97	-28	-3	0	8	9	167	18	303
Cumulative Conditions	**79**	**188**	**136**	**428**	**2358**	**221**	**227**	**505**	**556**	**143**	**954**	**181**	**5977**
Cumulative Plus Project Conditions	**79**	**188**	**140**	**440**	**2385**	**224**	**228**	**505**	**556**	**143**	**957**	**181**	**6027**

Intersection Number: 9
Traffix Node Number: 3411
Intersection Name: Coleman Avenue and Aviation Avenue
Peak Hour: AM
Count Date: 3/23/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**5**	**555**	**7**	**5**	**0**	**6**	**56**	**2510**	**12**	**7**	**0**	**2**	**3165**
Approved Project Trips													
Santa Clara Approved Project Trips	0	46	0	0	0	0	0	197	0	0	0	0	243
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	35	0	0	0	0	0	171	0	0	0	0	206
San Jose Approved Project Trips	59	255	2	0	0	0	6	72	166	35	2	26	623
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	59	352	2	0	0	0	6	484	166	35	2	26	1132
Background Conditions	**64**	**907**	**9**	**5**	**0**	**6**	**62**	**2994**	**178**	**42**	**2**	**28**	**4297**
Proposed Project Trips	0	317	0	0	0	0	0	117	0	0	0	0	434
Former R&D Building Credit	0	-35	0	0	0	0	0	-171	0	0	0	0	-206
Net Project Trips	0	282	0	0	0	0	0	-54	0	0	0	0	228
Existing Plus Project Conditions	**5**	**872**	**7**	**5**	**0**	**6**	**56**	**2627**	**12**	**7**	**0**	**2**	**3599**
Background Plus Project Conditions	**64**	**1189**	**9**	**5**	**0**	**6**	**62**	**2940**	**178**	**42**	**2**	**28**	**4525**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	68	0	0	0	0	68
3055 Patrick Henry (Santa Clara)	0	15	0	0	0	0	0	4	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	41	0	0	0	0	0	133	0	0	0	0	174
BART CREDIT	0	-7	0	0	0	0	0	-14	0	0	0	0	-21
NSJ Phase II Project Trips	0	18	0	0	0	0	0	33	0	0	0	0	51
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25
Total Pending Trips	0	71	0	0	0	0	0	253	0	0	0	0	324
Cumulative Conditions	**64**	**978**	**9**	**5**	**0**	**6**	**62**	**3247**	**178**	**42**	**2**	**28**	**4621**
Cumulative Plus Project Conditions	**64**	**1260**	**9**	**5**	**0**	**6**	**62**	**3193**	**178**	**42**	**2**	**28**	**4849**

Intersection Number: 10
Traffix Node Number: 4047
Intersection Name: Coleman Avenue and Newhall Drive
Peak Hour: AM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**56**	**400**	**0**	**0**	**0**	**0**	**0**	**2546**	**236**	**195**	**0**	**101**	**3534**
Approved Project Trips													
Santa Clara Approved Project Trips	0	46	0	0	0	0	0	197	0	0	0	0	243
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	35	0	0	0	0	0	171	0	0	0	0	206
San Jose Approved Project Trips	7	101	0	0	0	0	0	479	5	7	0	0	599
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	7	198	0	0	0	0	0	891	5	7	0	0	1108
Background Conditions	**63**	**598**	**0**	**0**	**0**	**0**	**0**	**3437**	**241**	**202**	**0**	**101**	**4642**
Proposed Project Trips	0	317	0	0	0	0	0	117	0	0	0	0	434
Former R&D Building Credit	0	-35	0	0	0	0	0	-171	0	0	0	0	-206
Net Project Trips	0	282	0	0	0	0	0	-54	0	0	0	0	228
Existing Plus Project Conditions	**56**	**717**	**0**	**0**	**0**	**0**	**0**	**2663**	**236**	**195**	**0**	**101**	**3968**
Background Plus Project Conditions	**63**	**880**	**0**	**0**	**0**	**0**	**0**	**3383**	**241**	**202**	**0**	**101**	**4870**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	68	0	0	0	0	68
3055 Patrick Henry (Santa Clara)	0	15	0	0	0	0	0	4	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	42	0	0	0	0	0	123	-10	-5	0	0	150
BART CREDIT	0	-7	0	0	0	0	0	-14	0	0	0	0	-21
NSJ Phase II Project Trips	0	18	0	0	0	0	0	33	0	0	0	0	51
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25
Total Pending Trips	0	72	0	0	0	0	0	243	-10	-5	0	0	300
Cumulative Conditions	**63**	**670**	**0**	**0**	**0**	**0**	**0**	**3680**	**231**	**197**	**0**	**101**	**4942**
Cumulative Plus Project Conditions	**63**	**952**	**0**	**0**	**0**	**0**	**0**	**3626**	**231**	**197**	**0**	**101**	**5170**

Intersection Number: 11
Traffix Node Number: 3223
Intersection Name: Coleman Avenue and Airport Boulevard
Peak Hour: AM
Count Date: 10/20/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**452**	**72**	**153**	**0**	**66**	**653**	**2848**	**0**	**0**	**0**	**0**	**4244**
Approved Project Trips													
Santa Clara Approved Project Trips	0	46	0	0	0	0	0	197	0	0	0	0	243
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	22	0	0	0	0	0	171	0	0	0	0	193
San Jose Approved Project Trips	0	132	20	47	0	32	22	495	0	0	0	0	748
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	216	20	47	0	32	22	907	0	0	0	0	1244
Background Conditions	**0**	**668**	**92**	**200**	**0**	**98**	**675**	**3755**	**0**	**0**	**0**	**0**	**5488**
Proposed Project Trips	0	219	12	4	0	0	0	113	0	0	0	0	348
Former R&D Building Credit	0	-22	0	0	0	0	0	-171	0	0	0	0	-193
Net Project Trips	0	197	12	4	0	0	0	-58	0	0	0	0	155
Existing Plus Project Conditions	**0**	**671**	**84**	**157**	**0**	**66**	**653**	**2961**	**0**	**0**	**0**	**0**	**4592**
Background Plus Project Conditions	**0**	**865**	**104**	**204**	**0**	**98**	**675**	**3697**	**0**	**0**	**0**	**0**	**5643**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	68	0	0	0	0	68
3055 Patrick Henry (Santa Clara)	0	15	0	0	0	0	0	4	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	37	0	0	0	0	0	113	0	0	0	0	150
BART CREDIT	0	-5	0	0	0	0	0	-14	0	0	0	0	-19
NSJ Phase II Project Trips	0	15	3	10	0	16	8	24	0	0	0	0	76
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25
Total Pending Trips	0	66	3	10	0	16	8	224	0	0	0	0	327
Cumulative Conditions	**0**	**734**	**95**	**210**	**0**	**114**	**683**	**3979**	**0**	**0**	**0**	**0**	**5815**
Cumulative Plus Project Conditions	**0**	**931**	**107**	**214**	**0**	**114**	**683**	**3921**	**0**	**0**	**0**	**0**	**5970**

Intersection Number: 12
Traffix Node Number: 3052
Intersection Name: Coleman Avenue and I-880 (N) *
Peak Hour: AM
Count Date: 5/12/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**183**	**564**	**0**	**459**	**0**	**310**	**178**	**3143**	**0**	**0**	**0**	**0**	**4837**
Approved Project Trips													
Santa Clara Approved Project Trips	0	46	0	0	0	0	0	197	0	0	0	0	243
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	22	0	44	0	0	0	127	0	0	0	0	193
San Jose Approved Project Trips	0	224	0	143	0	18	1	474	0	0	0	0	860
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	308	0	187	0	18	1	842	0	0	0	0	1356
Background Conditions	**183**	**872**	**0**	**646**	**0**	**328**	**179**	**3985**	**0**	**0**	**0**	**0**	**6193**
Proposed Project Trips	0	219	0	32	0	0	0	81	0	0	0	0	332
Former R&D Building Credit	0	-22	0	-44	0	0	0	-127	0	0	0	0	-193
Net Project Trips	0	197	0	-12	0	0	0	-46	0	0	0	0	139
Existing Plus Project Conditions	**183**	**783**	**0**	**491**	**0**	**310**	**178**	**3224**	**0**	**0**	**0**	**0**	**5169**
Background Plus Project Conditions	**183**	**1069**	**0**	**634**	**0**	**328**	**179**	**3939**	**0**	**0**	**0**	**0**	**6332**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	68	0	0	0	0	68
3055 Patrick Henry (Santa Clara)	0	15	0	0	0	0	0	4	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	20	0	37	0	-17	0	55	0	0	0	0	95
BART CREDIT	0	-5	0	-4	0	0	0	-10	0	0	0	0	-19
NSJ Phase II Project Trips	2	55	0	27	0	14	1	52	0	0	0	0	152
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25
Total Pending Trips	2	89	0	60	0	-3	1	198	0	0	0	0	348
Cumulative Conditions	**185**	**961**	**0**	**706**	**0**	**325**	**180**	**4183**	**0**	**0**	**0**	**0**	**6541**
Cumulative Plus Project Conditions	**185**	**1158**	**0**	**694**	**0**	**325**	**180**	**4137**	**0**	**0**	**0**	**0**	**6680**

Intersection Number: 13
Traffix Node Number: 3053
Intersection Name: Coleman Avenue and I-880 (S) *
Peak Hour: AM
Count Date: 5/12/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**29**	**692**	**177**	**1081**	**0**	**146**	**334**	**2165**	**0**	**13**	**0**	**0**	**4637**
Approved Project Trips													
Santa Clara Approved Project Trips	0	46	0	0	0	0	0	197	0	0	0	0	243
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	13	9	63	0	0	0	63	0	0	0	0	148
San Jose Approved Project Trips	0	120	31	200	0	3	2	250	0	0	0	0	606
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	195	40	263	0	3	2	554	0	0	0	0	1057
Background Conditions	**29**	**887**	**217**	**1344**	**0**	**149**	**336**	**2719**	**0**	**13**	**0**	**0**	**5694**
Proposed Project Trips	0	132	86	32	0	0	0	49	0	0	0	0	299
Former R&D Building Credit	0	-13	-9	-63	0	0	0	-63	0	0	0	0	-148
Net Project Trips	0	119	77	-31	0	0	0	-14	0	0	0	0	151
Existing Plus Project Conditions	**29**	**824**	**263**	**1113**	**0**	**146**	**334**	**2214**	**0**	**13**	**0**	**0**	**4936**
Background Plus Project Conditions	**29**	**1006**	**294**	**1313**	**0**	**149**	**336**	**2705**	**0**	**13**	**0**	**0**	**5845**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	68	0	0	0	0	68
3055 Patrick Henry (Santa Clara)	0	15	0	0	0	0	0	4	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	-8	11	8	0	-8	-14	24	0	0	0	0	13
BART CREDIT	0	-3	-2	-5	0	0	0	-5	0	0	0	0	-15
NSJ Phase II Project Trips	0	6	1	20	0	1	3	26	0	0	0	0	57
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25
Total Pending Trips	0	14	10	23	0	-7	-11	146	0	0	0	0	175
Cumulative Conditions	**29**	**901**	**227**	**1367**	**0**	**142**	**325**	**2865**	**0**	**13**	**0**	**0**	**5869**
Cumulative Plus Project Conditions	**29**	**1020**	**304**	**1336**	**0**	**142**	**325**	**2851**	**0**	**13**	**0**	**0**	**6020**

Intersection Number: 14
Traffix Node Number: 3413
Intersection Name: Coleman Avenue and Hedding Street
Peak Hour: AM
Count Date: 5/12/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**139**	**492**	**165**	**746**	**376**	**45**	**21**	**1579**	**98**	**101**	**296**	**249**	**4307**
Approved Project Trips													
Santa Clara Approved Project Trips	5	37	5	20	0	0	0	158	0	0	0	20	243
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	2	7	2	1	0	0	0	1	0	0	0	1	14
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	1	10	2	8	0	0	0	50	0	0	0	6	77
San Jose Approved Project Trips	11	81	15	23	2	0	0	153	0	4	36	37	362
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	19	140	24	52	2	0	0	403	0	4	36	64	742
Background Conditions	**158**	**632**	**189**	**798**	**378**	**45**	**21**	**1982**	**98**	**105**	**332**	**313**	**5049**
Proposed Project Trips	12	109	12	4	0	0	0	40	0	0	0	4	181
Former R&D Building Credit	-1	-10	-2	-8	0	0	0	-50	0	0	0	-6	-77
Net Project Trips	11	99	10	-4	0	0	0	-10	0	0	0	-2	104
Existing Plus Project Conditions	**151**	**601**	**177**	**750**	**376**	**45**	**21**	**1619**	**98**	**101**	**296**	**253**	**4488**
Background Plus Project Conditions	**169**	**731**	**199**	**794**	**378**	**45**	**21**	**1972**	**98**	**105**	**332**	**311**	**5153**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	5	0	0	0	58	0	0	0	5	68
3055 Patrick Henry (Santa Clara)	0	15	0	0	0	0	0	4	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	1	-26	7	3	-14	-1	0	3	0	0	1	3	-23
BART CREDIT	0	-2	0	-1	0	0	0	-4	0	0	0	0	-7
NSJ Phase II Project Trips	1	7	2	2	1	0	0	13	0	4	33	21	86
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25
Total Pending Trips	2	-2	9	9	-13	-1	0	103	0	4	34	29	176
Cumulative Conditions	**160**	**630**	**198**	**806**	**365**	**44**	**21**	**2085**	**98**	**109**	**366**	**342**	**5225**
Cumulative Plus Project Conditions	**171**	**729**	**208**	**802**	**365**	**44**	**21**	**2075**	**98**	**109**	**366**	**340**	**5329**

Intersection Number: 15
Traffix Node Number: 3417
Intersection Name: Coleman Avenue and Taylor Street
Peak Hour: AM
Count Date: 5/12/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**154**	**339**	**183**	**288**	**554**	**99**	**23**	**1029**	**204**	**151**	**543**	**335**	**3902**
Approved Project Trips													
Santa Clara Approved Project Trips	4	29	4	16	0	0	0	126	0	0	0	16	194
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	2	3	2	1	0	0	0	0	0	0	0	0	8
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	1	4	5	25	0	0	0	19	0	0	0	6	60
San Jose Approved Project Trips	22	32	60	174	23	0	11	61	17	77	66	118	661
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	29	73	71	216	23	0	11	247	17	77	66	140	969
Background Conditions	**183**	**412**	**254**	**504**	**577**	**99**	**34**	**1276**	**221**	**228**	**609**	**475**	**4871**
Proposed Project Trips	12	29	69	26	0	0	0	11	0	0	0	4	151
Former R&D Building Credit	-1	-4	-5	-25	0	0	0	-19	0	0	0	-6	-60
Net Project Trips	11	25	64	1	0	0	0	-8	0	0	0	-2	91
Existing Plus Project Conditions	**166**	**368**	**252**	**314**	**554**	**99**	**23**	**1040**	**204**	**151**	**543**	**339**	**4053**
Background Plus Project Conditions	**194**	**437**	**318**	**505**	**577**	**99**	**34**	**1268**	**221**	**228**	**609**	**473**	**4962**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	5	0	0	0	48	0	0	0	5	58
3055 Patrick Henry (Santa Clara)	0	15	0	0	0	0	0	4	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	-4	-24	0	2	-2	-1	-1	-8	-5	-6	-2	5	-46
BART CREDIT	0	-1	-1	-2	0	0	0	-2	0	0	0	0	-6
NSJ Phase II Project Trips	2	5	2	7	8	0	0	2	0	4	43	19	92
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25
Total Pending Trips	-2	-1	1	12	6	-1	-1	73	-5	-2	41	29	150
Cumulative Conditions	**180**	**412**	**255**	**516**	**583**	**98**	**33**	**1349**	**216**	**226**	**650**	**504**	**5021**
Cumulative Plus Project Conditions	**191**	**437**	**319**	**517**	**583**	**98**	**33**	**1341**	**216**	**226**	**650**	**502**	**5112**

Intersection Number: 16
Traffix Node Number: 4038
Intersection Name: SR 87 and Taylor Street
Peak Hour: AM
Count Date: 5/12/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**146**	**0**	**135**	**120**	**402**	**553**	**1100**	**0**	**722**	**397**	**269**	**143**	**3987**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	16	0	0	0	0	0	4	0	19
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases I, II, & III (Santa Clara)	0	0	0	0	1	0	0	0	0	0	2	0	3
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3226 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	0	0	0	8	0	0	0	17	3	2	0	30
San Jose Approved Project Trips	0	0	38	82	27	113	69	0	61	18	23	0	431
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	38	82	52	113	69	0	78	21	31	0	483
Background Conditions	**146**	**0**	**173**	**202**	**454**	**666**	**1169**	**0**	**800**	**418**	**300**	**143**	**4470**
Proposed Project Trips	0	0	0	0	4	0	0	0	21	58	12	0	95
Former R&D Building Credit	0	0	0	0	-8	0	0	0	-17	-3	-2	0	-30
Net Project Trips	0	0	0	0	-4	0	0	0	4	55	10	0	65
Existing Plus Project Conditions	**146**	**0**	**135**	**120**	**406**	**553**	**1100**	**0**	**743**	**455**	**281**	**143**	**4082**
Background Plus Project Conditions	**146**	**0**	**173**	**202**	**450**	**666**	**1169**	**0**	**804**	**473**	**310**	**143**	**4535**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	5	0	0	0	0	0	0	0	5
3055 Patrick Henry (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	-3	0	-8	-3	-3	-22	-23	0	5	2	3	-5	-57
BART CREDIT	0	0	0	0	-1	0	0	0	-1	-1	0	0	-3
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	-3	0	-8	-3	1	-22	-23	0	4	1	3	-5	-55
Cumulative Conditions	**143**	**0**	**165**	**199**	**455**	**644**	**1146**	**0**	**804**	**419**	**303**	**138**	**4415**
Cumulative Plus Project Conditions	**143**	**0**	**165**	**199**	**451**	**644**	**1146**	**0**	**808**	**474**	**313**	**138**	**4480**

Intersection Number: 17
Traffix Node Number: 4069
Intersection Name: U.S. 101 and Trimble Road
Peak Hour: AM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**453**	**1029**	**0**	**743**	**0**	**1283**	**0**	**1368**	**0**	**4876**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	109	0	0	0	0	0	23	0	132
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases I, II, & III (Santa Clara)	0	0	0	0	19	0	54	0	0	0	13	0	86
3033 Scott (Santa Clara)	0	0	0	0	14	0	0	0	0	0	14	0	28
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	17	0	0	0	0	0	2	0	19
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3226 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	3	0	0	3
Former R&D Building Proiect Trips	0	0	0	0	3	0	0	0	14	0	1	0	18
San Jose Approved Project Trips	0	0	0	0	127	0	247	0	0	44	370	0	788
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	289	0	301	0	14	47	423	0	1074
Background Conditions	**0**	**0**	**0**	**453**	**1318**	**0**	**1044**	**0**	**1297**	**47**	**1791**	**0**	**5950**
Proposed Project Trips	0	0	0	0	15	0	0	0	11	0	40	0	66
Former R&D Building Credit	0	0	0	0	-3	0	0	0	-14	0	-1	0	-18
Net Project Trips	0	0	0	0	12	0	0	0	-3	0	39	0	48
Existing Plus Project Conditions	**0**	**0**	**0**	**453**	**1044**	**0**	**743**	**0**	**1294**	**0**	**1408**	**0**	**4942**
Background Plus Project Conditions	**0**	**0**	**0**	**453**	**1330**	**0**	**1044**	**0**	**1294**	**47**	**1830**	**0**	**5998**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	10	0	220	0	0	0	80	0	310
3055 Patrick Henry (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	0	0	0	22	0	-16	0	11	0	-7	0	10
BART CREDIT	0	0	0	0	0	0	0	0	-1	0	0	0	-1
NSJ Phase II Project Trips	0	0	0	0	75	0	96	0	0	0	144	0	315
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	6	0	17	0	0	0	29	0	52
Total Pending Trips	0	0	0	0	113	0	317	0	10	0	246	0	686
Cumulative Conditions	**0**	**0**	**0**	**453**	**1431**	**0**	**1361**	**0**	**1307**	**47**	**2037**	**0**	**6636**
Cumulative Plus Project Conditions	**0**	**0**	**0**	**453**	**1443**	**0**	**1361**	**0**	**1304**	**47**	**2076**	**0**	**6684**

Intersection Number: 18
Traffix Node Number: 3096
Intersection Name: De La Cruz Boulevard and Trimble Road
Peak Hour: AM
Count Date: 10/28/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**320**	**27**	**95**	**545**	**945**	**33**	**56**	**52**	**82**	**73**	**938**	**885**	**4051**
Approved Project Trips													
Santa Clara Approved Project Trips	-2	0	1	10	111	0	0	0	0	0	20	3	143
Great America Parkway (Santa Clara)	0	0	1	8	0	0	0	0	0	0	0	0	9
City Place Phases I, II, & III (Santa Clara)	9	1	9	29	9	8	8	2	1	0	16	51	143
3033 Scott (Santa Clara)	0	0	0	0	14	0	0	0	0	0	14	0	28
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	17	0	0	0	0	0	2	0	19
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3226 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	1	0	0	0	1	0	0	0	0	0	0	0	2
San Jose Approved Project Trips	46	5	15	39	164	4	1	2	1	13	528	76	894
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	54	6	26	86	316	12	9	4	2	13	580	130	1238
Background Conditions	**374**	**33**	**121**	**631**	**1261**	**45**	**65**	**56**	**84**	**86**	**1518**	**1015**	**5289**
Proposed Project Trips	4	0	0	0	11	0	0	0	0	0	29	12	56
Former R&D Building Credit	-1	0	0	0	-1	0	0	0	0	0	0	0	-2
Net Project Trips	3	0	0	0	10	0	0	0	0	0	29	12	54
Existing Plus Project Conditions	**324**	**27**	**95**	**545**	**956**	**33**	**56**	**52**	**82**	**73**	**967**	**897**	**4107**
Background Plus Project Conditions	**377**	**33**	**121**	**631**	**1271**	**45**	**65**	**56**	**84**	**86**	**1547**	**1027**	**5343**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	10	0	0	0	0	0	0	0	0	0	-10	310	310
3055 Patrick Henry (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	0	0	0	22	0	0	0	0	0	-7	0	15
BART CREDIT	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips	43	5	15	40	81	5	1	2	1	13	172	55	433
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	6	0	0	0	0	0	47	0	53
Total Pending Trips	53	5	15	40	109	5	1	2	1	13	202	365	811
Cumulative Conditions	**427**	**38**	**136**	**671**	**1370**	**50**	**66**	**58**	**85**	**99**	**1720**	**1380**	**6100**
Cumulative Plus Project Conditions	**430**	**38**	**136**	**671**	**1380**	**50**	**66**	**58**	**85**	**99**	**1749**	**1392**	**6154**

Intersection Number: 19
Traffix Node Number: 555
Intersection Name: Coleman Avenue and Project Entrance (Future)
Peak Hour: AM
Count Date: --

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**556**	**0**	**0**	**0**	**0**	**0**	**2586**	**0**	**0**	**0**	**0**	**3142**
Approved Project Trips													
Santa Clara Approved Project Trips	0	46	0	0	0	0	0	197	0	0	0	0	243
Great America Parkway (Santa Clara)	0	2	0	0	0	0	0	16	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	11	0	0	0	0	0	3	0	0	0	0	14
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	3	0	0	0	0	0	1	0	0	0	0	4
3333 Scott Blvd (Santa Clara)	0	2	0	0	0	0	0	18	0	0	0	0	20
3226 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	10	11	0	0	0	0	0	51	120	25	0	2	219
San Jose Approved Project Trips	0	265	0	0	0	0	0	54	0	0	0	0	319
NSJ Phase I Project Trips	0	7	0	0	0	0	0	35	0	0	0	0	42
Total Approved Trips	10	348	0	0	0	0	0	382	120	25	0	2	887
Background Conditions	**10**	**904**	**0**	**0**	**0**	**0**	**0**	**2968**	**120**	**25**	**0**	**2**	**4029**
Proposed Project Trips	56	32	0	0	0	0	0	8	109	284	0	101	590
Former R&D Building Credit	-10	-11	0	0	0	0	0	-51	-120	-25	0	-2	-219
Net Project Trips	46	21	0	0	0	0	0	-43	-11	259	0	99	371
Existing Plus Project Conditions	**56**	**588**	**0**	**0**	**0**	**0**	**0**	**2594**	**109**	**284**	**0**	**101**	**3732**
Background Plus Project Conditions	**56**	**925**	**0**	**0**	**0**	**0**	**0**	**2925**	**109**	**284**	**0**	**101**	**4400**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	68	0	0	0	0	68
3055 Patrick Henry (Santa Clara)	0	15	0	0	0	0	0	4	0	0	0	0	19
Great America Master Plan (Santa Clara)	0	1	0	0	0	0	0	1	0	0	0	0	2
3069 Lawrence Expressway (Santa Clara)	0	5	0	0	0	0	0	-2	0	0	0	0	3
3375 Scott (Santa Clara)	0	1	0	0	0	0	0	7	0	0	0	0	8
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	1	0	0	0	0	0	4	0	0	0	0	5
BART	0	42	0	0	0	0	0	136	0	0	0	0	178
BART CREDIT	0	-7	0	0	0	0	0	-14	0	0	0	0	-21
NSJ Phase II Project Trips	0	7	0	0	0	0	0	35	0	0	0	0	42
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	3	0	0	0	0	0	22	0	0	0	0	25
Total Pending Trips	0	68	0	0	0	0	0	261	0	0	0	0	329
Cumulative Conditions	**10**	**972**	**0**	**0**	**0**	**0**	**0**	**3229**	**120**	**25**	**0**	**2**	**4358**
Cumulative Plus Project Conditions	**56**	**993**	**0**	**0**	**0**	**0**	**0**	**3186**	**109**	**284**	**0**	**101**	**4729**

Intersection Number: 1
Traffix Node Number: 302
Intersection Name: Coleman Avenue and Brokaw Road
Peak Hour: PM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**57**	**1845**	**3**	**16**	**46**	**341**	**64**	**547**	**149**	**372**	**8**	**183**	**3631**
Approved Project Trips													
Santa Clara Approved Project Trips	0	191	0	0	0	0	0	62	0	0	0	0	253
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	36	0	0	0	0	0	13	0	0	0	0	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	2	0	0	0	0	0	3	0	0	0	0	5
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	15	2	0	0	0	0	0	9	8	46	0	85	165
San Jose Approved Project Trips	0	176	0	0	0	0	0	368	0	0	0	0	544
NSJ Phase I Project Trips	0	6	0	0	0	0	0	64	0	0	0	0	70
Total Approved Trips	15	452	0	0	0	0	0	526	8	46	0	85	1132
Background Conditions	**72**	**2297**	**3**	**16**	**46**	**341**	**64**	**1073**	**157**	**418**	**8**	**268**	**4763**
Proposed Project Trips	158	111	0	0	0	0	0	75	32	17	0	86	479
Former R&D Building Credit	-15	-2	0	0	0	0	0	-9	-8	-46	0	-85	-165
Net Project Trips	143	109	0	0	0	0	0	66	24	-29	0	1	314
Existing Plus Project Conditions	**215**	**1956**	**3**	**16**	**46**	**341**	**64**	**622**	**181**	**389**	**8**	**269**	**4110**
Background Plus Project Conditions	**215**	**2406**	**3**	**16**	**46**	**341**	**64**	**1139**	**181**	**389**	**8**	**269**	**5077**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	75	0	0	0	0	0	8	0	0	0	0	83
3055 Patrick Henry (Santa Clara)	0	8	0	0	0	0	0	15	0	0	0	0	23
Great America Master Plan (Santa Clara)	0	2	0	0	0	0	0	3	0	0	0	0	5
3069 Lawrence Expressway (Santa Clara)	0	-1	0	0	0	0	0	5	0	0	0	0	4
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	3	0	0	0	0	0	1	0	0	0	0	4
BART	96	-28	0	0	29	0	0	-15	87	159	30	408	766
BART CREDIT	-14	0	0	0	0	0	0	0	-22	-42	0	-26	-104
NSJ Phase II Project Trips	0	6	0	0	0	0	0	64	0	0	0	0	70
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	82	94	0	0	29	0	0	85	65	117	30	382	884
Cumulative Conditions	**154**	**2391**	**3**	**16**	**75**	**341**	**64**	**1158**	**222**	**535**	**38**	**650**	**5647**
Cumulative Plus Project Conditions	**297**	**2500**	**3**	**16**	**75**	**341**	**64**	**1224**	**246**	**506**	**38**	**651**	**5961**

Intersection Number: 2
Traffix Node Number: 5828
Intersection Name: Lafayette Street and Lewis Street
Peak Hour: PM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**25**	**1070**	**0**	**260**	**337**	**468**	**0**	**347**	**1**	**0**	**0**	**0**	**2508**
Approved Project Trips													
Santa Clara Approved Project Trips	0	178	0	0	0	36	0	36	0	0	0	0	250
Great America Parkway (Santa Clara)	0	37	0	0	0	0	0	8	0	0	0	0	45
City Place Phases I, II, & III (Santa Clara)	9	17	0	3	7	3	0	39	7	0	0	0	85
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	8	0	0	0	0	0	2	0	0	0	0	10
3226 Scott (Santa Clara)	0	4	0	0	0	0	0	1	0	0	0	0	5
1525 Alviso (Santa Clara)	0	4	0	0	0	0	0	0	0	0	0	0	4
Santa Clara University MP (Santa Clara)	0	3	0	5	0	0	0	7	0	0	0	0	15
Former R&D Building Proiect Trips	0	1	0	0	0	2	0	0	0	0	0	0	3
San Jose Approved Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase I Project Trips	0	60	0	0	0	0	0	57	0	0	0	0	117
Total Approved Trips	9	312	0	8	7	41	0	149	7	0	0	0	534
Background Conditions	**34**	**1382**	**0**	**268**	**344**	**509**	**0**	**496**	**8**	**0**	**0**	**0**	**3042**
Proposed Project Trips	0	6	0	7	0	4	0	0	0	0	0	0	17
Former R&D Building Credit	0	-1	0	0	0	-2	0	0	0	0	0	0	-3
Net Project Trips	0	5	0	7	0	2	0	0	0	0	0	0	14
Existing Plus Project Conditions	**25**	**1076**	**0**	**267**	**337**	**472**	**0**	**347**	**1**	**0**	**0**	**0**	**2525**
Background Plus Project Conditions	**34**	**1387**	**0**	**275**	**344**	**511**	**0**	**496**	**8**	**0**	**0**	**0**	**3056**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	50	0	0	0	0	0	80	0	0	0	0	130
3055 Patrick Henry (Santa Clara)	0	3	0	0	0	0	0	6	0	0	0	0	9
Great America Master Plan (Santa Clara)	0	4	0	0	0	0	0	8	0	0	0	0	12
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	8	0	0	0	0	0	2	0	0	0	0	10
BART	0	6	0	0	28	79	0	10	0	0	0	0	123
BART CREDIT	0	-1	0	0	0	-1	0	0	0	0	0	0	-2
NSJ Phase II Project Trips	0	60	0	0	0	0	0	57	0	0	0	0	117
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	0	130	0	0	28	78	0	163	0	0	0	0	399
Cumulative Conditions	**34**	**1513**	**0**	**268**	**372**	**587**	**0**	**659**	**8**	**0**	**0**	**0**	**3441**
Cumulative Plus Project Conditions	**34**	**1518**	**0**	**275**	**372**	**589**	**0**	**659**	**8**	**0**	**0**	**0**	**3455**

Intersection Number: 3
Traffix Node Number: 1202
Intersection Name: Lafayette Street and El Camino Real *
Peak Hour: PM
Count Date: 11/15/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**258**	**948**	**525**	**96**	**554**	**24**	**221**	**219**	**114**	**289**	**919**	**180**	**4347**
Approved Project Trips													
Santa Clara Approved Project Trips	15	159	35	3	53	0	0	33	3	19	49	7	376
Great America Parkway (Santa Clara)	0	37	0	0	0	0	0	8	0	0	0	0	45
City Place Phases I, II, & III (Santa Clara)	12	41	25	9	16	9	9	32	6	2	13	9	183
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	1	0	0	0	0	0	6	0	7
3515 Monroe (Santa Clara)	0	0	0	0	3	0	0	0	0	0	2	0	5
3333 Scott Blvd (Santa Clara)	0	8	0	0	0	0	0	2	0	0	0	0	10
3226 Scott (Santa Clara)	0	4	0	0	1	0	0	1	0	0	4	0	10
1525 Alviso (Santa Clara)	0	4	1	1	1	0	0	1	0	0	0	3	11
Santa Clara University MP (Santa Clara)	0	0	2	3	2	0	5	0	7	3	1	0	23
Former R&D Building Proiect Trips	0	0	0	0	20	0	0	0	0	1	3	0	24
San Jose Approved Project Trips	0	0	0	0	37	0	0	0	0	0	18	0	55
NSJ Phase I Project Trips	5	24	8	7	49	2	22	22	13	34	119	40	344
Total Approved Trips	32	277	71	23	183	11	36	98	29	59	215	59	1093
Background Conditions	**290**	**1225**	**596**	**119**	**737**	**35**	**257**	**317**	**143**	**348**	**1134**	**239**	**5440**
Proposed Project Trips	0	0	0	0	18	0	7	0	0	6	24	0	55
Former R&D Building Credit	0	0	0	0	-20	0	0	0	0	-1	-3	0	-24
Net Project Trips	0	0	0	0	-2	0	7	0	0	5	21	0	31
Existing Plus Project Conditions	**258**	**948**	**525**	**96**	**572**	**24**	**228**	**219**	**114**	**295**	**943**	**180**	**4402**
Background Plus Project Conditions	**290**	**1225**	**596**	**119**	**735**	**35**	**264**	**317**	**143**	**353**	**1155**	**239**	**5471**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	140	0	0	0	0	0	119	0	259
City Place Full Project (Santa Clara)	0	70	10	10	70	0	0	80	0	10	40	0	290
3055 Patrick Henry (Santa Clara)	0	3	0	0	0	0	0	6	0	0	0	0	9
Great America Master Plan (Santa Clara)	0	4	0	0	0	0	0	8	0	0	0	0	12
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	34	0	0	0	0	0	23	0	57
Bixby (Santa Clara)	0	8	0	0	0	0	0	2	0	0	0	0	10
BART	5	6	-1	8	63	0	9	1	0	-1	17	0	107
BART CREDIT	0	0	0	0	-5	0	0	0	0	-1	-2	0	-8
NSJ Phase II Project Trips	5	24	8	7	49	2	22	22	13	34	119	40	344
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	8	0	0	0	0	0	1	0	9
Total Pending Trips	10	115	17	25	359	2	31	119	13	42	317	40	1089
Cumulative Conditions	**300**	**1341**	**613**	**145**	**1096**	**38**	**287**	**436**	**157**	**389**	**1450**	**278**	**6529**
Cumulative Plus Project Conditions	**300**	**1341**	**613**	**145**	**1094**	**38**	**294**	**436**	**157**	**394**	**1471**	**278**	**6560**

Intersection Number: 4
Traffix Node Number: 301
Intersection Name: De La Cruz Boulevard and Reed Street
Peak Hour: PM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**31**	**2230**	**15**	**20**	**8**	**118**	**20**	**467**	**43**	**216**	**14**	**30**	**3212**
Approved Project Trips													
Santa Clara Approved Project Trips	5	232	0	0	0	0	0	95	2	24	0	12	370
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	3	42	6	2	1	2	6	5	6	4	9	3	89
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	5	0	0	0	0	0	10	0	0	0	0	15
Former R&D Building Proiect Trips	0	13	0	0	0	0	0	72	0	0	0	0	85
San Jose Approved Project Trips	0	158	0	0	0	0	0	331	0	0	0	0	489
NSJ Phase I Project Trips	0	8	0	0	0	0	0	86	0	0	0	0	94
Total Approved Trips	8	497	6	2	1	2	6	606	8	28	9	15	1188
Background Conditions	**39**	**2727**	**21**	**22**	**9**	**120**	**26**	**1073**	**51**	**244**	**23**	**45**	**4400**
Proposed Project Trips	0	220	0	0	0	0	0	132	1	1	0	0	354
Former R&D Building Credit	0	-13	0	0	0	0	0	-72	0	0	0	0	-85
Net Project Trips	0	207	0	0	0	0	0	60	1	1	0	0	269
Existing Plus Project Conditions	**31**	**2450**	**15**	**20**	**8**	**118**	**20**	**599**	**44**	**217**	**14**	**30**	**3566**
Background Plus Project Conditions	**39**	**2934**	**21**	**22**	**9**	**120**	**26**	**1133**	**52**	**245**	**23**	**45**	**4669**
Pending Project Trips													
Santa Clara Pending Project Trips	0	10	0	0	0	0	0	5	0	0	0	0	15
City Place Full Project (Santa Clara)	0	90	0	0	0	0	0	10	0	10	0	0	110
3055 Patrick Henry (Santa Clara)	0	8	0	0	0	0	0	15	0	0	0	0	23
Great America Master Plan (Santa Clara)	0	2	0	0	0	0	0	3	0	0	0	0	5
3069 Lawrence Expressway (Santa Clara)	0	-1	0	0	0	0	0	5	0	0	0	0	4
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	3	0	0	0	0	0	1	0	0	0	0	4
BART	0	17	0	-1	0	-4	2	135	11	0	0	0	160
BART CREDIT	0	-10	0	0	0	0	0	-20	0	0	0	0	-30
NSJ Phase II Project Trips	0	8	0	0	0	0	0	86	0	0	0	0	94
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	31	0	0	0	0	0	4	0	0	0	0	35
Total Pending Trips	0	164	0	-1	0	-4	2	245	11	10	0	0	427
Cumulative Conditions	**39**	**2891**	**21**	**21**	**9**	**116**	**28**	**1319**	**62**	**254**	**23**	**45**	**4828**
Cumulative Plus Project Conditions	**39**	**3098**	**21**	**21**	**9**	**116**	**28**	**1379**	**63**	**255**	**23**	**45**	**5097**

Intersection Number: 5
Traffix Node Number: 300
Intersection Name: De La Cruz Boulevard and Martin Avenue
Peak Hour: PM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**49**	**1787**	**103**	**78**	**10**	**15**	**13**	**505**	**49**	**421**	**129**	**164**	**3323**
Approved Project Trips													
Santa Clara Approved Project Trips	0	208	0	0	0	0	0	96	10	29	0	0	343
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	154	0	0	0	0	0	10	0	0	0	0	164
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	5	0	0	0	0	0	10	0	0	0	0	15
Former R&D Building Proiect Trips	0	13	0	0	0	0	0	72	0	0	0	0	85
San Jose Approved Project Trips	0	158	0	0	0	0	0	331	0	0	0	0	489
NSJ Phase I Project Trips	0	8	0	0	0	0	0	86	0	0	0	0	94
Total Approved Trips	0	585	0	0	0	0	0	612	10	29	0	0	1236
Background Conditions	**49**	**2372**	**103**	**78**	**10**	**15**	**13**	**1117**	**59**	**450**	**129**	**164**	**4559**
Proposed Project Trips	0	213	0	0	0	0	0	127	4	7	0	0	351
Former R&D Building Credit	0	-13	0	0	0	0	0	-72	0	0	0	0	-85
Net Project Trips	0	200	0	0	0	0	0	55	4	7	0	0	266
Existing Plus Project Conditions	**49**	**2000**	**103**	**78**	**10**	**15**	**13**	**632**	**53**	**428**	**129**	**164**	**3674**
Background Plus Project Conditions	**49**	**2572**	**103**	**78**	**10**	**15**	**13**	**1172**	**63**	**457**	**129**	**164**	**4825**
Pending Project Trips													
Santa Clara Pending Project Trips	0	10	0	0	0	0	0	5	0	0	0	0	15
City Place Full Project (Santa Clara)	0	100	0	0	0	0	0	10	0	0	0	0	110
3055 Patrick Henry (Santa Clara)	0	8	0	0	0	0	0	15	0	0	0	0	23
Great America Master Plan (Santa Clara)	0	2	0	0	0	0	0	3	0	0	0	0	5
3069 Lawrence Expressway (Santa Clara)	0	-1	0	0	0	0	0	5	0	0	0	0	4
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	3	0	0	0	0	0	1	0	0	0	0	4
BART	0	15	0	5	21	0	6	120	7	0	20	-3	191
BART CREDIT	0	-10	0	0	0	0	0	-20	0	0	0	0	-30
NSJ Phase II Project Trips	0	8	0	0	0	0	0	86	0	0	0	0	94
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	31	0	0	0	0	0	4	0	0	0	0	35
Total Pending Trips	0	172	0	5	21	0	6	230	7	0	20	-3	458
Cumulative Conditions	**49**	**2544**	**103**	**83**	**31**	**15**	**19**	**1348**	**66**	**450**	**149**	**161**	**5018**
Cumulative Plus Project Conditions	**49**	**2744**	**103**	**83**	**31**	**15**	**19**	**1403**	**70**	**457**	**149**	**161**	**5284**

Intersection Number: 6
Traffix Node Number: 5335
Intersection Name: De La Cruz Boulevard and Central Expressway *
Peak Hour: PM
Count Date: 10/4/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**778**	**1140**	**0**	**0**	**0**	**0**	**0**	**570**	**160**	**991**	**0**	**2134**	**5773**
Approved Project Trips													
Santa Clara Approved Project Trips	47	53	0	0	0	0	0	38	58	155	0	160	511
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	3	15	0	0	18
City Place Phases I, II, & III (Santa Clara)	3	151	0	0	0	0	0	1	7	3	0	34	199
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	1	3	0	0	4
3000 Bowers (Santa Clara)	3	0	0	0	0	0	0	0	0	0	0	14	17
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	3	17	0	0	20
3226 Scott (Santa Clara)	0	0	0	0	0	0	0	0	1	7	0	1	9
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	5	0	0	0	0	0	10	0	0	0	0	15
Former R&D Building Proiect Trips	0	11	0	0	0	0	0	62	10	2	0	0	85
San Jose Approved Project Trips	0	142	0	0	0	0	0	298	33	16	0	0	489
NSJ Phase I Project Trips	24	9	0	0	0	0	0	66	20	-1	0	0	119
Total Approved Trips	77	371	0	0	0	0	0	475	136	217	0	209	1486
Background Conditions	**855**	**1511**	**0**	**0**	**0**	**0**	**0**	**1045**	**296**	**1208**	**0**	**2343**	**7259**
Proposed Project Trips	0	162	0	0	0	0	0	97	31	51	0	0	341
Former R&D Building Credit	0	-11	0	0	0	0	0	-62	-10	-2	0	0	-85
Net Project Trips	0	151	0	0	0	0	0	35	21	49	0	0	256
Existing Plus Project Conditions	**778**	**1302**	**0**	**0**	**0**	**0**	**0**	**667**	**191**	**1042**	**0**	**2134**	**6114**
Background Plus Project Conditions	**855**	**1662**	**0**	**0**	**0**	**0**	**0**	**1080**	**317**	**1257**	**0**	**2343**	**7515**
Pending Project Trips													
Santa Clara Pending Project Trips	0	10	0	0	0	0	0	5	0	0	0	0	15
City Place Full Project (Santa Clara)	0	0	0	0	0	0	0	0	70	100	0	50	220
3055 Patrick Henry (Santa Clara)	0	0	0	0	0	0	0	0	15	8	0	0	23
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	3	2	0	0	5
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	5	-1	0	0	4
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	1	6	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	1	3	0	0	4
BART	-1	2	0	0	0	0	0	59	61	12	0	-15	118
BART CREDIT	0	-9	0	0	0	0	0	-17	-3	-1	0	0	-30
NSJ Phase II Project Trips	24	9	0	0	0	0	0	66	20	-1	0	0	119
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	31	0	0	0	0	0	4	0	0	0	0	35
Total Pending Trips	23	43	0	0	0	0	0	117	173	128	0	35	520
Cumulative Conditions	**879**	**1555**	**0**	**0**	**0**	**0**	**0**	**1162**	**470**	**1335**	**0**	**2378**	**7778**
Cumulative Plus Project Conditions	**879**	**1706**	**0**	**0**	**0**	**0**	**0**	**1197**	**491**	**1384**	**0**	**2378**	**8034**

Intersection Number: 7
Traffix Node Number: 5334
Intersection Name: Lafayette Street and Central Expressway *
Peak Hour: PM
Count Date: 10/4/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**206**	**855**	**342**	**106**	**616**	**218**	**288**	**341**	**132**	**346**	**2490**	**129**	**6069**
Approved Project Trips													
Santa Clara Approved Project Trips	2	30	4	1	103	1	5	11	23	109	305	4	598
Great America Parkway (Santa Clara)	0	37	0	0	3	0	0	8	0	0	15	0	63
City Place Phases I, II, & III (Santa Clara)	0	113	132	8	7	4	9	6	9	3	9	8	308
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	1	0	0	0	0	1	3	0	5
3000 Bowers (Santa Clara)	0	0	0	0	3	0	0	0	1	3	14	0	21
3515 Monroe (Santa Clara)	3	0	0	0	0	0	0	0	0	0	0	2	5
3333 Scott Blvd (Santa Clara)	0	0	0	0	3	0	0	0	2	8	17	0	30
3226 Scott (Santa Clara)	0	0	0	0	2	0	0	0	1	4	8	1	16
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	2	0	0	0	0	0	3	0	0	0	0	5
Former R&D Building Proiect Trips	0	0	0	2	7	0	0	0	0	0	1	0	10
San Jose Approved Project Trips	0	0	0	0	33	0	0	0	0	0	16	0	49
NSJ Phase I Project Trips	15	85	22	5	49	23	3	1	0	-6	-33	-2	162
Total Approved Trips	20	267	158	16	211	28	17	29	36	122	355	13	1271
Background Conditions	**226**	**1122**	**500**	**122**	**827**	**246**	**305**	**370**	**168**	**468**	**2845**	**142**	**7340**
Proposed Project Trips	0	0	6	4	27	0	0	0	0	0	45	0	82
Former R&D Building Credit	0	0	0	-2	-7	0	0	0	0	0	-1	0	-10
Net Project Trips	0	0	6	2	20	0	0	0	0	0	44	0	72
Existing Plus Project Conditions	**206**	**855**	**348**	**110**	**643**	**218**	**288**	**341**	**132**	**346**	**2535**	**129**	**6151**
Background Plus Project Conditions	**226**	**1122**	**506**	**124**	**847**	**246**	**305**	**370**	**168**	**468**	**2889**	**142**	**7412**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	90	120	130	0	90	0	0	80	10	0	40	10	570
3055 Patrick Henry (Santa Clara)	0	3	0	0	15	0	0	6	0	0	8	0	32
Great America Master Plan (Santa Clara)	0	4	0	0	3	0	0	8	0	0	2	0	17
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	5	0	0	0	0	0	-1	0	4
3375 Scott (Santa Clara)	0	0	0	0	1	0	0	0	0	0	6	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	5	0	0	1	0	0	1	0	1	3	0	11
BART	-2	-1	3	26	30	7	-1	0	2	-1	-2	0	61
BART CREDIT	0	0	0	-1	-2	0	0	0	0	0	-1	0	-4
NSJ Phase II Project Trips	15	85	22	5	49	23	3	1	0	-6	-33	-2	162
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	20	0	0	0	0	0	3	0	0	0	0	23
Total Pending Trips	103	236	155	30	192	30	2	99	12	-6	22	8	883
Cumulative Conditions	**330**	**1359**	**655**	**151**	**1019**	**275**	**308**	**469**	**181**	**461**	**2866**	**150**	**8223**
Cumulative Plus Project Conditions	**330**	**1359**	**661**	**153**	**1039**	**275**	**308**	**469**	**181**	**461**	**2910**	**150**	**8295**

Intersection Number: 8
Traffix Node Number: 5332
Intersection Name: Scott Boulevard and Central Expressway *
Peak Hour: PM
Count Date: 10/4/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**98**	**592**	**322**	**76**	**603**	**285**	**295**	**187**	**191**	**266**	**2351**	**55**	**5321**
Approved Project Trips													
Santa Clara Approved Project Trips	0	60	80	35	97	0	1	26	22	108	339	0	768
Great America Parkway (Santa Clara)	0	0	0	0	3	0	0	0	0	0	15	0	18
City Place Phases I, II, & III (Santa Clara)	0	12	6	8	31	9	9	3	1	0	2	4	85
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	1	1	0	1	0	0	0	0	0	2	0	5
3000 Bowers (Santa Clara)	0	0	0	0	4	0	0	0	1	1	17	0	23
3515 Monroe (Santa Clara)	6	0	0	0	3	0	0	0	0	0	2	3	14
3333 Scott Blvd (Santa Clara)	0	17	25	5	0	0	0	3	0	0	0	0	50
3226 Scott (Santa Clara)	0	1	0	0	3	0	0	0	0	2	13	0	19
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	2	0	0	0	0	0	3	0	0	0	0	5
Former R&D Building Proiect Trips	0	0	0	0	7	0	0	0	0	0	1	0	8
San Jose Approved Project Trips	0	0	0	0	33	0	0	0	0	0	16	0	49
NSJ Phase I Project Trips	0	-8	-4	19	40	30	3	7	6	-4	-9	0	79
Total Approved Trips	6	85	108	67	222	39	13	42	30	107	398	7	1124
Background Conditions	**104**	**677**	**430**	**143**	**825**	**324**	**308**	**229**	**221**	**373**	**2749**	**62**	**6445**
Proposed Project Trips	0	0	12	7	18	2	3	0	0	0	30	0	72
Former R&D Building Credit	0	0	0	0	-7	0	0	0	0	0	-1	0	-8
Net Project Trips	0	0	12	7	11	2	3	0	0	0	29	0	64
Existing Plus Project Conditions	**98**	**592**	**334**	**83**	**621**	**287**	**298**	**187**	**191**	**266**	**2381**	**55**	**5393**
Background Plus Project Conditions	**104**	**677**	**442**	**150**	**836**	**326**	**311**	**229**	**221**	**373**	**2778**	**62**	**6509**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	8	0	0	0	0	0	5	0	13
City Place Full Project (Santa Clara)	10	10	80	0	180	10	0	0	40	0	0	0	330
3055 Patrick Henry (Santa Clara)	0	0	3	5	20	0	0	0	0	0	11	0	39
Great America Master Plan (Santa Clara)	0	0	0	1	2	0	0	0	0	0	1	0	4
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	5	0	0	0	0	0	-1	0	4
3375 Scott (Santa Clara)	0	12	6	1	1	0	0	1	1	0	0	0	22
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	3	1	0	0	0	0	0	0	1	0	5
BART	0	-2	0	10	24	-5	-2	-1	0	0	-2	0	22
BART CREDIT	0	0	0	0	-2	0	0	0	0	0	-1	0	-3
NSJ Phase II Project Trips	0	-8	-4	19	40	30	3	7	6	-4	-9	0	79
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	10	12	88	37	278	35	1	7	47	-4	5	0	516
Cumulative Conditions	**113**	**690**	**519**	**180**	**1104**	**359**	**309**	**236**	**267**	**369**	**2753**	**61**	**6960**
Cumulative Plus Project Conditions	**113**	**690**	**531**	**187**	**1115**	**361**	**312**	**236**	**267**	**369**	**2782**	**61**	**7024**

Intersection Number: 9
Traffix Node Number: 3411
Intersection Name: Coleman Avenue and Aviation Avenue
Peak Hour: PM
Count Date: 3/23/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**5**	**2487**	**10**	**5**	**0**	**48**	**20**	**785**	**12**	**11**	**0**	**0**	**3383**
Approved Project Trips													
Santa Clara Approved Project Trips	0	191	0	0	0	0	0	62	0	0	0	0	253
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	36	0	0	0	0	0	13	0	0	0	0	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	154	0	0	0	0	0	27	0	0	0	0	181
San Jose Approved Project Trips	29	187	8	8	0	0	1	323	58	83	6	92	795
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	29	607	8	8	0	0	1	432	58	83	6	92	1324
Background Conditions	**34**	**3094**	**18**	**13**	**0**	**48**	**21**	**1217**	**70**	**94**	**6**	**92**	**4707**
Proposed Project Trips	0	197	0	0	0	0	0	329	0	0	0	0	526
Former R&D Building Credit	0	-154	0	0	0	0	0	-27	0	0	0	0	-181
Net Project Trips	0	43	0	0	0	0	0	302	0	0	0	0	345
Existing Plus Project Conditions	**5**	**2684**	**10**	**5**	**0**	**48**	**20**	**1114**	**12**	**11**	**0**	**0**	**3909**
Background Plus Project Conditions	**34**	**3137**	**18**	**13**	**0**	**48**	**21**	**1519**	**70**	**94**	**6**	**92**	**5052**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	75	0	0	0	0	0	8	0	0	0	0	83
3055 Patrick Henry (Santa Clara)	0	8	0	0	0	0	0	15	0	0	0	0	23
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	130	0	0	0	0	0	72	0	0	0	0	202
BART CREDIT	0	-42	0	0	0	0	0	-22	0	0	0	0	-64
NSJ Phase II Project Trips	0	64	0	0	0	0	0	9	0	0	0	0	73
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	0	264	0	0	0	0	0	86	0	0	0	0	350
Cumulative Conditions	**34**	**3358**	**18**	**13**	**0**	**48**	**21**	**1303**	**70**	**94**	**6**	**92**	**5057**
Cumulative Plus Project Conditions	**34**	**3401**	**18**	**13**	**0**	**48**	**21**	**1605**	**70**	**94**	**6**	**92**	**5402**

Intersection Number: 10
Traffix Node Number: 4047
Intersection Name: Coleman Avenue and Newhall Drive
Peak Hour: PM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**189**	**2380**	**0**	**0**	**0**	**0**	**0**	**643**	**359**	**405**	**0**	**71**	**4047**
Approved Project Trips													
Santa Clara Approved Project Trips	0	191	0	0	0	0	0	62	0	0	0	0	253
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	36	0	0	0	0	0	13	0	0	0	0	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	154	0	0	0	0	0	27	0	0	0	0	181
San Jose Approved Project Trips	21	436	0	0	0	0	0	220	32	21	0	0	730
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	21	856	0	0	0	0	0	329	32	21	0	0	1259
Background Conditions	**210**	**3236**	**0**	**0**	**0**	**0**	**0**	**972**	**391**	**426**	**0**	**71**	**5306**
Proposed Project Trips	0	197	0	0	0	0	0	329	0	0	0	0	526
Former R&D Building Credit	0	-154	0	0	0	0	0	-27	0	0	0	0	-181
Net Project Trips	0	43	0	0	0	0	0	302	0	0	0	0	345
Existing Plus Project Conditions	**189**	**2577**	**0**	**0**	**0**	**0**	**0**	**972**	**359**	**405**	**0**	**71**	**4573**
Background Plus Project Conditions	**210**	**3279**	**0**	**0**	**0**	**0**	**0**	**1274**	**391**	**426**	**0**	**71**	**5651**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	75	0	0	0	0	0	8	0	0	0	0	83
3055 Patrick Henry (Santa Clara)	0	8	0	0	0	0	0	15	0	0	0	0	23
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	121	0	0	0	0	0	64	-2	-12	0	0	171
BART CREDIT	0	-42	0	0	0	0	0	-22	0	0	0	0	-64
NSJ Phase II Project Trips	0	64	0	0	0	0	0	9	0	0	0	0	73
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	0	255	0	0	0	0	0	78	-2	-12	0	0	319
Cumulative Conditions	**210**	**3491**	**0**	**0**	**0**	**0**	**0**	**1050**	**389**	**414**	**0**	**71**	**5625**
Cumulative Plus Project Conditions	**210**	**3534**	**0**	**0**	**0**	**0**	**0**	**1352**	**389**	**414**	**0**	**71**	**5970**

Intersection Number: 11
Traffix Node Number: 3223
Intersection Name: Coleman Avenue and Airport Boulevard
Peak Hour: PM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**2109**	**125**	**98**	**0**	**143**	**241**	**925**	**0**	**0**	**0**	**0**	**3641**
Approved Project Trips													
Santa Clara Approved Project Trips	0	191	0	0	0	0	0	62	0	0	0	0	253
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	36	0	0	0	0	0	13	0	0	0	0	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	97	0	0	0	0	0	27	0	0	0	0	124
San Jose Approved Project Trips	0	568	24	40	0	46	26	219	0	0	0	0	923
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	931	24	40	0	46	26	328	0	0	0	0	1395
Background Conditions	**0**	**3040**	**149**	**138**	**0**	**189**	**267**	**1253**	**0**	**0**	**0**	**0**	**5036**
Proposed Project Trips	0	136	7	12	0	0	0	317	0	0	0	0	472
Former R&D Building Credit	0	-97	0	0	0	0	0	-27	0	0	0	0	-124
Net Project Trips	0	39	7	12	0	0	0	290	0	0	0	0	348
Existing Plus Project Conditions	**0**	**2245**	**132**	**110**	**0**	**143**	**241**	**1242**	**0**	**0**	**0**	**0**	**4113**
Background Plus Project Conditions	**0**	**3079**	**156**	**150**	**0**	**189**	**267**	**1543**	**0**	**0**	**0**	**0**	**5384**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	75	0	0	0	0	0	8	0	0	0	0	83
3055 Patrick Henry (Santa Clara)	0	8	0	0	0	0	0	15	0	0	0	0	23
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	109	0	0	0	0	0	62	0	0	0	0	171
BART CREDIT	0	-27	0	0	0	0	0	-22	0	0	0	0	-49
NSJ Phase II Project Trips	0	61	3	3	0	20	2	5	0	0	0	0	94
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	0	255	3	3	0	20	2	72	0	0	0	0	355
Cumulative Conditions	**0**	**3295**	**152**	**141**	**0**	**209**	**269**	**1325**	**0**	**0**	**0**	**0**	**5391**
Cumulative Plus Project Conditions	**0**	**3334**	**159**	**153**	**0**	**209**	**269**	**1615**	**0**	**0**	**0**	**0**	**5739**

Intersection Number: 12
Traffix Node Number: 3052
Intersection Name: Coleman Avenue and I-880 (N) *
Peak Hour: PM
Count Date: 11/10/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**525**	**1843**	**0**	**435**	**0**	**278**	**268**	**1304**	**0**	**0**	**0**	**0**	**4653**
Approved Project Trips													
Santa Clara Approved Project Trips	0	191	0	0	0	0	0	62	0	0	0	0	253
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	36	0	0	0	0	0	13	0	0	0	0	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	97	0	7	0	0	0	20	0	0	0	0	124
San Jose Approved Project Trips	0	567	0	112	0	37	5	251	0	0	0	0	972
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	930	0	119	0	37	5	353	0	0	0	0	1444
Background Conditions	**525**	**2773**	**0**	**554**	**0**	**315**	**273**	**1657**	**0**	**0**	**0**	**0**	**6097**
Proposed Project Trips	0	136	0	90	0	0	0	228	0	0	0	0	454
Former R&D Building Credit	0	-97	0	-7	0	0	0	-20	0	0	0	0	-124
Net Project Trips	0	39	0	83	0	0	0	208	0	0	0	0	330
Existing Plus Project Conditions	**525**	**1979**	**0**	**525**	**0**	**278**	**268**	**1532**	**0**	**0**	**0**	**0**	**5107**
Background Plus Project Conditions	**525**	**2812**	**0**	**637**	**0**	**315**	**273**	**1865**	**0**	**0**	**0**	**0**	**6427**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	75	0	0	0	0	0	8	0	0	0	0	83
3055 Patrick Henry (Santa Clara)	0	8	0	0	0	0	0	15	0	0	0	0	23
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	89	0	19	0	-11	0	37	0	0	0	0	134
BART CREDIT	0	-27	0	-6	0	0	0	-17	0	0	0	0	-50
NSJ Phase II Project Trips	0	48	0	62	0	35	4	14	0	0	0	0	163
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	0	222	0	75	0	24	4	61	0	0	0	0	386
Cumulative Conditions	**525**	**2995**	**0**	**629**	**0**	**339**	**277**	**1718**	**0**	**0**	**0**	**0**	**6483**
Cumulative Plus Project Conditions	**525**	**3034**	**0**	**712**	**0**	**339**	**277**	**1926**	**0**	**0**	**0**	**0**	**6813**

Intersection Number: 13
Traffix Node Number: 3053
Intersection Name: Coleman Avenue and I-880 (S) *
Peak Hour: PM
Count Date: 11/10/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**28**	**1538**	**540**	**553**	**0**	**148**	**428**	**1050**	**0**	**18**	**0**	**0**	**4303**
Approved Project Trips													
Santa Clara Approved Project Trips	0	191	0	0	0	0	0	62	0	0	0	0	253
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	36	0	0	0	0	0	13	0	0	0	0	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	57	40	10	0	0	0	10	0	0	0	0	117
San Jose Approved Project Trips	0	403	188	101	0	5	3	195	0	0	0	0	895
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	726	228	111	0	5	3	287	0	0	0	0	1360
Background Conditions	**28**	**2264**	**768**	**664**	**0**	**153**	**431**	**1337**	**0**	**18**	**0**	**0**	**5663**
Proposed Project Trips	0	83	54	90	0	0	0	138	0	0	0	0	365
Former R&D Building Credit	0	-57	-40	-10	0	0	0	-10	0	0	0	0	-117
Net Project Trips	0	26	14	80	0	0	0	128	0	0	0	0	248
Existing Plus Project Conditions	**28**	**1621**	**594**	**643**	**0**	**148**	**428**	**1188**	**0**	**18**	**0**	**0**	**4668**
Background Plus Project Conditions	**28**	**2290**	**782**	**744**	**0**	**153**	**431**	**1465**	**0**	**18**	**0**	**0**	**5911**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	75	0	0	0	0	0	8	0	0	0	0	83
3055 Patrick Henry (Santa Clara)	0	8	0	0	0	0	0	15	0	0	0	0	23
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	60	20	12	0	-6	-18	3	0	0	0	0	71
BART CREDIT	0	-16	-11	-8	0	0	0	-8	0	0	0	0	-43
NSJ Phase II Project Trips	0	12	3	4	0	1	2	5	0	0	0	0	27
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	0	168	12	8	0	-5	-16	27	0	0	0	0	194
Cumulative Conditions	**28**	**2432**	**780**	**672**	**0**	**148**	**415**	**1364**	**0**	**18**	**0**	**0**	**5857**
Cumulative Plus Project Conditions	**28**	**2458**	**794**	**752**	**0**	**148**	**415**	**1492**	**0**	**18**	**0**	**0**	**6105**

Intersection Number: 14
Traffix Node Number: 3413
Intersection Name: Coleman Avenue and Hedding Street
Peak Hour: PM
Count Date: 5/12/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**288**	**1301**	**427**	**328**	**448**	**72**	**45**	**766**	**118**	**158**	**437**	**170**	**4558**
Approved Project Trips													
Santa Clara Approved Project Trips	19	153	19	6	0	0	0	50	0	0	0	6	253
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	3	30	3	1	0	0	0	11	0	0	0	1	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	5	45	7	1	0	0	0	8	0	0	0	1	67
San Jose Approved Project Trips	54	345	59	24	50	5	1	167	5	9	22	10	751
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	81	612	88	32	50	5	1	243	5	9	22	18	1166
Background Conditions	**369**	**1913**	**515**	**360**	**498**	**77**	**46**	**1009**	**123**	**167**	**459**	**188**	**5724**
Proposed Project Trips	7	68	7	12	0	0	0	114	0	0	0	12	220
Former R&D Building Credit	-5	-45	-7	-1	0	0	0	-8	0	0	0	-1	-67
Net Project Trips	2	23	0	11	0	0	0	106	0	0	0	11	153
Existing Plus Project Conditions	**295**	**1369**	**434**	**340**	**448**	**72**	**45**	**880**	**118**	**158**	**437**	**182**	**4778**
Background Plus Project Conditions	**371**	**1936**	**515**	**371**	**498**	**77**	**46**	**1115**	**123**	**167**	**459**	**199**	**5877**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	5	65	5	1	0	0	0	6	0	0	0	1	83
3055 Patrick Henry (Santa Clara)	0	8	0	0	0	0	0	15	0	0	0	0	23
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	5	40	6	-10	-3	-1	-2	-12	0	-1	-3	6	25
BART CREDIT	-1	-12	-2	-1	0	0	0	-6	0	0	0	-1	-23
NSJ Phase II Project Trips	1	10	1	8	21	2	0	6	1	3	8	3	66
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	10	140	10	-2	18	1	-2	13	1	2	5	9	207
Cumulative Conditions	**379**	**2053**	**525**	**358**	**516**	**78**	**44**	**1022**	**124**	**169**	**464**	**197**	**5931**
Cumulative Plus Project Conditions	**381**	**2076**	**525**	**369**	**516**	**78**	**44**	**1128**	**124**	**169**	**464**	**208**	**6084**

Intersection Number: 15
Traffix Node Number: 3417
Intersection Name: Coleman Avenue and Taylor Street
Peak Hour: PM
Count Date: 5/12/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**191**	**1026**	**355**	**215**	**548**	**306**	**54**	**455**	**261**	**324**	**563**	**176**	**4474**
Approved Project Trips													
Santa Clara Approved Project Trips	15	122	15	5	0	0	0	40	0	0	0	5	202
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	3	24	3	1	0	0	0	9	0	0	0	1	41
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	5	17	22	4	0	0	0	3	0	0	0	1	52
San Jose Approved Project Trips	128	119	202	68	85	3	68	90	81	24	70	34	972
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	151	321	242	78	85	3	68	149	81	24	70	41	1313
Background Conditions	**342**	**1347**	**597**	**293**	**633**	**309**	**122**	**604**	**342**	**348**	**633**	**217**	**5787**
Proposed Project Trips	7	18	43	72	0	0	0	30	0	0	0	12	182
Former R&D Building Credit	-5	-17	-22	-4	0	0	0	-3	0	0	0	-1	-52
Net Project Trips	2	1	21	68	0	0	0	27	0	0	0	11	130
Existing Plus Project Conditions	**198**	**1044**	**398**	**287**	**548**	**306**	**54**	**485**	**261**	**324**	**563**	**188**	**4656**
Background Plus Project Conditions	**344**	**1348**	**618**	**361**	**633**	**309**	**122**	**631**	**342**	**348**	**633**	**228**	**5917**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	5	55	5	1	0	0	0	4	0	0	0	1	71
3055 Patrick Henry (Santa Clara)	0	8	0	0	0	0	0	15	0	0	0	0	23
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	1	22	15	5	1	-1	-2	-15	11	-6	-4	-3	24
BART CREDIT	-1	-5	-6	-3	0	0	0	-3	0	0	0	-1	-19
NSJ Phase II Project Trips	2	6	2	9	33	1	0	6	1	6	28	9	104
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	7	115	16	12	34	0	-2	11	12	0	24	6	236
Cumulative Conditions	**349**	**1463**	**613**	**305**	**667**	**309**	**120**	**615**	**354**	**348**	**657**	**223**	**6023**
Cumulative Plus Project Conditions	**351**	**1464**	**634**	**373**	**667**	**309**	**120**	**642**	**354**	**348**	**657**	**234**	**6153**

Intersection Number: 16
Traffix Node Number: 4038
Intersection Name: SR 87 and Taylor Street
Peak Hour: PM
Count Date: 5/12/15

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**155**	**0**	**65**	**150**	**369**	**801**	**711**	**0**	**603**	**637**	**468**	**113**	**4072**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	5	0	0	0	0	0	15	0	20
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases I, II, & III (Santa Clara)	0	0	0	0	1	0	0	0	0	0	3	0	4
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3226 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	0	0	0	1	0	0	0	3	15	7	0	26
San Jose Approved Project Trips	0	0	77	40	20	71	131	0	8	60	57	0	464
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	77	40	27	71	131	0	11	75	82	0	514
Background Conditions	**155**	**0**	**142**	**190**	**396**	**872**	**842**	**0**	**614**	**712**	**550**	**113**	**4586**
Proposed Project Trips	0	0	0	0	12	0	0	0	60	36	7	0	115
Former R&D Building Credit	0	0	0	0	-1	0	0	0	-3	-15	-7	0	-26
Net Project Trips	0	0	0	0	11	0	0	0	57	21	0	0	89
Existing Plus Project Conditions	**155**	**0**	**65**	**150**	**381**	**801**	**711**	**0**	**663**	**673**	**475**	**113**	**4187**
Background Plus Project Conditions	**155**	**0**	**142**	**190**	**407**	**872**	**842**	**0**	**671**	**733**	**550**	**113**	**4675**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	1	0	0	0	0	0	5	0	6
3055 Patrick Henry (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	-4	0	-2	-5	5	-21	-41	0	5	11	3	-7	-56
BART CREDIT	0	0	0	0	-1	0	0	0	-2	-4	-2	0	-9
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Trips	-4	0	-2	-5	5	-21	-41	0	3	7	6	-7	-59
Cumulative Conditions	**151**	**0**	**140**	**185**	**401**	**851**	**801**	**0**	**617**	**719**	**556**	**106**	**4527**
Cumulative Plus Project Conditions	**151**	**0**	**140**	**185**	**412**	**851**	**801**	**0**	**674**	**740**	**556**	**106**	**4616**

Intersection Number: 17
Traffix Node Number: 4069
Intersection Name: U.S. 101 and Trimble Road
Peak Hour: PM
Count Date: 3/14/17

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**0**	**0**	**707**	**1961**	**0**	**319**	**0**	**509**	**0**	**1208**	**0**	**4704**
Approved Project Trips													
Santa Clara Approved Project Trips	0	0	0	0	36	0	0	0	0	0	111	0	147
Great America Parkway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Phases I, II, & III (Santa Clara)	0	0	0	0	101	0	0	0	0	0	21	0	122
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	3	0	0	0	0	0	14	0	17
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3226 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	10	0	0	10
Former R&D Building Proiect Trips	0	0	0	0	0	0	0	0	2	0	2	0	4
San Jose Approved Project Trips	0	0	0	0	395	0	70	0	0	194	104	0	763
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	0	0	0	0	535	0	70	0	2	204	252	0	1063
Background Conditions	**0**	**0**	**0**	**707**	**2496**	**0**	**389**	**0**	**511**	**204**	**1460**	**0**	**5767**
Proposed Project Trips	0	0	0	0	42	0	0	0	30	0	25	0	97
Former R&D Building Credit	0	0	0	0	0	0	0	0	-2	0	-2	0	-4
Net Project Trips	0	0	0	0	42	0	0	0	28	0	23	0	93
Existing Plus Project Conditions	**0**	**0**	**0**	**707**	**2003**	**0**	**319**	**0**	**539**	**0**	**1233**	**0**	**4801**
Background Plus Project Conditions	**0**	**0**	**0**	**707**	**2538**	**0**	**389**	**0**	**539**	**204**	**1483**	**0**	**5860**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	0	0	0	30	0	180	0	0	0	50	0	260
3055 Patrick Henry (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	0	0	0	-18	0	0	0	6	0	19	0	7
BART CREDIT	0	0	0	0	0	0	0	0	-2	0	-1	0	-3
NSJ Phase II Project Trips	0	0	0	0	178	0	51	0	0	0	77	0	306
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	49	0	3	0	0	0	4	0	56
Total Pending Trips	0	0	0	0	239	0	234	0	4	0	149	0	626
Cumulative Conditions	**0**	**0**	**0**	**707**	**2735**	**0**	**623**	**0**	**515**	**204**	**1609**	**0**	**6393**
Cumulative Plus Project Conditions	**0**	**0**	**0**	**707**	**2777**	**0**	**623**	**0**	**543**	**204**	**1632**	**0**	**6486**

Intersection Number: 18
Traffix Node Number: 3096
Intersection Name: De La Cruz Boulevard and Trimble Road
Peak Hour: PM
Count Date: 10/19/16

	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**650**	**83**	**406**	**121**	**1612**	**28**	**26**	**43**	**109**	**30**	**1033**	**304**	**4445**
Approved Project Trips													
Santa Clara Approved Project Trips	3	0	9	2	33	0	0	0	0	0	111	0	158
Great America Parkway (Santa Clara)	0	0	7	2	0	0	0	0	0	0	0	0	9
City Place Phases I, II, & III (Santa Clara)	100	4	0	10	1	3	7	6	0	7	9	5	152
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	3	0	0	0	0	0	14	0	17
3515 Monroe (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3333 Scott Blvd (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3226 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	0	0	0	0	0	0	0	0	0	0	1	1	2
San Jose Approved Project Trips	56	1	15	29	592	8	5	6	11	7	136	31	897
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Trips	159	5	31	43	629	11	12	12	11	14	271	37	1235
Background Conditions	**809**	**88**	**437**	**164**	**2241**	**39**	**38**	**55**	**120**	**44**	**1304**	**341**	**5680**
Proposed Project Trips	12	0	0	0	30	0	0	0	0	0	18	7	67
Former R&D Building Credit	0	0	0	0	0	0	0	0	0	0	-1	-1	-2
Net Project Trips	12	0	0	0	30	0	0	0	0	0	17	6	65
Existing Plus Project Conditions	**662**	**83**	**406**	**121**	**1642**	**28**	**26**	**43**	**109**	**30**	**1051**	**311**	**4512**
Background Plus Project Conditions	**821**	**88**	**437**	**164**	**2271**	**39**	**38**	**55**	**120**	**44**	**1321**	**347**	**5745**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	30	0	10	10	0	0	0	0	0	0	0	230	280
3055 Patrick Henry (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America Master Plan (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
BART	0	0	0	0	-18	0	0	0	0	0	19	0	1
BART CREDIT	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips	38	2	15	30	247	9	5	6	11	7	93	28	492
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	0	0	0	49	0	0	0	0	0	7	0	56
Total Pending Trips	68	2	25	40	278	9	5	6	11	7	119	258	829
Cumulative Conditions	**877**	**90**	**462**	**204**	**2519**	**48**	**43**	**61**	**131**	**51**	**1423**	**599**	**6509**
Cumulative Plus Project Conditions	**889**	**90**	**462**	**204**	**2549**	**48**	**43**	**61**	**131**	**51**	**1440**	**605**	**6574**

Intersection Number: 19
Traffix Node Number: 555
Intersection Name: Coleman Avenue and Project Entrance (Future)
Peak Hour: PM
Count Date: --

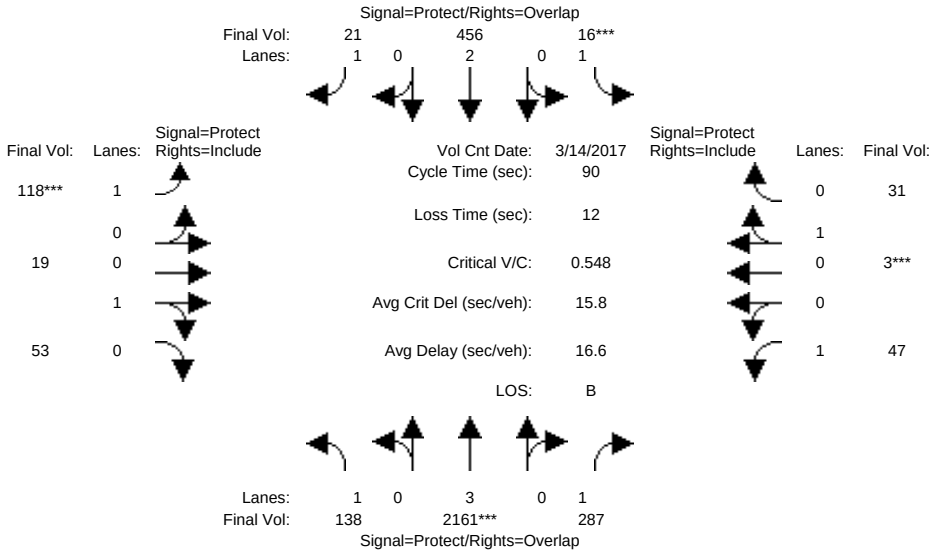
	Movements												
	North Approach			East Approach			South Approach			West Approach			
Scenario:	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	Total
Existing Conditions	**0**	**2558**	**0**	**0**	**0**	**0**	**0**	**760**	**0**	**0**	**0**	**0**	**3318**
Approved Project Trips													
Santa Clara Approved Project Trips	0	191	0	0	0	0	0	62	0	0	0	0	253
Great America Parkway (Santa Clara)	0	15	0	0	0	0	0	3	0	0	0	0	18
City Place Phases I, II, & III (Santa Clara)	0	36	0	0	0	0	0	13	0	0	0	0	49
3033 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3303 Scott (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
3515 Monroe (Santa Clara)	0	2	0	0	0	0	0	3	0	0	0	0	5
3333 Scott Blvd (Santa Clara)	0	17	0	0	0	0	0	3	0	0	0	0	20
3226 Scott (Santa Clara)	0	7	0	0	0	0	0	1	0	0	0	0	8
1525 Alviso (Santa Clara)	0	0	0	0	0	0	0	3	0	0	0	0	3
Santa Clara University MP (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Former R&D Building Proiect Trips	2	46	0	0	0	0	0	8	19	108	0	9	192
San Jose Approved Project Trips	0	176	0	0	0	0	0	368	0	0	0	0	544
NSJ Phase I Project Trips	0	6	0	0	0	0	0	64	0	0	0	0	70
Total Approved Trips	2	496	0	0	0	0	0	528	19	108	0	9	1162
Background Conditions	**2**	**3054**	**0**	**0**	**0**	**0**	**0**	**1288**	**19**	**108**	**0**	**9**	**4480**
Proposed Project Trips	114	14	0	0	0	0	0	29	301	184	0	78	720
Former R&D Building Credit	-2	-46	0	0	0	0	0	-8	-19	-108	0	-9	-192
Net Project Trips	112	-32	0	0	0	0	0	21	282	76	0	69	528
Existing Plus Project Conditions	**114**	**2572**	**0**	**0**	**0**	**0**	**0**	**789**	**301**	**184**	**0**	**78**	**4038**
Background Plus Project Conditions	**114**	**3022**	**0**	**0**	**0**	**0**	**0**	**1309**	**301**	**184**	**0**	**78**	**5008**
Pending Project Trips													
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place Full Project (Santa Clara)	0	75	0	0	0	0	0	8	0	0	0	0	83
3055 Patrick Henry (Santa Clara)	0	8	0	0	0	0	0	15	0	0	0	0	23
Great America Master Plan (Santa Clara)	0	2	0	0	0	0	0	3	0	0	0	0	5
3069 Lawrence Expressway (Santa Clara)	0	-1	0	0	0	0	0	5	0	0	0	0	4
3375 Scott (Santa Clara)	0	6	0	0	0	0	0	1	0	0	0	0	7
Swim Center (Santa Clara)	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby (Santa Clara)	0	3	0	0	0	0	0	1	0	0	0	0	4
BART	0	131	0	0	0	0	0	72	0	0	0	0	203
BART CREDIT	0	-42	0	0	0	0	0	-22	0	0	0	0	-64
NSJ Phase II Project Trips	0	6	0	0	0	0	0	64	0	0	0	0	70
America Center (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
TopGolf (San Jose)	0	0	0	0	0	0	0	0	0	0	0	0	0
Cilker (San Jose)	0	23	0	0	0	0	0	3	0	0	0	0	26
Total Pending Trips	0	211	0	0	0	0	0	150	0	0	0	0	361
Cumulative Conditions	**2**	**3265**	**0**	**0**	**0**	**0**	**0**	**1438**	**19**	**108**	**0**	**9**	**4841**
Cumulative Plus Project Conditions	**114**	**3233**	**0**	**0**	**0**	**0**	**0**	**1459**	**301**	**184**	**0**	**78**	**5369**

Appendix C
Level of Service Calculations

Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	138	2161	287	16	456	21	118	19	53	47	3	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	2161	287	16	456	21	118	19	53	47	3	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	138	2161	287	16	456	21	118	19	53	47	3	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	138	2161	287	16	456	21	118	19	53	47	3	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	138	2161	287	16	456	21	118	19	53	47	3	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	138	2161	287	16	456	21	118	19	53	47	3	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.26	0.74	1.00	0.09	0.91
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	475	1325	1750	159	1641
Capacity Analysis Module:												
Vol/Sat:	0.08	0.38	0.16	0.01	0.12	0.01	0.07	0.04	0.04	0.03	0.02	0.02
Crit Moves:		****			****			****			****	
Green Time:	23.3	51.8	59.7	7.0	35.5	44.7	9.2	11.3	11.3	7.9	10.0	10.0
Volume/Cap:	0.30	0.66	0.25	0.12	0.30	0.02	0.66	0.32	0.32	0.31	0.17	0.17
Delay/Veh:	27.2	13.6	6.2	39.0	18.9	11.6	47.6	36.7	36.7	39.6	36.6	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.2	13.6	6.2	39.0	18.9	11.6	47.6	36.7	36.7	39.6	36.6	36.6
LOS by Move:	C	B	A	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	6	24	7	1	9	1	9	4	4	3	2	2

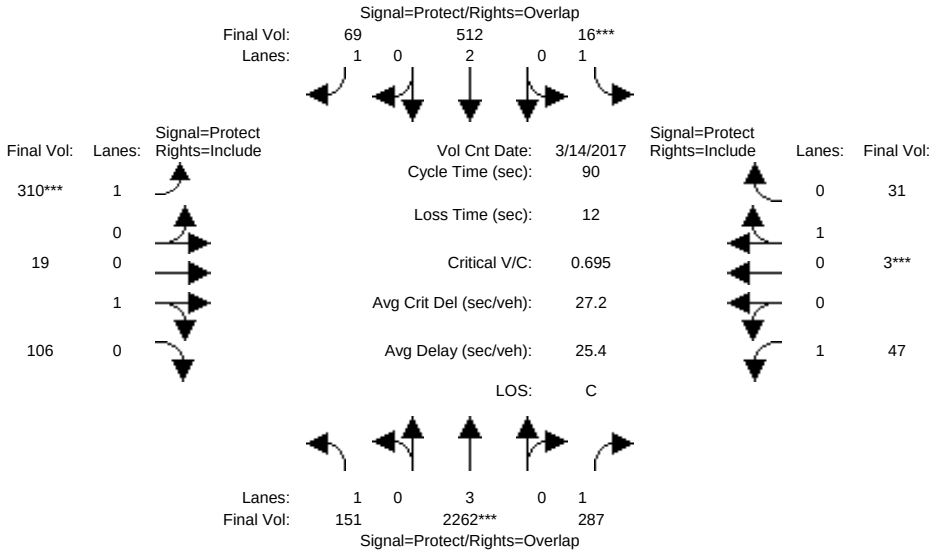
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	138	2161	287	16	456	21	118	19	53	47	3	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	2161	287	16	456	21	118	19	53	47	3	31
Added Vol:	13	101	0	0	56	48	192	0	53	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	151	2262	287	16	512	69	310	19	106	47	3	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2262	287	16	512	69	310	19	106	47	3	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	2262	287	16	512	69	310	19	106	47	3	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	2262	287	16	512	69	310	19	106	47	3	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.15	0.85	1.00	0.09	0.91
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	274	1526	1750	159	1641
Capacity Analysis Module:												
Vol/Sat:	0.09	0.40	0.16	0.01	0.13	0.04	0.18	0.07	0.07	0.03	0.02	0.02
Crit Moves:		****			****			****			****	
Green Time:	19.2	42.2	54.0	7.0	30.0	48.8	18.8	17.0	17.0	11.9	10.0	10.0
Volume/Cap:	0.40	0.85	0.27	0.12	0.40	0.07	0.85	0.37	0.37	0.20	0.17	0.17
Delay/Veh:	31.2	23.8	8.7	39.0	23.3	9.8	50.8	32.5	32.5	35.3	36.6	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	23.8	8.7	39.0	23.3	9.8	50.8	32.5	32.5	35.3	36.6	36.6
LOS by Move:	C	C	A	D	C	A	D	C	C	D	D	D
HCM2k95thQ:	7	32	8	1	11	2	21	7	7	3	2	2

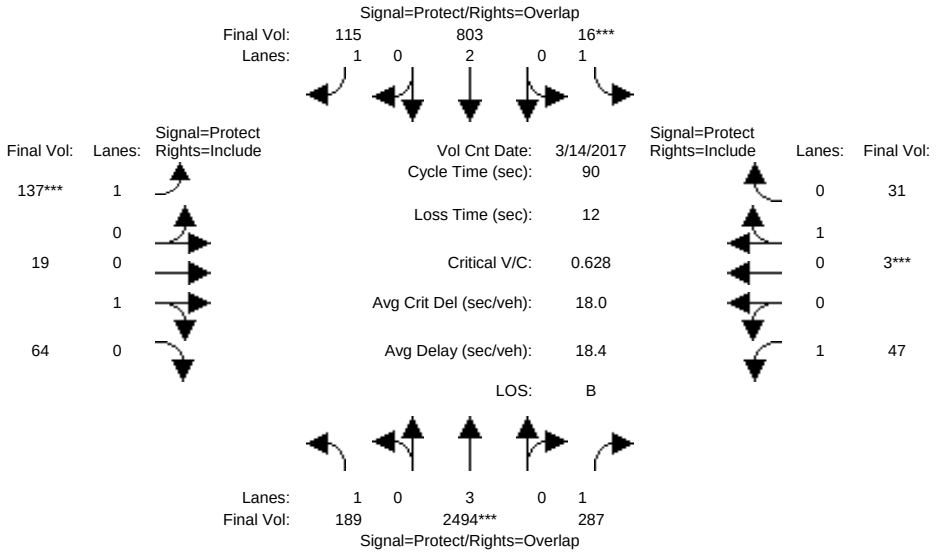
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	138	2161	287	16	456	21	118	19	53	47	3	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	2161	287	16	456	21	118	19	53	47	3	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	51	333	0	0	347	94	19	0	11	0	0	0
Initial Fut:	189	2494	287	16	803	115	137	19	64	47	3	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	189	2494	287	16	803	115	137	19	64	47	3	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	189	2494	287	16	803	115	137	19	64	47	3	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	189	2494	287	16	803	115	137	19	64	47	3	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.23	0.77	1.00	0.09	0.91
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	412	1388	1750	159	1641
Capacity Analysis Module:												
Vol/Sat:	0.11	0.44	0.16	0.01	0.21	0.07	0.08	0.05	0.05	0.03	0.02	0.02
Crit Moves:		****			****			****			****	
Green Time:	19.9	51.7	59.7	7.0	38.9	48.1	9.3	11.3	11.3	7.9	10.0	10.0
Volume/Cap:	0.49	0.76	0.25	0.12	0.49	0.12	0.76	0.37	0.37	0.30	0.17	0.17
Delay/Veh:	31.6	15.5	6.2	39.0	18.6	10.5	56.5	37.1	37.1	39.6	36.6	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.6	15.5	6.2	39.0	18.6	10.5	56.5	37.1	37.1	39.6	36.6	36.6
LOS by Move:	C	B	A	D	B	B	E	D	D	D	D	D
HCM2k95thQ:	9	30	7	1	15	3	11	5	5	3	2	2

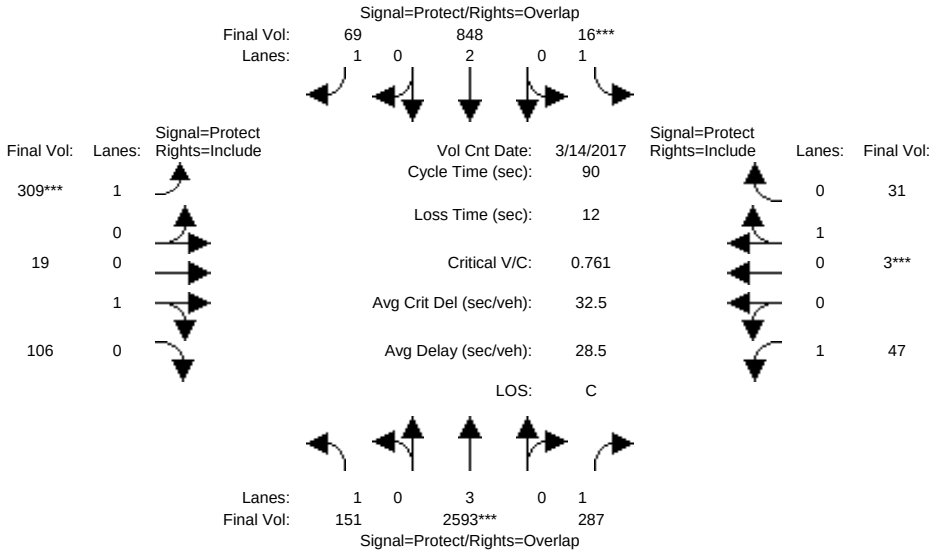
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	138	2161	287	16	456	21	118	19	53	47	3	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	2161	287	16	456	21	118	19	53	47	3	31
Added Vol:	-38	99	0	0	45	-46	172	0	42	0	0	0
ATI:	51	333	0	0	347	94	19	0	11	0	0	0
Initial Fut:	151	2593	287	16	848	69	309	19	106	47	3	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2593	287	16	848	69	309	19	106	47	3	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	2593	287	16	848	69	309	19	106	47	3	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	2593	287	16	848	69	309	19	106	47	3	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.15	0.85	1.00	0.09	0.91
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	274	1526	1750	159	1641
Capacity Analysis Module:												
Vol/Sat:	0.09	0.45	0.16	0.01	0.22	0.04	0.18	0.07	0.07	0.03	0.02	0.02
Crit Moves:		****			****			****			****	
Green Time:	14.2	43.9	55.1	7.0	36.7	53.8	17.1	15.9	15.9	11.1	10.0	10.0
Volume/Cap:	0.55	0.93	0.27	0.12	0.55	0.07	0.93	0.39	0.39	0.22	0.17	0.17
Delay/Veh:	37.2	28.1	8.2	39.0	20.7	7.6	68.1	33.6	33.6	36.0	36.6	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.2	28.1	8.2	39.0	20.7	7.6	68.1	33.6	33.6	36.0	36.6	36.6
LOS by Move:	D	C	A	D	C	A	E	C	C	D	D	D
HCM2k95thQ:	8	40	7	1	17	2	24	7	7	3	2	2

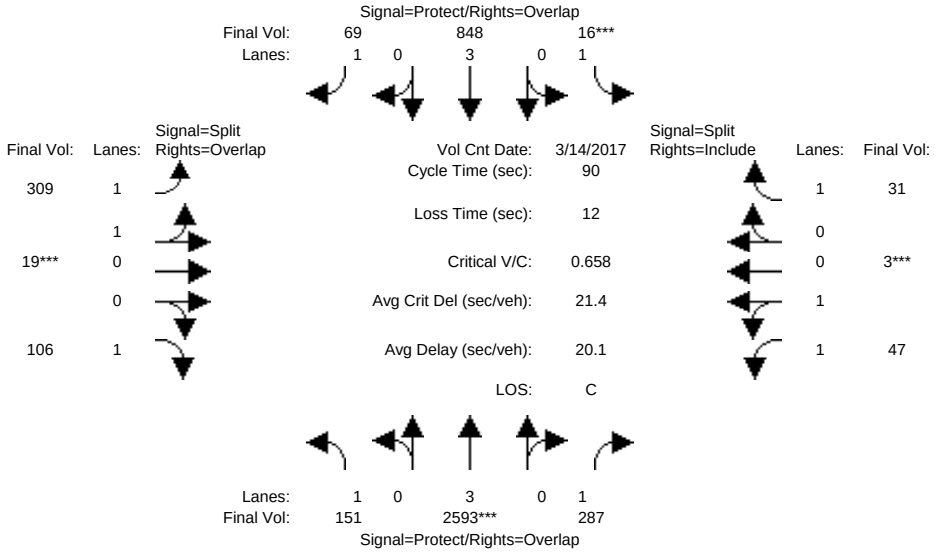
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	138	2161	287	16	456	21	118	19	53	47	3	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	2161	287	16	456	21	118	19	53	47	3	31
Added Vol:	-38	99	0	0	45	-46	172	0	42	0	0	0
ATI:	51	333	0	0	347	94	19	0	11	0	0	0
Initial Fut:	151	2593	287	16	848	69	309	19	106	47	3	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2593	287	16	848	69	309	19	106	47	3	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	151	2593	287	16	848	69	309	19	106	47	3	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	151	2593	287	16	848	69	309	19	106	47	3	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.89	0.11	1.00	1.88	0.12	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3344	206	1750	3337	213	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.45	0.16	0.01	0.15	0.04	0.09	0.09	0.06	0.01	0.01	0.02
Crit Moves:		****		****				****			****	
Green Time:	21.2	50.7	60.7	7.0	36.5	46.8	10.3	10.3	31.5	10.0	10.0	10.0
Volume/Cap:	0.37	0.81	0.24	0.12	0.37	0.08	0.81	0.81	0.17	0.13	0.13	0.16
Delay/Veh:	29.4	17.3	5.8	39.0	18.8	10.8	50.3	50.3	20.4	36.2	36.2	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.4	17.3	5.8	39.0	18.8	10.8	50.3	50.3	20.4	36.2	36.2	36.6
LOS by Move:	C	B	A	D	B	B	D	D	C	D	D	D
HCM2k95thQ:	7	32	6	1	11	2	13	13	4	2	2	2

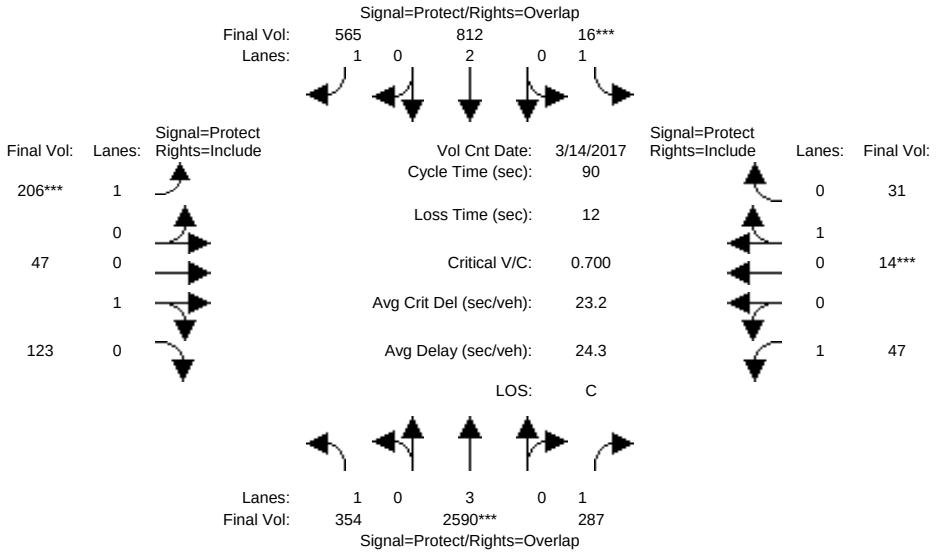
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	189	2494	287	16	803	115	137	19	64	47	3	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	2494	287	16	803	115	137	19	64	47	3	31
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	165	96	0	0	9	450	69	28	59	0	11	0
Initial Fut:	354	2590	287	16	812	565	206	47	123	47	14	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	2590	287	16	812	565	206	47	123	47	14	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	2590	287	16	812	565	206	47	123	47	14	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	354	2590	287	16	812	565	206	47	123	47	14	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.28	0.72	1.00	0.31	0.69
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	498	1302	1750	560	1240
Capacity Analysis Module:												
Vol/Sat:	0.20	0.45	0.16	0.01	0.21	0.32	0.12	0.09	0.09	0.03	0.03	0.03
Crit Moves:		****		****			****				****	
Green Time:	27.0	48.4	57.7	7.0	28.5	41.0	12.6	13.3	13.3	9.3	10.0	10.0
Volume/Cap:	0.68	0.84	0.26	0.12	0.68	0.71	0.84	0.64	0.64	0.26	0.23	0.23
Delay/Veh:	31.2	19.9	7.0	39.0	28.3	22.6	60.4	41.3	41.3	38.0	37.0	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:	31.2	19.9	7.0	39.0	28.3	22.6	60.4	41.3	41.3	38.0	37.0	37.0
LOS by Move:	C	B	A	D	C	C	E	D	D	D	D	D
HCM2k95thQ:	17	35	7	1	20	26	16	11	11	3	3	3

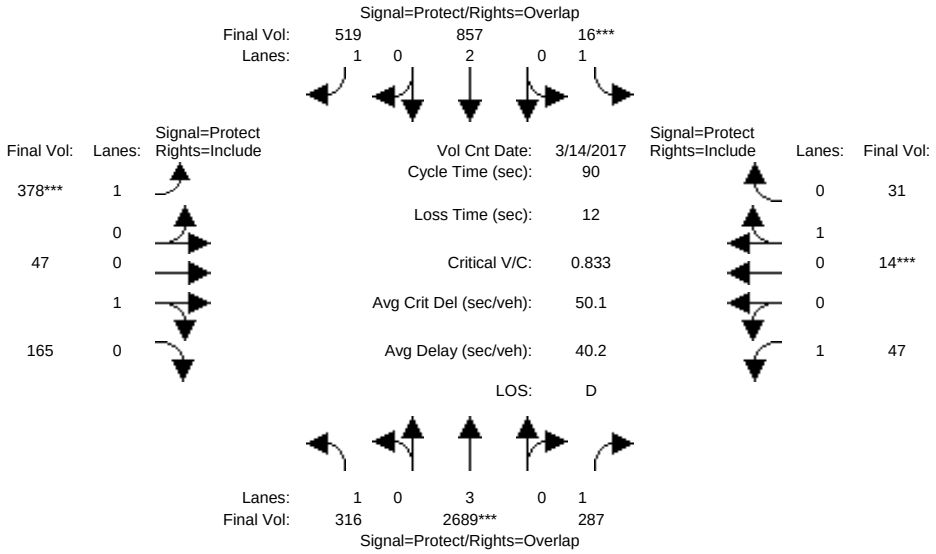
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	189	2494	287	16	803	115	137	19	64	47	3	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	2494	287	16	803	115	137	19	64	47	3	31
Added Vol:	-38	99	0	0	45	-46	172	0	42	0	0	0
ATI:	165	96	0	0	9	450	69	28	59	0	11	0
Initial Fut:	316	2689	287	16	857	519	378	47	165	47	14	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	316	2689	287	16	857	519	378	47	165	47	14	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	2689	287	16	857	519	378	47	165	47	14	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	316	2689	287	16	857	519	378	47	165	47	14	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.22	0.78	1.00	0.31	0.69
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	399	1401	1750	560	1240
Capacity Analysis Module:												
Vol/Sat:	0.18	0.47	0.16	0.01	0.23	0.30	0.22	0.12	0.12	0.03	0.03	0.03
Crit Moves:		****		****			****				****	
Green Time:	21.7	41.8	53.4	7.0	27.1	46.3	19.2	17.6	17.6	11.6	10.0	10.0
Volume/Cap:	0.75	1.01	0.28	0.12	0.75	0.58	1.01	0.60	0.60	0.21	0.23	0.23
Delay/Veh:	38.8	45.3	9.0	39.0	31.1	16.0	85.8	36.0	36.0	35.6	37.0	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:	38.8	45.3	9.0	39.0	31.1	16.0	85.8	36.0	36.0	35.6	37.0	37.0
LOS by Move:	D	D	A	D	C	B	F	D	D	D	D	D
HCM2k95thQ:	16	47	8	1	22	20	31	12	12	3	3	3

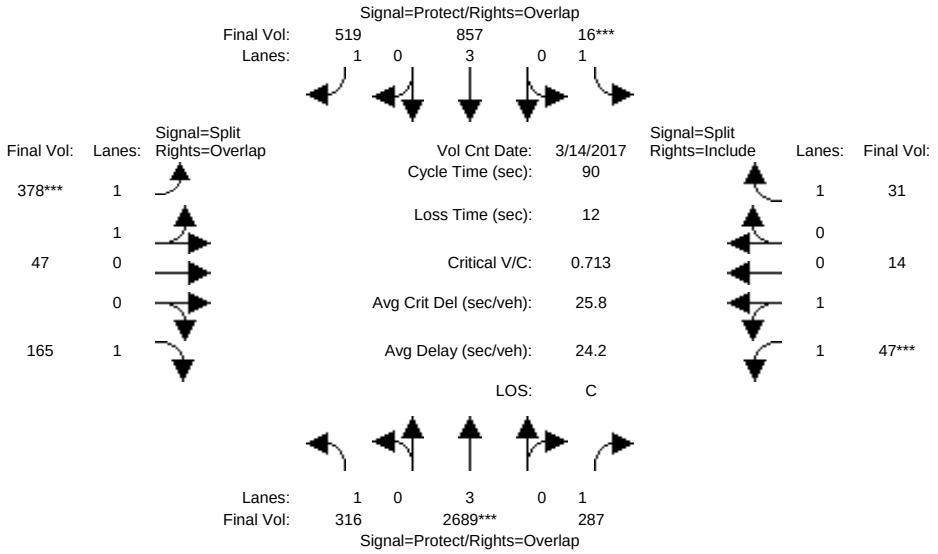
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	189	2494	287	16	803	115	137	19	64	47	3	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	2494	287	16	803	115	137	19	64	47	3	31
Added Vol:	-38	99	0	0	45	-46	172	0	42	0	0	0
ATI:	165	96	0	0	9	450	69	28	59	0	11	0
Initial Fut:	316	2689	287	16	857	519	378	47	165	47	14	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	316	2689	287	16	857	519	378	47	165	47	14	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	316	2689	287	16	857	519	378	47	165	47	14	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	316	2689	287	16	857	519	378	47	165	47	14	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.78	0.22	1.00	1.55	0.45	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3157	393	1750	2735	815	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.47	0.16	0.01	0.15	0.30	0.12	0.12	0.09	0.02	0.02	0.02
Crit Moves:		****		****			****			****		
Green Time:	28.1	48.7	58.7	7.0	27.5	39.9	12.3	12.3	40.5	10.0	10.0	10.0
Volume/Cap:	0.58	0.87	0.25	0.12	0.49	0.67	0.87	0.87	0.21	0.15	0.15	0.16
Delay/Veh:	27.5	21.0	6.6	39.0	25.7	22.1	53.9	53.9	15.2	36.4	36.4	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	21.0	6.6	39.0	25.7	22.1	53.9	53.9	15.2	36.4	36.4	36.6
LOS by Move:	C	C	A	D	C	C	D	D	B	D	D	D
HCM2k95thQ:	14	36	7	1	13	23	17	17	6	2	2	2

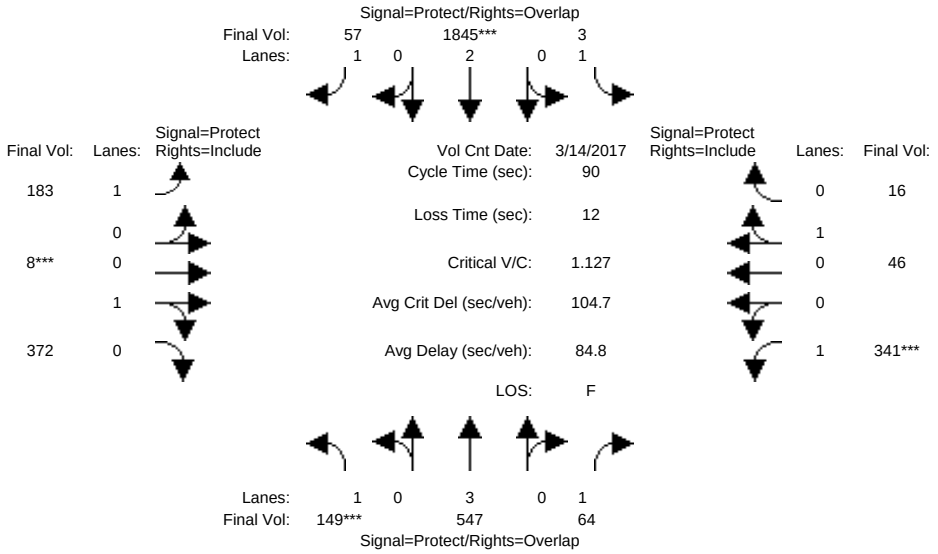
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	149	547	64	3	1845	57	183	8	372	341	46	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	547	64	3	1845	57	183	8	372	341	46	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	149	547	64	3	1845	57	183	8	372	341	46	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	149	547	64	3	1845	57	183	8	372	341	46	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	149	547	64	3	1845	57	183	8	372	341	46	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	149	547	64	3	1845	57	183	8	372	341	46	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.02	0.98	1.00	0.74	0.26
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	38	1762	1750	1335	465
Capacity Analysis Module:												
Vol/Sat:	0.09	0.10	0.04	0.00	0.49	0.03	0.10	0.21	0.21	0.19	0.03	0.03
Crit Moves:	****				****			****		****		
Green Time:	7.0	26.9	42.4	18.8	38.7	54.3	15.7	16.8	16.8	15.5	16.7	16.7
Volume/Cap:	1.09	0.32	0.08	0.01	1.13	0.05	0.60	1.13	1.13	1.13	0.19	0.19
Delay/Veh:	146.3	24.6	13.1	28.2	92.6	7.3	37.6	126	125.7	128.9	31.2	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:	146.3	24.6	13.1	28.2	92.6	7.3	37.6	126	125.7	128.9	31.2	31.2
LOS by Move:	F	C	B	C	F	A	D	F	F	F	C	C
HCM2k95thQ:	14	7	2	0	66	1	12	35	35	33	3	3

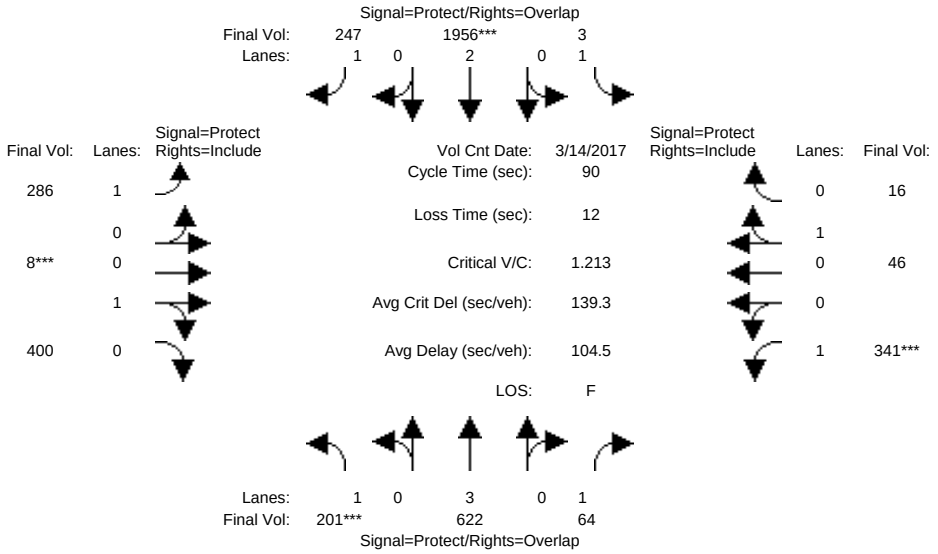
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	149	547	64	3	1845	57	183	8	372	341	46	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	547	64	3	1845	57	183	8	372	341	46	16
Added Vol:	52	75	0	0	111	190	103	0	28	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	201	622	64	3	1956	247	286	8	400	341	46	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	622	64	3	1956	247	286	8	400	341	46	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	622	64	3	1956	247	286	8	400	341	46	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	622	64	3	1956	247	286	8	400	341	46	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.02	0.98	1.00	0.74	0.26
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	35	1765	1750	1335	465
Capacity Analysis Module:												
Vol/Sat:	0.11	0.11	0.04	0.00	0.51	0.14	0.16	0.23	0.23	0.19	0.03	0.03
Crit Moves:	****				****			****		****		
Green Time:	8.5	27.5	41.9	19.2	38.2	56.8	18.6	16.8	16.8	14.5	12.7	12.7
Volume/Cap:	1.21	0.36	0.08	0.01	1.21	0.22	0.79	1.21	1.21	1.21	0.24	0.24
Delay/Veh:	179.3	24.5	13.4	27.9	128	7.2	45.0	157	156.7	161.7	34.9	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	179.3	24.5	13.4	27.9	128	7.2	45.0	157	156.7	161.7	34.9	34.9
LOS by Move:	F	C	B	C	F	A	D	F	F	F	C	C
HCM2k95thQ:	21	9	2	0	78	6	19	40	40	36	4	4

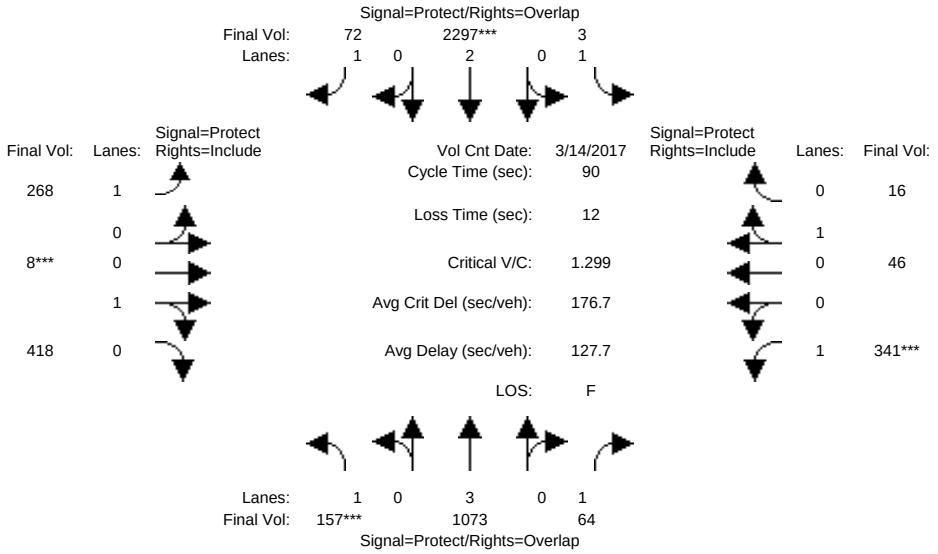
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	149	547	64	3	1845	57	183	8	372	341	46	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	547	64	3	1845	57	183	8	372	341	46	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	8	526	0	0	452	15	85	0	46	0	0	0
Initial Fut:	157	1073	64	3	2297	72	268	8	418	341	46	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	157	1073	64	3	2297	72	268	8	418	341	46	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	157	1073	64	3	2297	72	268	8	418	341	46	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	157	1073	64	3	2297	72	268	8	418	341	46	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.02	0.98	1.00	0.74	0.26
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	34	1766	1750	1335	465
Capacity Analysis Module:												
Vol/Sat:	0.09	0.19	0.04	0.00	0.60	0.04	0.15	0.24	0.24	0.19	0.03	0.03
Crit Moves:	****				****			****		****		
Green Time:	7.0	34.3	47.6	14.2	41.4	58.6	17.1	16.2	16.2	13.4	12.4	12.4
Volume/Cap:	1.15	0.49	0.07	0.01	1.31	0.06	0.80	1.31	1.31	1.31	0.25	0.25
Delay/Veh:	165.8	21.4	10.4	32.0	169	5.7	48.1	198	198.2	204.0	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:	165.8	21.4	10.4	32.0	169	5.7	48.1	198	198.2	204.0	35.1	35.1
LOS by Move:	F	C	B	C	F	A	D	F	F	F	D	D
HCM2k95thQ:	15	14	2	0	101	2	18	46	46	39	4	4

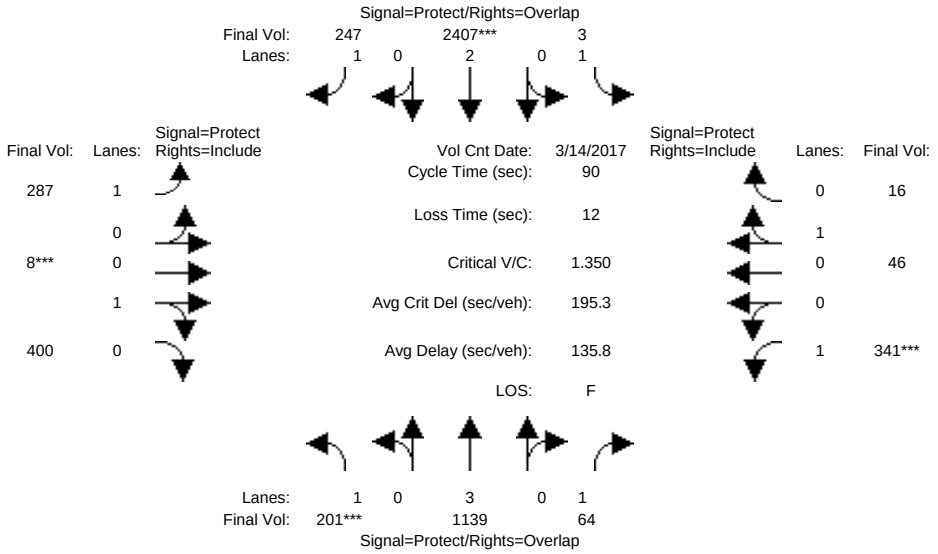
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	149	547	64	3	1845	57	183	8	372	341	46	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	547	64	3	1845	57	183	8	372	341	46	16
Added Vol:	44	66	0	0	110	175	19	0	-18	0	0	0
ATI:	8	526	0	0	452	15	85	0	46	0	0	0
Initial Fut:	201	1139	64	3	2407	247	287	8	400	341	46	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	1139	64	3	2407	247	287	8	400	341	46	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1139	64	3	2407	247	287	8	400	341	46	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	1139	64	3	2407	247	287	8	400	341	46	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.02	0.98	1.00	0.74	0.26
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	35	1765	1750	1335	465
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.04	0.00	0.63	0.14	0.16	0.23	0.23	0.19	0.03	0.03
Crit Moves:	****				****			****		****		
Green Time:	7.7	35.9	48.9	14.0	42.2	59.0	16.8	15.1	15.1	13.0	11.4	11.4
Volume/Cap:	1.35	0.50	0.07	0.01	1.35	0.22	0.88	1.35	1.35	1.35	0.27	0.27
Delay/Veh:	236.2	20.5	9.8	32.2	185	6.3	58.8	215	215.2	219.8	36.2	36.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	236.2	20.5	9.8	32.2	185	6.3	58.8	215	215.2	219.8	36.2	36.2
LOS by Move:	F	C	A	C	F	A	E	F	F	F	D	D
HCM2k95thQ:	24	15	2	0	110	6	21	45	45	40	4	4

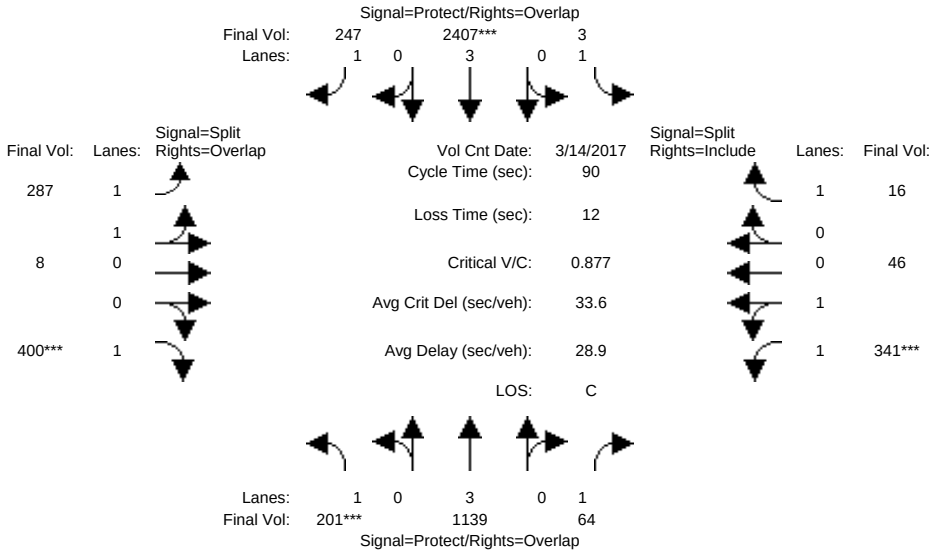
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	149	547	64	3	1845	57	183	8	372	341	46	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	547	64	3	1845	57	183	8	372	341	46	16
Added Vol:	44	66	0	0	110	175	19	0	-18	0	0	0
ATI:	8	526	0	0	452	15	85	0	46	0	0	0
Initial Fut:	201	1139	64	3	2407	247	287	8	400	341	46	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	201	1139	64	3	2407	247	287	8	400	341	46	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	201	1139	64	3	2407	247	287	8	400	341	46	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	201	1139	64	3	2407	247	287	8	400	341	46	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.95	0.05	1.00	1.77	0.23	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3454	96	1750	3128	422	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.04	0.00	0.42	0.14	0.08	0.08	0.23	0.11	0.11	0.01
Crit Moves:	****				****				****	****		
Green Time:	11.8	39.7	50.9	15.4	43.3	55.0	11.7	11.7	23.5	11.2	11.2	11.2
Volume/Cap:	0.88	0.45	0.06	0.01	0.88	0.23	0.64	0.64	0.88	0.88	0.88	0.07
Delay/Veh:	67.7	17.7	8.9	30.9	24.5	8.0	40.2	40.2	49.1	56.4	56.4	35.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.7	17.7	8.9	30.9	24.5	8.0	40.2	40.2	49.1	56.4	56.4	35.0
LOS by Move:	E	B	A	C	C	A	D	D	D	E	E	C
HCM2k95thQ:	13	14	2	0	39	7	10	10	26	16	16	1

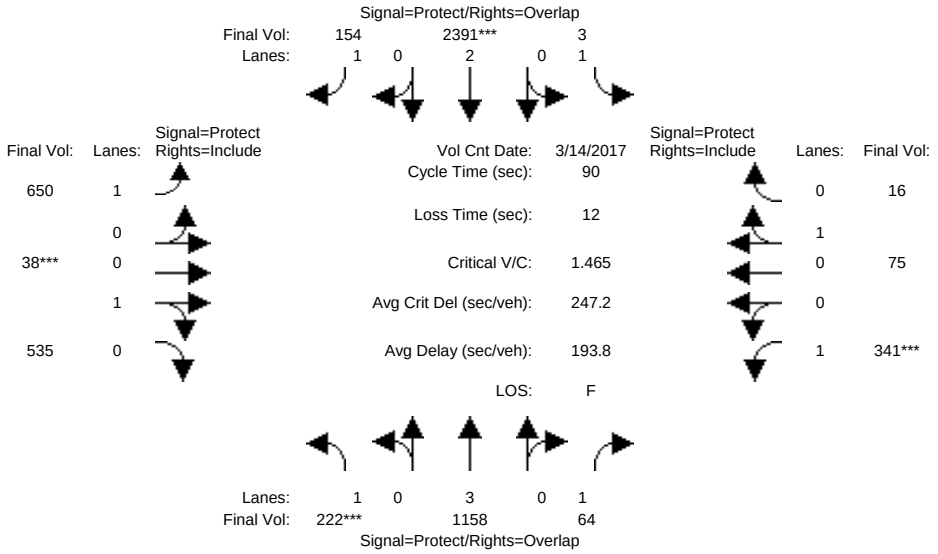
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	157	1073	64	3	2297	72	268	8	418	341	46	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	1073	64	3	2297	72	268	8	418	341	46	16
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	65	85	0	0	94	82	382	30	117	0	29	0
Initial Fut:	222	1158	64	3	2391	154	650	38	535	341	75	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	222	1158	64	3	2391	154	650	38	535	341	75	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	222	1158	64	3	2391	154	650	38	535	341	75	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	222	1158	64	3	2391	154	650	38	535	341	75	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.07	0.93	1.00	0.82	0.18
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	119	1681	1750	1484	316
Capacity Analysis Module:												
Vol/Sat:	0.13	0.20	0.04	0.00	0.63	0.09	0.37	0.32	0.32	0.19	0.05	0.05
Crit Moves:	****				****			****		****		
Green Time:	7.8	33.6	45.6	12.9	38.7	60.2	21.5	19.6	19.6	12.0	10.0	10.0
Volume/Cap:	1.46	0.54	0.07	0.01	1.46	0.13	1.55	1.46	1.46	1.46	0.46	0.46
Delay/Veh:	282.6	22.5	11.4	33.1	238	5.5	294.2	258	257.9	270.1	39.1	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	282.6	22.5	11.4	33.1	238	5.5	294.2	258	257.9	270.1	39.1	39.1
LOS by Move:	F	C	B	C	F	A	F	F	F	F	D	D
HCM2k95thQ:	28	15	2	0	121	3	79	65	65	44	6	6

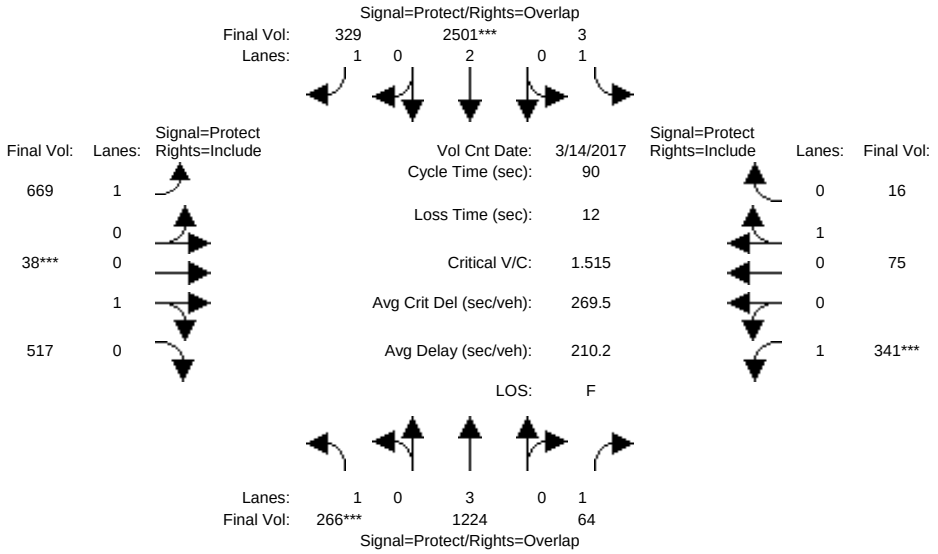
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	157	1073	64	3	2297	72	268	8	418	341	46	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	1073	64	3	2297	72	268	8	418	341	46	16
Added Vol:	44	66	0	0	110	175	19	0	-18	0	0	0
ATI:	65	85	0	0	94	82	382	30	117	0	29	0
Initial Fut:	266	1224	64	3	2501	329	669	38	517	341	75	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1224	64	3	2501	329	669	38	517	341	75	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1224	64	3	2501	329	669	38	517	341	75	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	1224	64	3	2501	329	669	38	517	341	75	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.07	0.93	1.00	0.82	0.18
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	123	1677	1750	1484	316
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.04	0.00	0.66	0.19	0.38	0.31	0.31	0.19	0.05	0.05
Crit Moves:	****				****			****		****		
Green Time:	9.0	35.3	46.9	12.8	39.1	59.0	19.9	18.3	18.3	11.6	10.0	10.0
Volume/Cap:	1.52	0.55	0.07	0.01	1.52	0.29	1.73	1.52	1.52	1.52	0.46	0.46
Delay/Veh:	299.4	21.4	10.7	33.2	261	6.7	374.4	281	281.4	292.7	39.1	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	299.4	21.4	10.7	33.2	261	6.7	374.4	281	281.4	292.7	39.1	39.1
LOS by Move:	F	C	B	C	F	A	F	F	F	F	D	D
HCM2k95thQ:	34	16	2	0	131	8	89	66	66	45	6	6

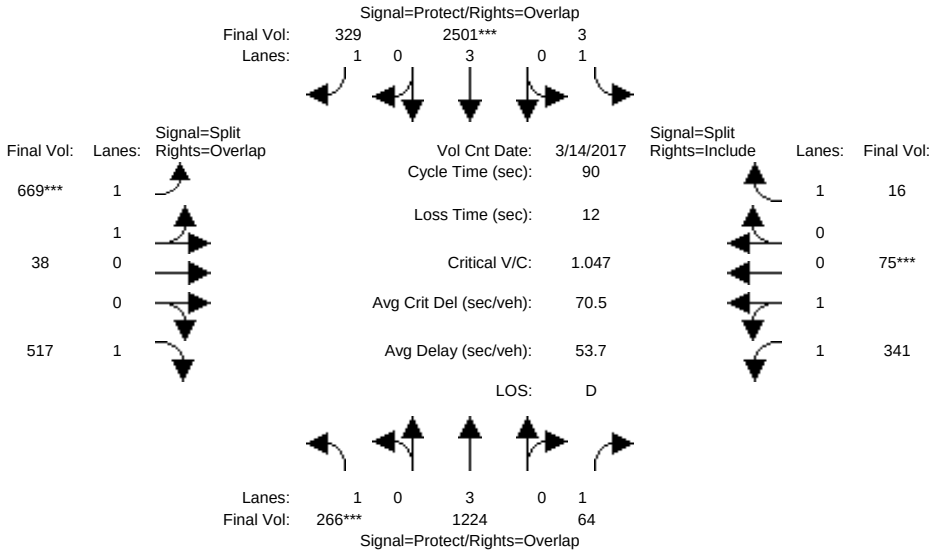
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	157	1073	64	3	2297	72	268	8	418	341	46	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	1073	64	3	2297	72	268	8	418	341	46	16
Added Vol:	44	66	0	0	110	175	19	0	-18	0	0	0
ATI:	65	85	0	0	94	82	382	30	117	0	29	0
Initial Fut:	266	1224	64	3	2501	329	669	38	517	341	75	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	266	1224	64	3	2501	329	669	38	517	341	75	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	266	1224	64	3	2501	329	669	38	517	341	75	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	266	1224	64	3	2501	329	669	38	517	341	75	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.89	0.11	1.00	1.64	0.36	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3359	191	1750	2910	640	1750
Capacity Analysis Module:												
Vol/Sat:	0.15	0.21	0.04	0.00	0.44	0.19	0.20	0.20	0.30	0.12	0.12	0.01
Crit Moves:	****				****		****				****	
Green Time:	13.1	37.3	47.4	13.5	37.7	54.9	17.1	17.1	30.2	10.1	10.1	10.1
Volume/Cap:	1.05	0.52	0.07	0.01	1.05	0.31	1.05	1.05	0.88	1.05	1.05	0.08
Delay/Veh:	107.7	19.9	10.5	32.6	58.2	8.6	83.9	83.9	42.6	97.8	97.8	36.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.7	19.9	10.5	32.6	58.2	8.6	83.9	83.9	42.6	97.8	97.8	36.0
LOS by Move:	F	B	B	C	E	A	F	F	D	F	F	D
HCM2k95thQ:	21	15	2	0	54	9	30	30	31	21	21	1

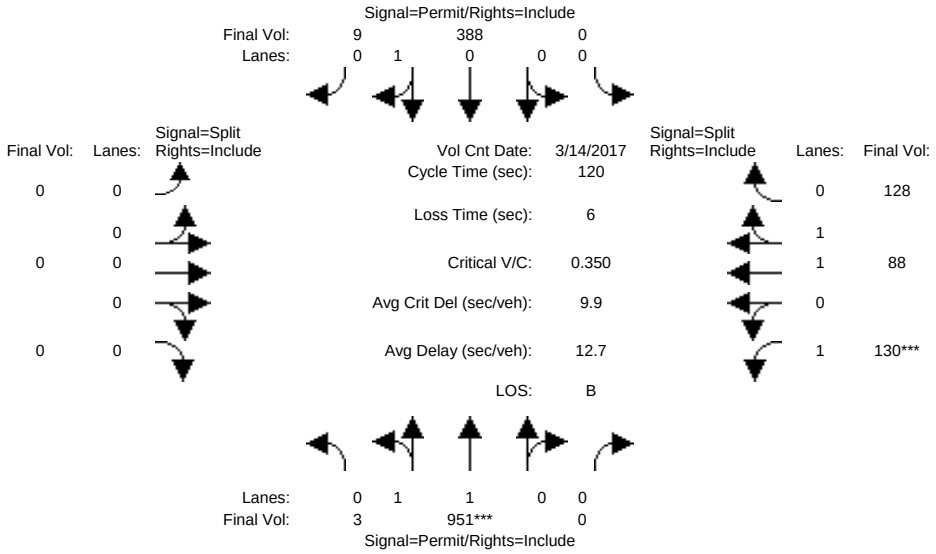
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5828: Lafayette/Lewis



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	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: 14 Mar 2017 <<												
Base Vol:	3	951	0	0	388	9	0	0	0	130	88	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	951	0	0	388	9	0	0	0	130	88	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	951	0	0	388	9	0	0	0	130	88	128
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	951	0	0	388	9	0	0	0	130	88	128
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	951	0	0	388	9	0	0	0	130	88	128
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	951	0	0	388	9	0	0	0	130	88	128
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	1.99	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	12	3688	0	0	1759	41	0	0	0	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.07	0.05	0.07
Crit Moves:		****								****		
Green Time:	88.5	88.5	0.0	0.0	88.5	88.5	0.0	0.0	0.0	25.5	25.5	25.5
Volume/Cap:	0.35	0.35	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.35	0.22	0.34
Delay/Veh:	5.6	5.6	0.0	0.0	5.4	5.4	0.0	0.0	0.0	40.8	39.1	40.5
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:	5.6	5.6	0.0	0.0	5.4	5.4	0.0	0.0	0.0	40.8	39.1	40.5
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2k95thQ:	12	12	0	0	10	10	0	0	0	9	5	9

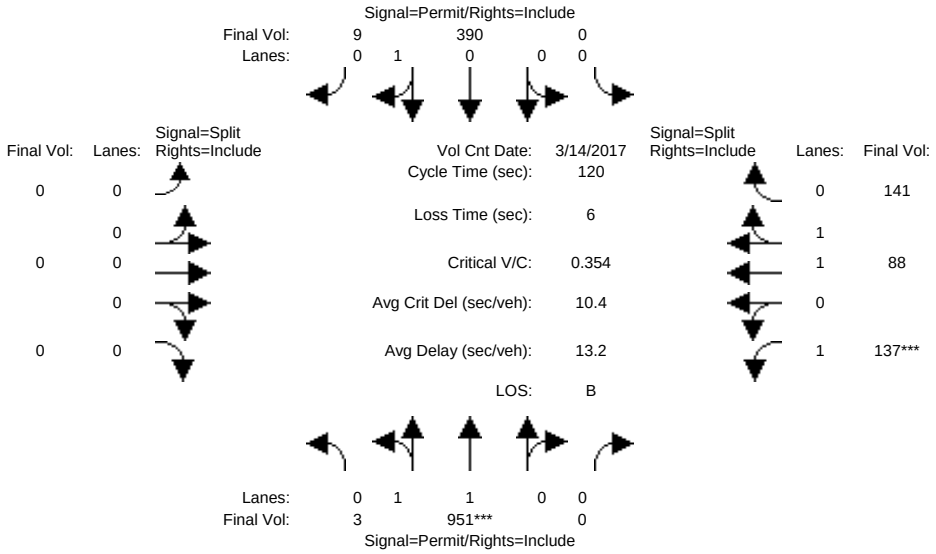
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5828: Lafayette/Lewis



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	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: 14 Mar 2017 <<												
Base Vol:	3	951	0	0	388	9	0	0	0	130	88	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	951	0	0	388	9	0	0	0	130	88	128
Added Vol:	0	0	0	0	2	0	0	0	0	7	0	13
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	951	0	0	390	9	0	0	0	137	88	141
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	951	0	0	390	9	0	0	0	137	88	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	951	0	0	390	9	0	0	0	137	88	141
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	951	0	0	390	9	0	0	0	137	88	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	1.99	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	12	3688	0	0	1759	41	0	0	0	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.08	0.05	0.08
Crit Moves:		****								****		
Green Time:	86.9	86.9	0.0	0.0	86.9	86.9	0.0	0.0	0.0	27.1	27.1	27.1
Volume/Cap:	0.36	0.36	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.35	0.20	0.36
Delay/Veh:	6.2	6.2	0.0	0.0	6.0	6.0	0.0	0.0	0.0	39.5	37.8	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:	6.2	6.2	0.0	0.0	6.0	6.0	0.0	0.0	0.0	39.5	37.8	39.4
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2k95thQ:	13	13	0	0	10	10	0	0	0	9	5	9

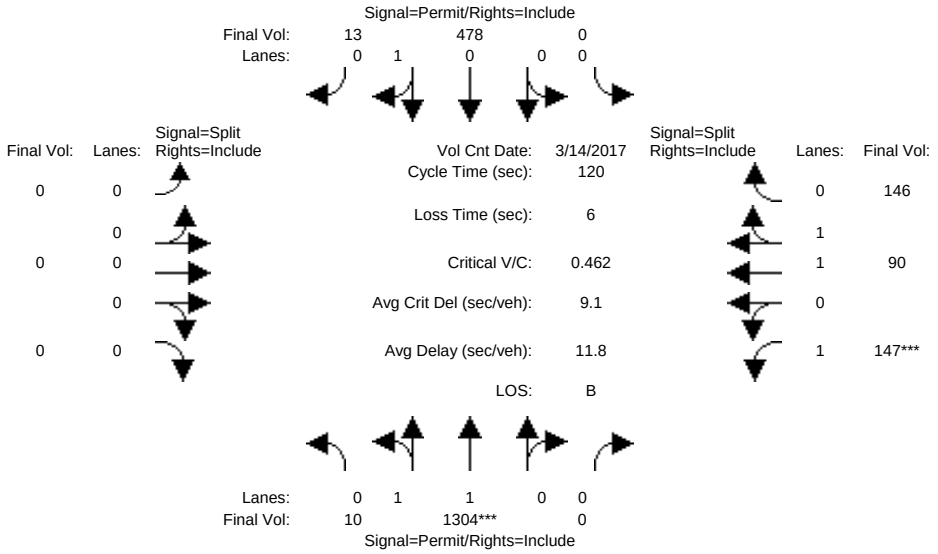
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5828: Lafayette/Lewis



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	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: 14 Mar 2017 <<												
Base Vol:	3	951	0	0	388	9	0	0	0	130	88	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	951	0	0	388	9	0	0	0	130	88	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	7	353	0	0	90	4	0	0	0	17	2	18
Initial Fut:	10	1304	0	0	478	13	0	0	0	147	90	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:	10	1304	0	0	478	13	0	0	0	147	90	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1304	0	0	478	13	0	0	0	147	90	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:	10	1304	0	0	478	13	0	0	0	147	90	146
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.02	1.98	0.00	0.00	0.97	0.03	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	28	3672	0	0	1752	48	0	0	0	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.08	0.05	0.08
Crit Moves:		****								****		
Green Time:	92.2	92.2	0.0	0.0	92.2	92.2	0.0	0.0	0.0	21.8	21.8	21.8
Volume/Cap:	0.46	0.46	0.00	0.00	0.35	0.35	0.00	0.00	0.00	0.46	0.26	0.46
Delay/Veh:	5.1	5.1	0.0	0.0	4.6	4.6	0.0	0.0	0.0	44.9	42.3	44.5
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:	5.1	5.1	0.0	0.0	4.6	4.6	0.0	0.0	0.0	44.9	42.3	44.5
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2k95thQ:	17	17	0	0	12	12	0	0	0	11	6	11

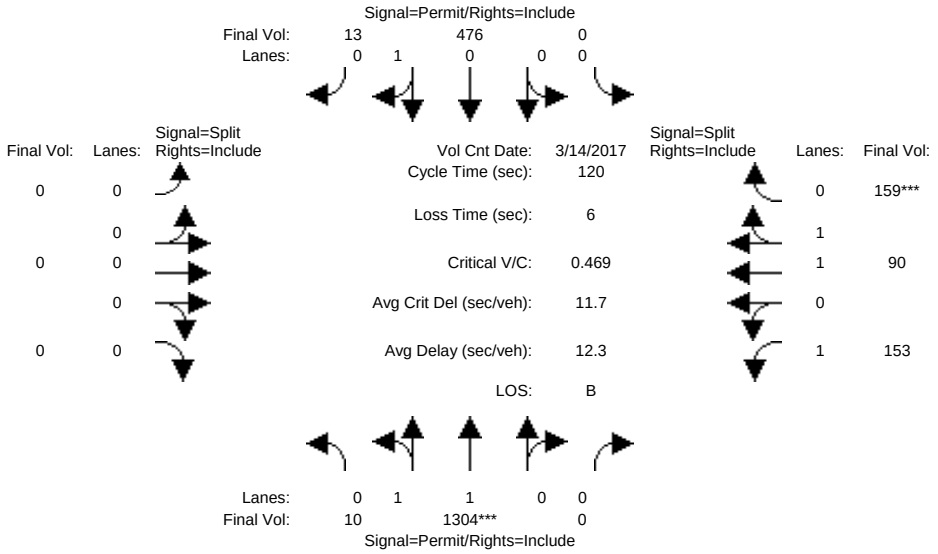
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5828: Lafayette/Lewis



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	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: 14 Mar 2017 <<												
Base Vol:	3	951	0	0	388	9	0	0	0	130	88	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	951	0	0	388	9	0	0	0	130	88	128
Added Vol:	0	0	0	0	-2	0	0	0	0	6	0	13
ATI:	7	353	0	0	90	4	0	0	0	17	2	18
Initial Fut:	10	1304	0	0	476	13	0	0	0	153	90	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1304	0	0	476	13	0	0	0	153	90	159
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1304	0	0	476	13	0	0	0	153	90	159
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1304	0	0	476	13	0	0	0	153	90	159
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.02	1.98	0.00	0.00	0.97	0.03	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	28	3672	0	0	1752	48	0	0	0	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.09	0.05	0.09
Crit Moves:		****										****
Green Time:	90.8	90.8	0.0	0.0	90.8	90.8	0.0	0.0	0.0	23.2	23.2	23.2
Volume/Cap:	0.47	0.47	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.45	0.24	0.47
Delay/Veh:	5.6	5.6	0.0	0.0	5.1	5.1	0.0	0.0	0.0	43.7	41.1	43.6
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:	5.6	5.6	0.0	0.0	5.1	5.1	0.0	0.0	0.0	43.7	41.1	43.6
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2k95thQ:	17	17	0	0	12	12	0	0	0	11	6	12

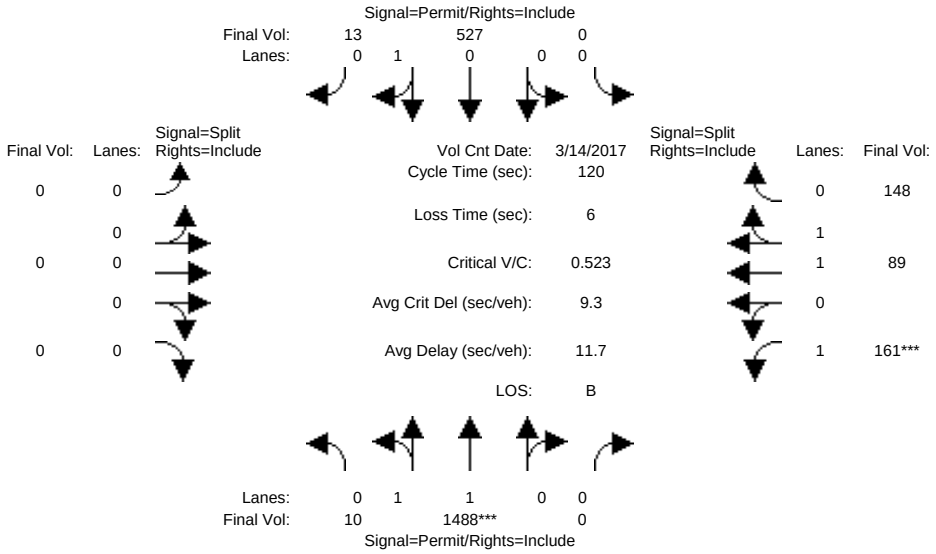
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5828: Lafayette/Lewis



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	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: 14 Mar 2017 <<												
Base Vol:	10	1304	0	0	478	13	0	0	0	147	90	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	1304	0	0	478	13	0	0	0	147	90	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	184	0	0	49	0	0	0	0	14	-1	2
Initial Fut:	10	1488	0	0	527	13	0	0	0	161	89	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:	10	1488	0	0	527	13	0	0	0	161	89	148
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1488	0	0	527	13	0	0	0	161	89	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:	10	1488	0	0	527	13	0	0	0	161	89	148
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	1.99	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	25	3675	0	0	1757	43	0	0	0	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.09	0.05	0.08
Crit Moves:		****								****		
Green Time:	92.9	92.9	0.0	0.0	92.9	92.9	0.0	0.0	0.0	21.1	21.1	21.1
Volume/Cap:	0.52	0.52	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.52	0.27	0.48
Delay/Veh:	5.3	5.3	0.0	0.0	4.6	4.6	0.0	0.0	0.0	46.5	42.9	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.3	5.3	0.0	0.0	4.6	4.6	0.0	0.0	0.0	46.5	42.9	45.2
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2k95thQ:	20	20	0	0	13	13	0	0	0	12	6	11

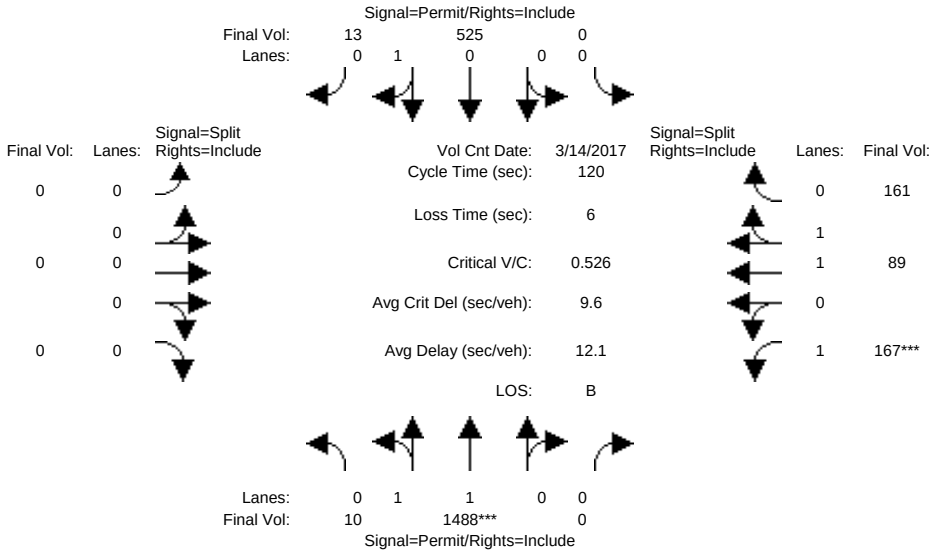
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5828: Lafayette/Lewis



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	0		0	10	10		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: 14 Mar 2017 <<																
Base Vol:	10	1304	0		0	478	13		0	0	0		147	90	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	1304	0		0	478	13		0	0	0		147	90	146	
Added Vol:	0	0	0		0	-2	0		0	0	0		6	0	13	
ATI:	0	184	0		0	49	0		0	0	0		14	-1	2	
Initial Fut:	10	1488	0		0	525	13		0	0	0		167	89	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:	10	1488	0		0	525	13		0	0	0		167	89	161	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	10	1488	0		0	525	13		0	0	0		167	89	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:	10	1488	0		0	525	13		0	0	0		167	89	161	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.97	0.92		0.92	0.95	0.95		0.92	1.00	0.92		0.92	1.00	0.92	
Lanes:	0.01	1.99	0.00		0.00	0.98	0.02		0.00	0.00	0.00		1.00	1.00	1.00	
Final Sat.:	25	3675	0		0	1756	44		0	0	0		1750	1900	1750	
Capacity Analysis Module:																
Vol/Sat:	0.40	0.40	0.00		0.00	0.30	0.30		0.00	0.00	0.00		0.10	0.05	0.09	
Crit Moves:		****											****			
Green Time:	92.2	92.2	0.0		0.0	92.2	92.2		0.0	0.0	0.0		21.8	21.8	21.8	
Volume/Cap:	0.53	0.53	0.00		0.00	0.39	0.39		0.00	0.00	0.00		0.53	0.26	0.51	
Delay/Veh:	5.6	5.6	0.0		0.0	4.8	4.8		0.0	0.0	0.0		46.1	42.3	45.2	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	5.6	5.6	0.0		0.0	4.8	4.8		0.0	0.0	0.0		46.1	42.3	45.2	
LOS by Move:	A	A	A		A	A	A		A	A	A		D	D	D	
HCM2k95thQ:	20	20	0		0	13	13		0	0	0		13	6	12	

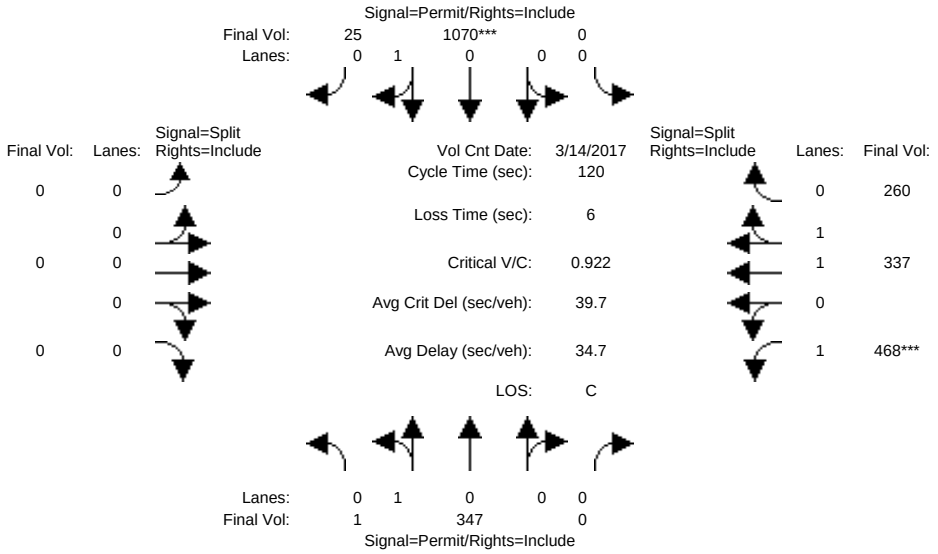
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5828: Lafayette/Lewis



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	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: 14 Mar 2017 <<												
Base Vol:	1	347	0	0	1070	25	0	0	0	468	337	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	347	0	0	1070	25	0	0	0	468	337	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	347	0	0	1070	25	0	0	0	468	337	260
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	347	0	0	1070	25	0	0	0	468	337	260
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	347	0	0	1070	25	0	0	0	468	337	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:	1	347	0	0	1070	25	0	0	0	468	337	260
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.01	0.99	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.00	1.11	0.89
Final Sat.:	5	1795	0	0	1759	41	0	0	0	1750	2087	1610
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.00	0.00	0.61	0.61	0.00	0.00	0.00	0.27	0.16	0.16
Crit Moves:					****					****		
Green Time:	79.2	79.2	0.0	0.0	79.2	79.2	0.0	0.0	0.0	34.8	34.8	34.8
Volume/Cap:	0.29	0.29	0.00	0.00	0.92	0.92	0.00	0.00	0.00	0.92	0.56	0.56
Delay/Veh:	8.7	8.7	0.0	0.0	29.4	29.4	0.0	0.0	0.0	63.6	36.7	36.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.7	8.7	0.0	0.0	29.4	29.4	0.0	0.0	0.0	63.6	36.7	36.7
LOS by Move:	A	A	A	A	C	C	A	A	A	E	D	D
HCM2k95thQ:	11	11	0	0	61	61	0	0	0	37	18	18

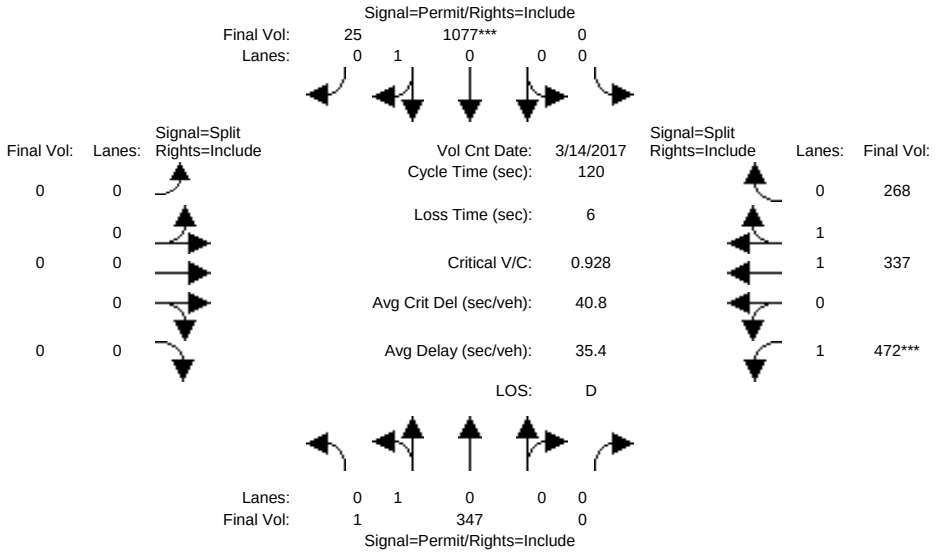
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5828: Lafayette/Lewis



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	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: 14 Mar 2017 <<												
Base Vol:	1	347	0	0	1070	25	0	0	0	468	337	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	347	0	0	1070	25	0	0	0	468	337	260
Added Vol:	0	0	0	0	7	0	0	0	0	4	0	8
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	347	0	0	1077	25	0	0	0	472	337	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	347	0	0	1077	25	0	0	0	472	337	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	347	0	0	1077	25	0	0	0	472	337	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	347	0	0	1077	25	0	0	0	472	337	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.01	0.99	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.00	1.09	0.91
Final Sat.:	5	1795	0	0	1759	41	0	0	0	1750	2060	1638
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.00	0.00	0.61	0.61	0.00	0.00	0.00	0.27	0.16	0.16
Crit Moves:					****					****		
Green Time:	79.1	79.1	0.0	0.0	79.1	79.1	0.0	0.0	0.0	34.9	34.9	34.9
Volume/Cap:	0.29	0.29	0.00	0.00	0.93	0.93	0.00	0.00	0.00	0.93	0.56	0.56
Delay/Veh:	8.8	8.8	0.0	0.0	30.5	30.5	0.0	0.0	0.0	64.8	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:	8.8	8.8	0.0	0.0	30.5	30.5	0.0	0.0	0.0	64.8	36.8	36.8
LOS by Move:	A	A	A	A	C	C	A	A	A	E	D	D
HCM2k95thQ:	11	11	0	0	62	62	0	0	0	38	18	18

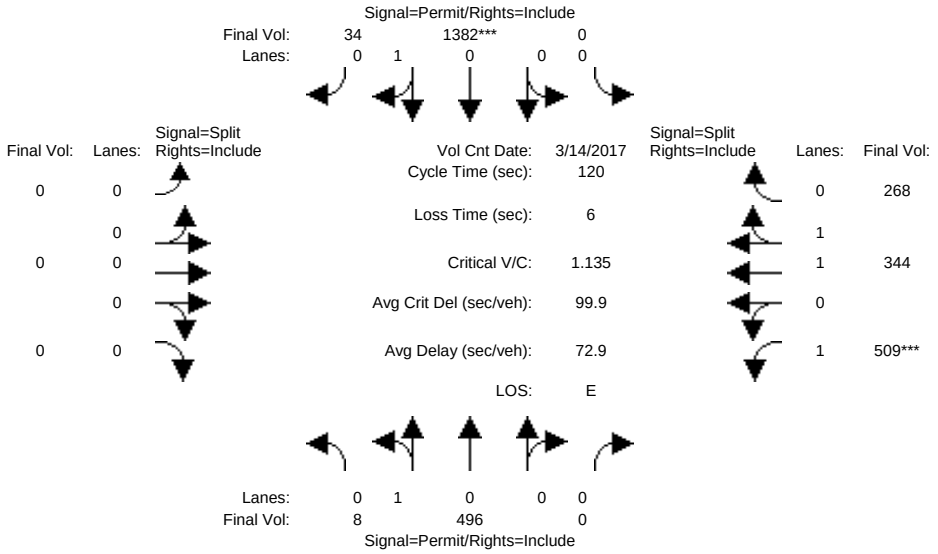
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5828: Lafayette/Lewis



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	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: 14 Mar 2017 <<												
Base Vol:	1	347	0	0	1070	25	0	0	0	468	337	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	347	0	0	1070	25	0	0	0	468	337	260
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	7	149	0	0	312	9	0	0	0	41	7	8
Initial Fut:	8	496	0	0	1382	34	0	0	0	509	344	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	496	0	0	1382	34	0	0	0	509	344	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	496	0	0	1382	34	0	0	0	509	344	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	496	0	0	1382	34	0	0	0	509	344	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.02	0.98	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.00	1.10	0.90
Final Sat.:	29	1771	0	0	1757	43	0	0	0	1750	2079	1619
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.00	0.00	0.79	0.79	0.00	0.00	0.00	0.29	0.17	0.17
Crit Moves:					****					****		
Green Time:	83.2	83.2	0.0	0.0	83.2	83.2	0.0	0.0	0.0	30.8	30.8	30.8
Volume/Cap:	0.40	0.40	0.00	0.00	1.13	1.13	0.00	0.00	0.00	1.13	0.65	0.65
Delay/Veh:	8.0	8.0	0.0	0.0	89.3	89.3	0.0	0.0	0.0	129.3	41.3	41.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	8.0	0.0	0.0	89.3	89.3	0.0	0.0	0.0	129.3	41.3	41.3
LOS by Move:	A	A	A	A	F	F	A	A	A	F	D	D
HCM2k95thQ:	15	15	0	0	113	113	0	0	0	51	20	20

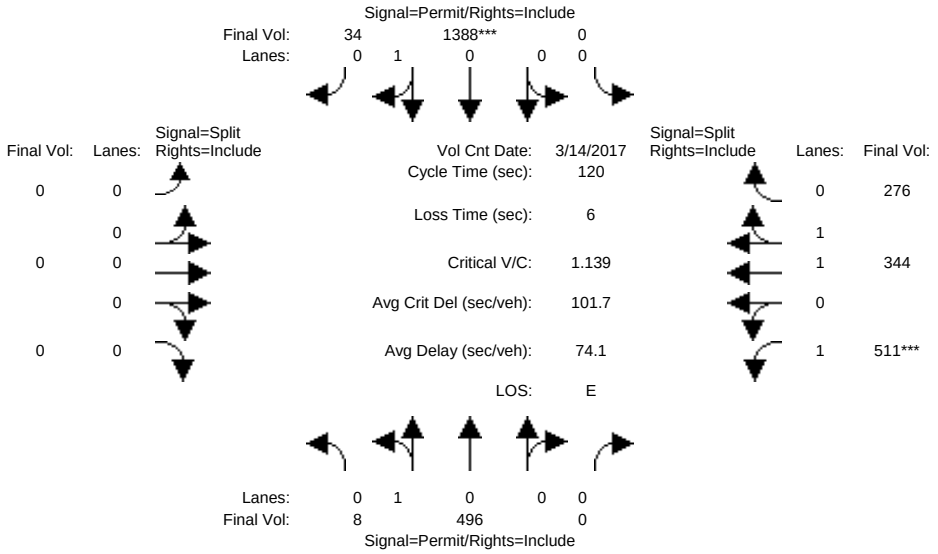
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5828: Lafayette/Lewis



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	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: 14 Mar 2017 <<												
Base Vol:	1	347	0	0	1070	25	0	0	0	468	337	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	347	0	0	1070	25	0	0	0	468	337	260
Added Vol:	0	0	0	0	6	0	0	0	0	2	0	8
ATI:	7	149	0	0	312	9	0	0	0	41	7	8
Initial Fut:	8	496	0	0	1388	34	0	0	0	511	344	276
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	496	0	0	1388	34	0	0	0	511	344	276
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	496	0	0	1388	34	0	0	0	511	344	276
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	496	0	0	1388	34	0	0	0	511	344	276
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.02	0.98	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.00	1.09	0.91
Final Sat.:	29	1771	0	0	1757	43	0	0	0	1750	2052	1646
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.00	0.00	0.79	0.79	0.00	0.00	0.00	0.29	0.17	0.17
Crit Moves:					****					****		
Green Time:	83.2	83.2	0.0	0.0	83.2	83.2	0.0	0.0	0.0	30.8	30.8	30.8
Volume/Cap:	0.40	0.40	0.00	0.00	1.14	1.14	0.00	0.00	0.00	1.14	0.65	0.65
Delay/Veh:	8.0	8.0	0.0	0.0	91.2	91.2	0.0	0.0	0.0	131.1	41.5	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	8.0	0.0	0.0	91.2	91.2	0.0	0.0	0.0	131.1	41.5	41.5
LOS by Move:	A	A	A	A	F	F	A	A	A	F	D	D
HCM2k95thQ:	15	15	0	0	115	115	0	0	0	51	20	20

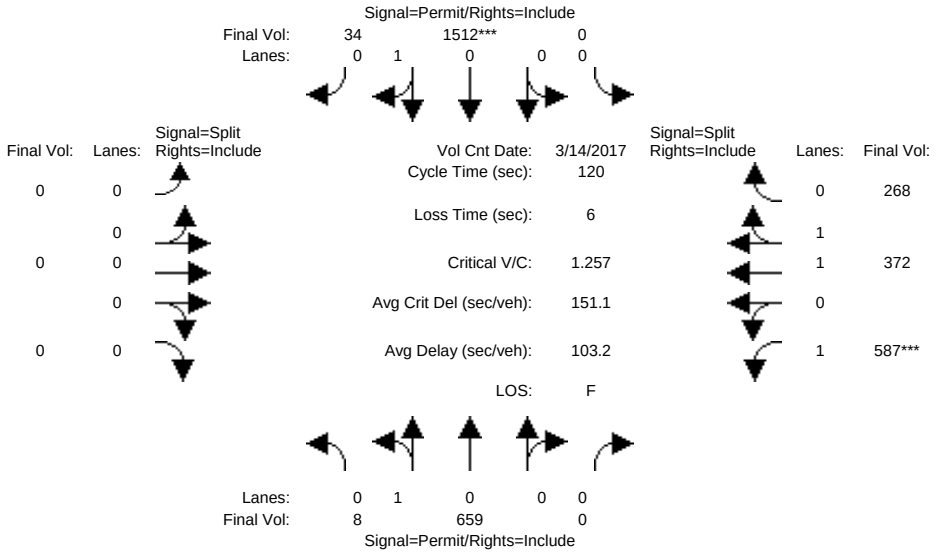
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5828: Lafayette/Lewis



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	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: 14 Mar 2017 <<												
Base Vol:	8	496	0	0	1382	34	0	0	0	509	344	268
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	8	496	0	0	1382	34	0	0	0	509	344	268
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	163	0	0	130	0	0	0	0	78	28	0
Initial Fut:	8	659	0	0	1512	34	0	0	0	587	372	268
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	659	0	0	1512	34	0	0	0	587	372	268
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	659	0	0	1512	34	0	0	0	587	372	268
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	659	0	0	1512	34	0	0	0	587	372	268
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.01	0.99	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.00	1.14	0.86
Final Sat.:	22	1778	0	0	1760	40	0	0	0	1750	2149	1549
Capacity Analysis Module:												
Vol/Sat:	0.37	0.37	0.00	0.00	0.86	0.86	0.00	0.00	0.00	0.34	0.17	0.17
Crit Moves:					****					****		
Green Time:	82.0	82.0	0.0	0.0	82.0	82.0	0.0	0.0	0.0	32.0	32.0	32.0
Volume/Cap:	0.54	0.54	0.00	0.00	1.26	1.26	0.00	0.00	0.00	1.26	0.65	0.65
Delay/Veh:	10.1	10.1	0.0	0.0	142	141.5	0.0	0.0	0.0	176.3	40.5	40.5
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:	10.1	10.1	0.0	0.0	142	141.5	0.0	0.0	0.0	176.3	40.5	40.5
LOS by Move:	B	B	A	A	F	F	A	A	A	F	D	D
HCM2k95thQ:	23	23	0	0	146	146	0	0	0	65	21	21

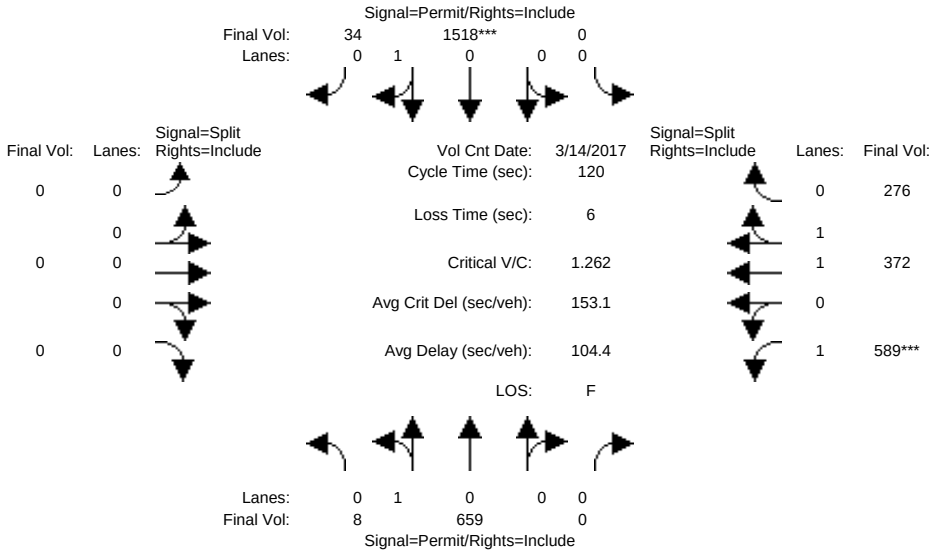
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5828: Lafayette/Lewis



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	0		0	10	10		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: 14 Mar 2017 <<																
Base Vol:	8	496	0		0	1382	34		0	0	0		509	344	268	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	8	496	0		0	1382	34		0	0	0		509	344	268	
Added Vol:	0	0	0		0	6	0		0	0	0		2	0	8	
ATI:	0	163	0		0	130	0		0	0	0		78	28	0	
Initial Fut:	8	659	0		0	1518	34		0	0	0		589	372	276	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	8	659	0		0	1518	34		0	0	0		589	372	276	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	659	0		0	1518	34		0	0	0		589	372	276	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	8	659	0		0	1518	34		0	0	0		589	372	276	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.92	0.95	0.95		0.92	1.00	0.92		0.92	0.99	0.95	
Lanes:	0.01	0.99	0.00		0.00	0.98	0.02		0.00	0.00	0.00		1.00	1.12	0.88	
Final Sat.:	22	1778	0		0	1761	39		0	0	0		1750	2123	1575	
Capacity Analysis Module:																
Vol/Sat:	0.37	0.37	0.00		0.00	0.86	0.86		0.00	0.00	0.00		0.34	0.18	0.18	
Crit Moves:						****							****			
Green Time:	82.0	82.0	0.0		0.0	82.0	82.0		0.0	0.0	0.0		32.0	32.0	32.0	
Volume/Cap:	0.54	0.54	0.00		0.00	1.26	1.26		0.00	0.00	0.00		1.26	0.66	0.66	
Delay/Veh:	10.1	10.1	0.0		0.0	144	143.6		0.0	0.0	0.0		178.2	40.7	40.7	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	10.1	10.1	0.0		0.0	144	143.6		0.0	0.0	0.0		178.2	40.7	40.7	
LOS by Move:	B	B	A		A	F	F		A	A	A		F	D	D	
HCM2k95thQ:	23	23	0		0	147	147		0	0	0		65	21	21	

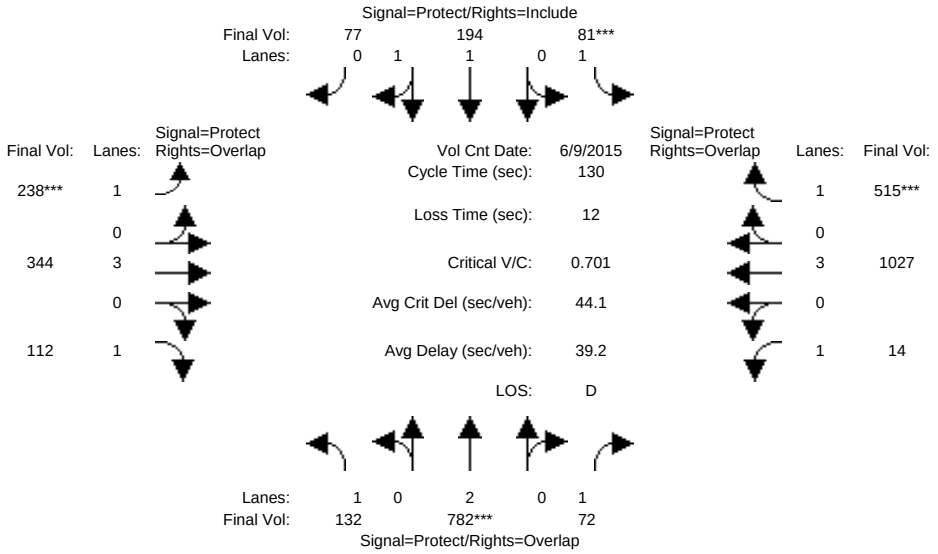
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Jun 2015 <<												
Base Vol:	132	782	72	81	194	77	238	344	112	14	1027	515
Growth Adj:	1.00	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	782	72	81	194	77	238	344	112	14	1027	515
Added Vol:	0	0	0	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	782	72	81	194	77	238	344	112	14	1027	515
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	782	72	81	194	77	238	344	112	14	1027	515
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	782	72	81	194	77	238	344	112	14	1027	515
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	782	72	81	194	77	238	344	112	14	1027	515
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.42	0.58	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2648	1051	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.04	0.05	0.07	0.07	0.14	0.06	0.06	0.01	0.18	0.29
Crit Moves:		****		****			****					****
Green Time:	23.2	38.2	66.9	8.6	23.6	23.6	25.2	41.1	64.2	28.8	44.6	53.2
Volume/Cap:	0.42	0.70	0.08	0.70	0.40	0.40	0.70	0.19	0.13	0.04	0.53	0.72
Delay/Veh:	48.4	42.8	16.0	76.9	47.4	47.4	55.3	32.4	17.8	39.8	34.5	35.7
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:	48.4	42.8	16.0	76.9	47.4	47.4	55.3	32.4	17.8	39.8	34.5	35.7
LOS by Move:	D	D	B	E	D	D	E	C	B	D	C	D
HCM2k95thQ:	10	25	3	7	9	9	20	7	5	1	20	33

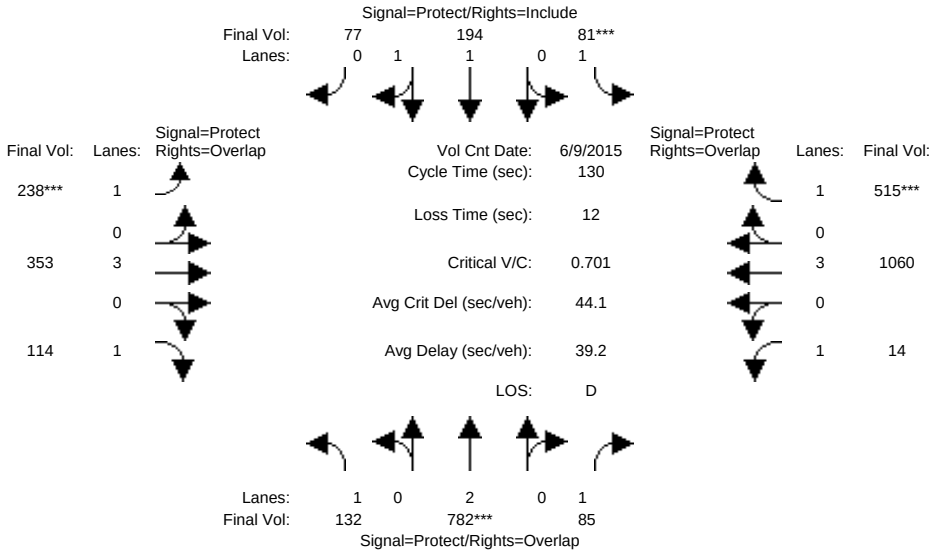
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Jun 2015 <<												
Base Vol:	132	782	72	81	194	77	238	344	112	14	1027	515
Growth Adj:	1.00	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	782	72	81	194	77	238	344	112	14	1027	515
Added Vol:	0	0	13	0	0	0	0	9	2	0	33	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	782	85	81	194	77	238	353	114	14	1060	515
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	782	85	81	194	77	238	353	114	14	1060	515
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	782	85	81	194	77	238	353	114	14	1060	515
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	782	85	81	194	77	238	353	114	14	1060	515
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.42	0.58	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2648	1051	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.05	0.05	0.07	0.07	0.14	0.06	0.07	0.01	0.19	0.29
Crit Moves:		****		****			****					****
Green Time:	23.2	38.2	66.9	8.6	23.6	23.6	25.2	41.1	64.2	28.8	44.6	53.2
Volume/Cap:	0.42	0.70	0.09	0.70	0.40	0.40	0.70	0.20	0.13	0.04	0.54	0.72
Delay/Veh:	48.4	42.8	16.1	76.9	47.4	47.4	55.3	32.5	17.9	39.8	34.8	35.7
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:	48.4	42.8	16.1	76.9	47.4	47.4	55.3	32.5	17.9	39.8	34.8	35.7
LOS by Move:	D	D	B	E	D	D	E	C	B	D	C	D
HCM2k95thQ:	10	25	4	7	9	9	20	7	5	1	21	33

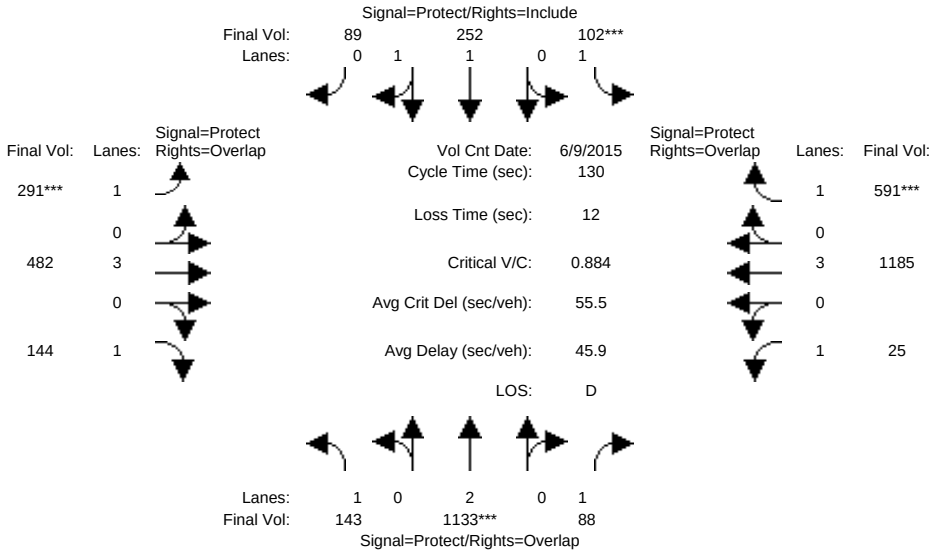
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Jun 2015 <<												
Base Vol:	132	782	72	81	194	77	238	344	112	14	1027	515
Growth Adj:	1.00	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	782	72	81	194	77	238	344	112	14	1027	515
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	11	351	16	21	58	12	53	138	32	11	158	76
Initial Fut:	143	1133	88	102	252	89	291	482	144	25	1185	591
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1133	88	102	252	89	291	482	144	25	1185	591
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1133	88	102	252	89	291	482	144	25	1185	591
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1133	88	102	252	89	291	482	144	25	1185	591
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.46	0.54	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2733	966	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.05	0.06	0.09	0.09	0.17	0.08	0.08	0.01	0.21	0.34
Crit Moves:		****		****			****					****
Green Time:	24.6	43.9	69.4	8.6	27.9	27.9	24.4	40.0	64.7	25.5	41.1	49.7
Volume/Cap:	0.43	0.88	0.09	0.88	0.43	0.43	0.88	0.27	0.17	0.07	0.66	0.88
Delay/Veh:	47.4	48.2	14.9	109.6	44.6	44.6	74.8	34.1	18.0	42.7	39.3	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	48.2	14.9	109.6	44.6	44.6	74.8	34.1	18.0	42.7	39.3	50.7
LOS by Move:	D	D	B	F	D	D	E	C	B	D	D	D
HCM2k95thQ:	10	38	4	10	11	11	27	9	7	2	25	44

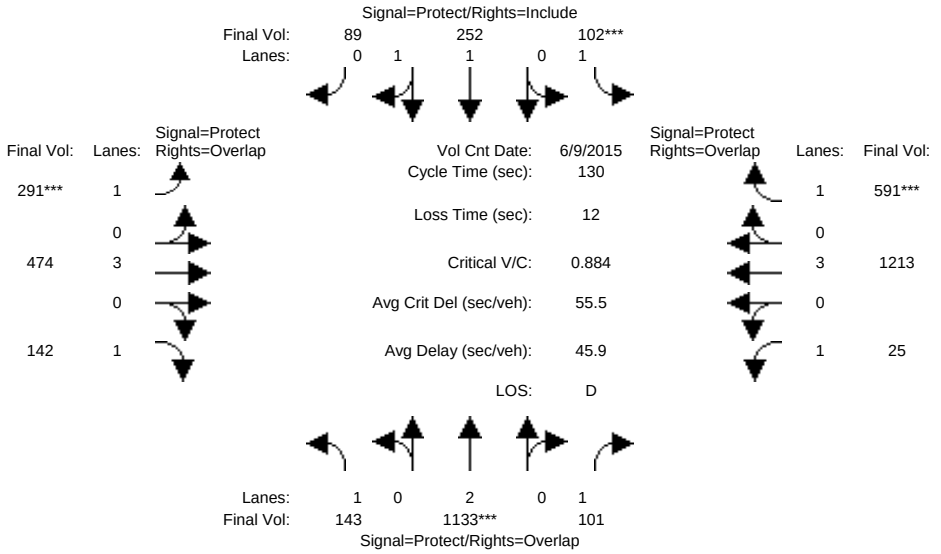
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Jun 2015 <<												
Base Vol:	132	782	72	81	194	77	238	344	112	14	1027	515
Growth Adj:	1.00	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	782	72	81	194	77	238	344	112	14	1027	515
Added Vol:	0	0	13	0	0	0	0	-8	-2	0	28	0
ATI:	11	351	16	21	58	12	53	138	32	11	158	76
Initial Fut:	143	1133	101	102	252	89	291	474	142	25	1213	591
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1133	101	102	252	89	291	474	142	25	1213	591
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1133	101	102	252	89	291	474	142	25	1213	591
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1133	101	102	252	89	291	474	142	25	1213	591
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.46	0.54	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2733	966	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.06	0.06	0.09	0.09	0.17	0.08	0.08	0.01	0.21	0.34
Crit Moves:		****		****			****					****
Green Time:	24.6	43.9	69.6	8.6	27.9	27.9	24.4	39.8	64.4	25.7	41.1	49.7
Volume/Cap:	0.43	0.88	0.11	0.88	0.43	0.43	0.88	0.27	0.16	0.07	0.67	0.88
Delay/Veh:	47.4	48.2	14.9	109.6	44.6	44.6	74.8	34.2	18.1	42.5	39.6	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	48.2	14.9	109.6	44.6	44.6	74.8	34.2	18.1	42.5	39.6	50.7
LOS by Move:	D	D	B	F	D	D	E	C	B	D	D	D
HCM2k95thQ:	10	38	4	10	11	11	27	9	7	2	26	44

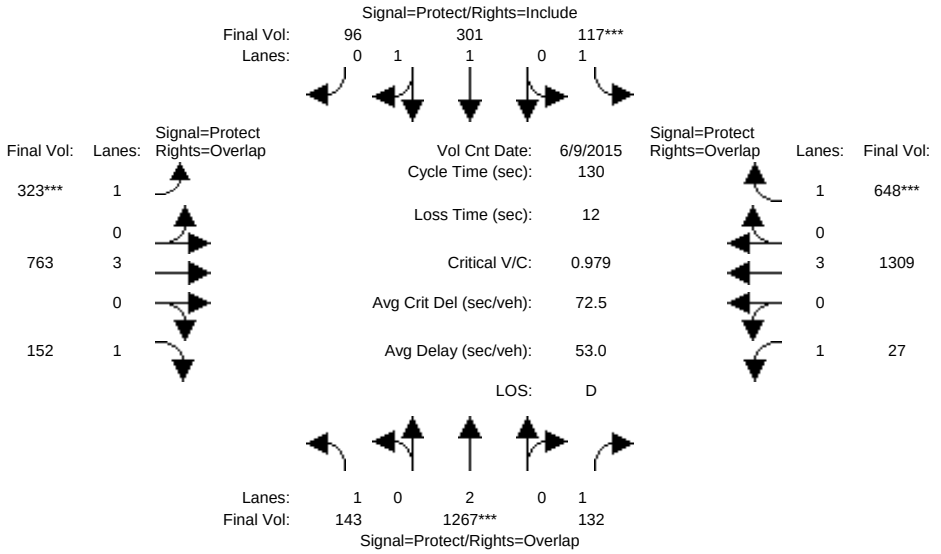
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Jun 2015 <<												
Base Vol:	143	1133	88	102	252	89	291	482	144	25	1185	591
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	1133	88	102	252	89	291	482	144	25	1185	591
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	134	44	15	49	7	32	281	8	2	124	57
Initial Fut:	143	1267	132	117	301	96	323	763	152	27	1309	648
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1267	132	117	301	96	323	763	152	27	1309	648
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1267	132	117	301	96	323	763	152	27	1309	648
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1267	132	117	301	96	323	763	152	27	1309	648
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.50	0.50	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2803	896	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.08	0.07	0.11	0.11	0.18	0.13	0.09	0.02	0.23	0.37
Crit Moves:		****		****			****					****
Green Time:	23.0	44.3	62.9	8.9	30.2	30.2	24.5	46.2	69.2	18.6	40.3	49.2
Volume/Cap:	0.46	0.98	0.16	0.98	0.46	0.46	0.98	0.38	0.16	0.11	0.74	0.98
Delay/Veh:	49.1	62.3	18.8	135.6	43.3	43.3	96.1	31.3	15.7	48.7	41.9	69.4
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:	49.1	62.3	18.8	135.6	43.3	43.3	96.1	31.3	15.7	48.7	41.9	69.4
LOS by Move:	D	E	B	F	D	D	F	C	B	D	D	E
HCM2k95thQ:	10	46	6	12	13	13	32	14	6	2	29	53

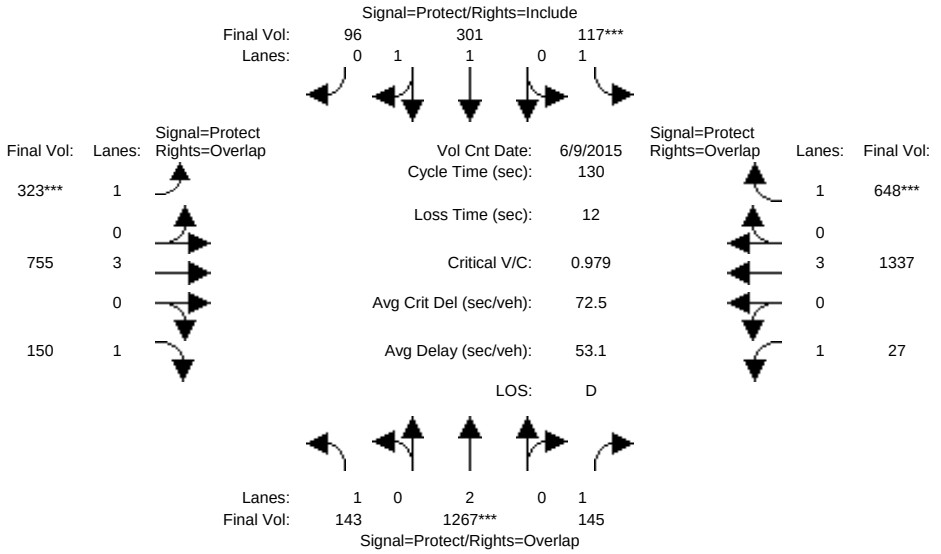
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Jun 2015 <<												
Base Vol:	143	1133	88	102	252	89	291	482	144	25	1185	591
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	1133	88	102	252	89	291	482	144	25	1185	591
Added Vol:	0	0	13	0	0	0	0	-8	-2	0	28	0
ATI:	0	134	44	15	49	7	32	281	8	2	124	57
Initial Fut:	143	1267	145	117	301	96	323	755	150	27	1337	648
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1267	145	117	301	96	323	755	150	27	1337	648
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1267	145	117	301	96	323	755	150	27	1337	648
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1267	145	117	301	96	323	755	150	27	1337	648
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.50	0.50	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2803	896	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.08	0.07	0.11	0.11	0.18	0.13	0.09	0.02	0.23	0.37
Crit Moves:		****		****			****					****
Green Time:	23.0	44.3	63.0	8.9	30.2	30.2	24.5	46.1	69.0	18.7	40.3	49.2
Volume/Cap:	0.46	0.98	0.17	0.98	0.46	0.46	0.98	0.37	0.16	0.11	0.76	0.98
Delay/Veh:	49.1	62.3	18.9	135.6	43.3	43.3	96.1	31.3	15.7	48.6	42.4	69.4
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:	49.1	62.3	18.9	135.6	43.3	43.3	96.1	31.3	15.7	48.6	42.4	69.4
LOS by Move:	D	E	B	F	D	D	F	C	B	D	D	E
HCM2k95thQ:	10	46	7	12	13	13	32	14	6	2	30	53

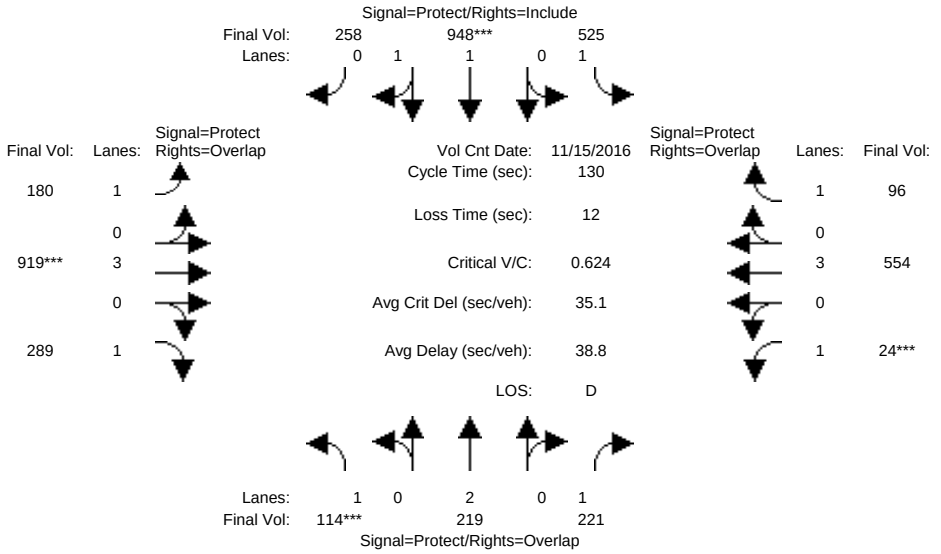
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2016 <<												
Base Vol:	114	219	221	525	948	258	180	919	289	24	554	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	219	221	525	948	258	180	919	289	24	554	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	219	221	525	948	258	180	919	289	24	554	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	219	221	525	948	258	180	919	289	24	554	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	219	221	525	948	258	180	919	289	24	554	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	219	221	525	948	258	180	919	289	24	554	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.56	0.44	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2908	791	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.13	0.30	0.33	0.33	0.10	0.16	0.17	0.01	0.10	0.05
Crit Moves:	****				****			****			****	
Green Time:	13.1	21.4	28.4	57.2	65.5	65.5	20.3	32.4	45.5	7.0	19.1	76.3
Volume/Cap:	0.65	0.35	0.58	0.68	0.65	0.65	0.66	0.65	0.47	0.25	0.66	0.09
Delay/Veh:	64.3	48.4	47.6	31.7	24.5	24.5	57.5	44.7	33.5	60.4	54.3	11.8
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:	64.3	48.4	47.6	31.7	24.5	24.5	57.5	44.7	33.5	60.4	54.3	11.8
LOS by Move:	E	D	D	C	C	C	E	D	C	E	D	B
HCM2k95thQ:	9	7	16	31	31	31	16	21	18	3	15	4

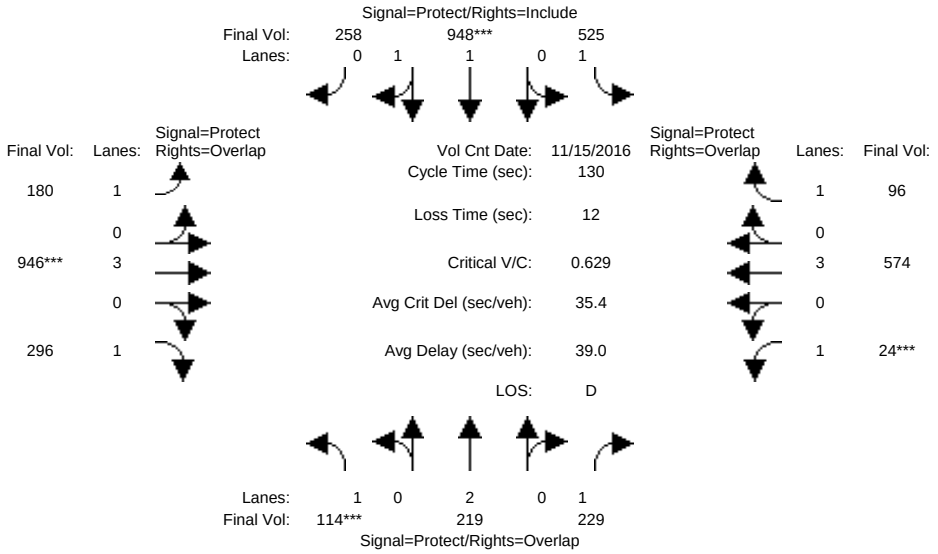
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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2016 <<												
Base Vol:	114	219	221	525	948	258	180	919	289	24	554	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	219	221	525	948	258	180	919	289	24	554	96
Added Vol:	0	0	8	0	0	0	0	27	7	0	20	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	219	229	525	948	258	180	946	296	24	574	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	219	229	525	948	258	180	946	296	24	574	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	219	229	525	948	258	180	946	296	24	574	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	219	229	525	948	258	180	946	296	24	574	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.56	0.44	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2908	791	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.13	0.30	0.33	0.33	0.10	0.17	0.17	0.01	0.10	0.05
Crit Moves:	****				****			****			****	
Green Time:	13.0	21.9	28.9	56.0	65.0	65.0	20.2	33.1	46.0	7.0	19.8	75.9
Volume/Cap:	0.65	0.34	0.59	0.70	0.65	0.65	0.66	0.65	0.48	0.25	0.66	0.09
Delay/Veh:	64.9	48.0	47.6	32.9	25.0	25.0	57.5	44.4	33.2	60.4	53.8	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:	64.9	48.0	47.6	32.9	25.0	25.0	57.5	44.4	33.2	60.4	53.8	12.0
LOS by Move:	E	D	D	C	C	C	E	D	C	E	D	B
HCM2k95thQ:	9	7	16	32	31	31	16	22	18	3	15	4

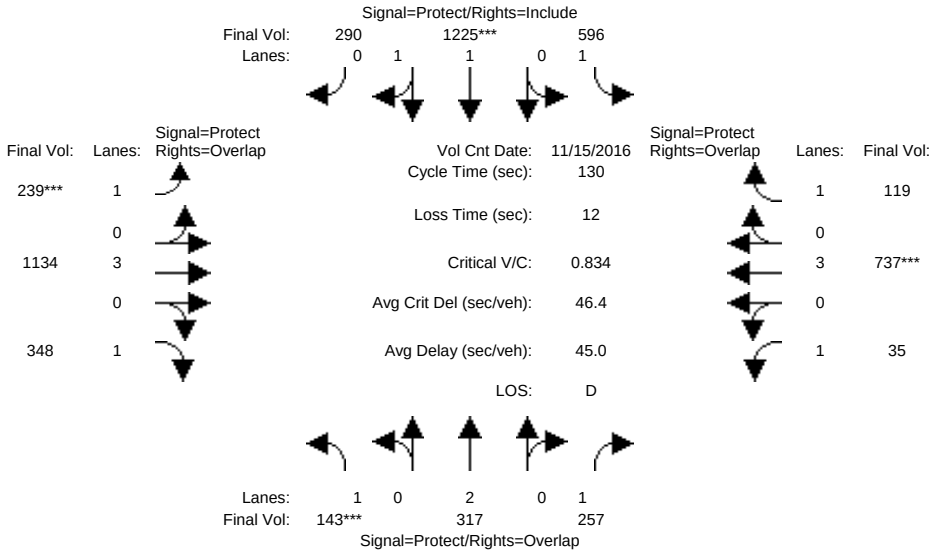
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2016 <<												
Base Vol:	114	219	221	525	948	258	180	919	289	24	554	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	219	221	525	948	258	180	919	289	24	554	96
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	29	98	36	71	277	32	59	215	59	11	183	23
Initial Fut:	143	317	257	596	1225	290	239	1134	348	35	737	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	317	257	596	1225	290	239	1134	348	35	737	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	317	257	596	1225	290	239	1134	348	35	737	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	317	257	596	1225	290	239	1134	348	35	737	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2992	707	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.15	0.34	0.41	0.41	0.14	0.20	0.20	0.02	0.13	0.07
Crit Moves:	****				****		****				****	
Green Time:	12.8	20.7	29.6	55.9	63.8	63.8	21.3	32.6	45.4	8.8	20.1	76.0
Volume/Cap:	0.83	0.52	0.65	0.79	0.83	0.83	0.83	0.79	0.57	0.30	0.83	0.12
Delay/Veh:	85.7	50.9	49.1	37.8	32.0	32.0	71.3	48.7	35.7	59.1	60.2	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.7	50.9	49.1	37.8	32.0	32.0	71.3	48.7	35.7	59.1	60.2	12.1
LOS by Move:	F	D	D	D	C	C	E	D	D	E	E	B
HCM2k95thQ:	13	11	18	38	45	45	22	28	22	4	22	4

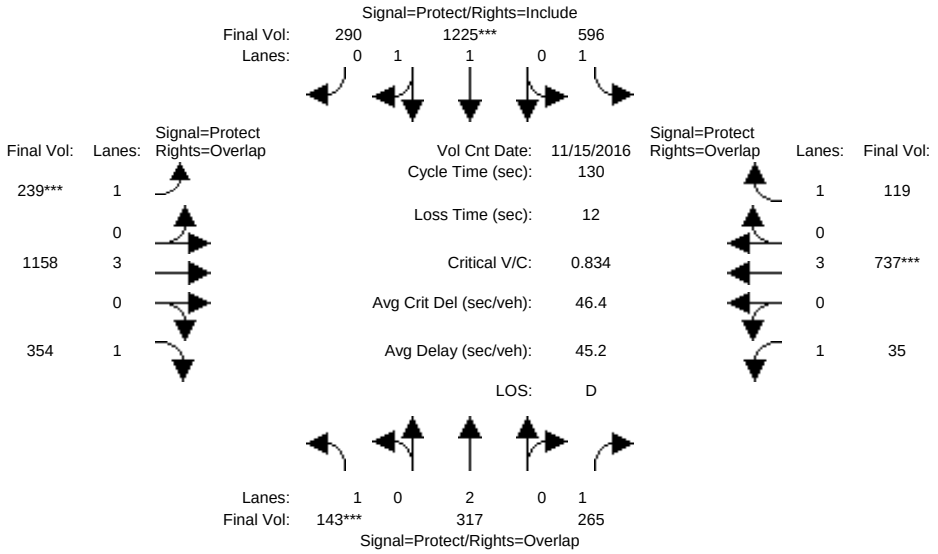
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2016 <<												
Base Vol:	114	219	221	525	948	258	180	919	289	24	554	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	219	221	525	948	258	180	919	289	24	554	96
Added Vol:	0	0	8	0	0	0	0	24	6	0	0	0
ATI:	29	98	36	71	277	32	59	215	59	11	183	23
Initial Fut:	143	317	265	596	1225	290	239	1158	354	35	737	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	317	265	596	1225	290	239	1158	354	35	737	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	317	265	596	1225	290	239	1158	354	35	737	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	317	265	596	1225	290	239	1158	354	35	737	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2992	707	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.15	0.34	0.41	0.41	0.14	0.20	0.20	0.02	0.13	0.07
Crit Moves:	****				****		****				****	
Green Time:	12.8	21.3	29.9	55.3	63.8	63.8	21.3	32.7	45.5	8.7	20.1	75.5
Volume/Cap:	0.83	0.51	0.66	0.80	0.83	0.83	0.83	0.81	0.58	0.30	0.83	0.12
Delay/Veh:	85.7	50.3	49.3	38.7	32.0	32.0	71.3	49.2	35.8	59.3	60.2	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.7	50.3	49.3	38.7	32.0	32.0	71.3	49.2	35.8	59.3	60.2	12.3
LOS by Move:	F	D	D	D	C	C	E	D	D	E	E	B
HCM2k95thQ:	13	11	19	38	45	45	22	28	23	4	22	5

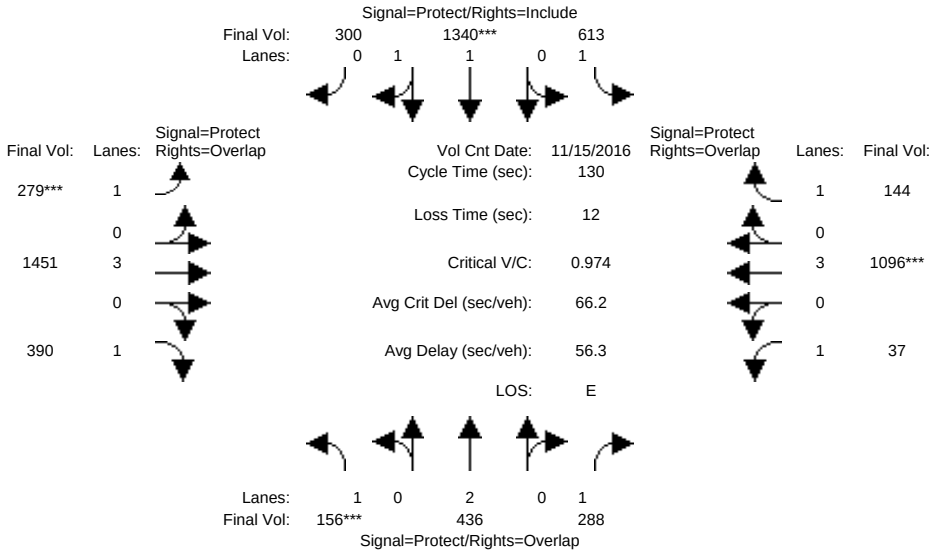
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2016 <<												
Base Vol:	143	317	257	596	1225	290	239	1134	348	35	737	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	317	257	596	1225	290	239	1134	348	35	737	119
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	13	119	31	17	115	10	40	317	42	2	359	25
Initial Fut:	156	436	288	613	1340	300	279	1451	390	37	1096	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	436	288	613	1340	300	279	1451	390	37	1096	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	436	288	613	1340	300	279	1451	390	37	1096	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	436	288	613	1340	300	279	1451	390	37	1096	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3023	676	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.16	0.35	0.44	0.44	0.16	0.25	0.22	0.02	0.19	0.08
Crit Moves:	****				****		****				****	
Green Time:	11.9	20.6	28.8	50.5	59.2	59.2	21.3	38.7	50.6	8.2	25.7	76.1
Volume/Cap:	0.97	0.72	0.74	0.90	0.97	0.97	0.97	0.85	0.57	0.34	0.97	0.14
Delay/Veh:	121.9	56.3	54.7	52.7	50.8	50.8	100.0	47.5	32.3	60.2	72.6	12.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.9	56.3	54.7	52.7	50.8	50.8	100.0	47.5	32.3	60.2	72.6	12.2
LOS by Move:	F	E	D	D	D	D	F	D	C	E	E	B
HCM2k95thQ:	15	16	21	44	59	59	29	35	24	4	33	5

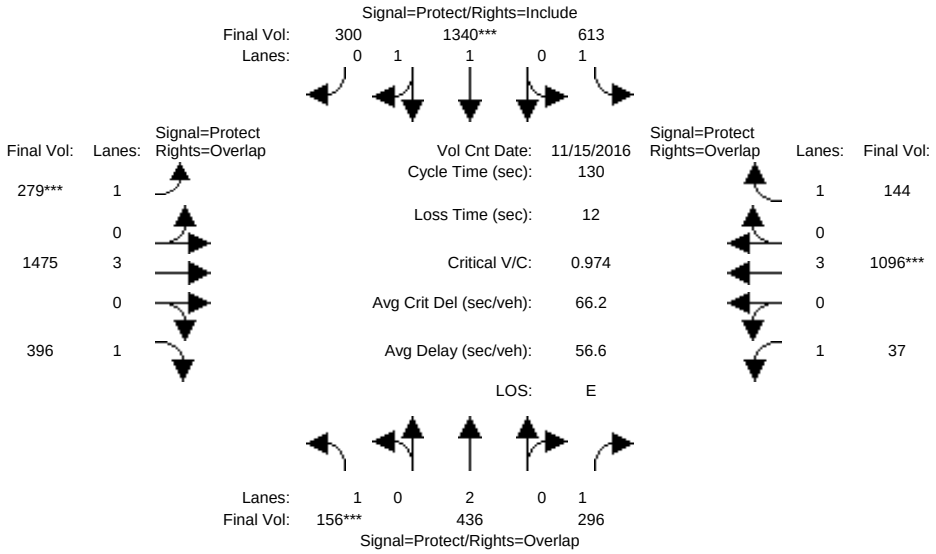
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2016 <<												
Base Vol:	143	317	257	596	1225	290	239	1134	348	35	737	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	317	257	596	1225	290	239	1134	348	35	737	119
Added Vol:	0	0	8	0	0	0	0	24	6	0	0	0
ATI:	13	119	31	17	115	10	40	317	42	2	359	25
Initial Fut:	156	436	296	613	1340	300	279	1475	396	37	1096	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	436	296	613	1340	300	279	1475	396	37	1096	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	436	296	613	1340	300	279	1475	396	37	1096	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	436	296	613	1340	300	279	1475	396	37	1096	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3023	676	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.17	0.35	0.44	0.44	0.16	0.26	0.23	0.02	0.19	0.08
Crit Moves:	****				****		****				****	
Green Time:	11.9	21.1	29.1	50.0	59.2	59.2	21.3	38.8	50.8	8.1	25.7	75.7
Volume/Cap:	0.97	0.71	0.75	0.91	0.97	0.97	0.97	0.87	0.58	0.34	0.97	0.14
Delay/Veh:	121.9	55.3	55.1	54.4	50.8	50.8	100.0	48.1	32.5	60.3	72.6	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.9	55.3	55.1	54.4	50.8	50.8	100.0	48.1	32.5	60.3	72.6	12.4
LOS by Move:	F	E	E	D	D	D	F	D	C	E	E	B
HCM2k95thQ:	15	15	22	45	59	59	29	36	24	4	33	6

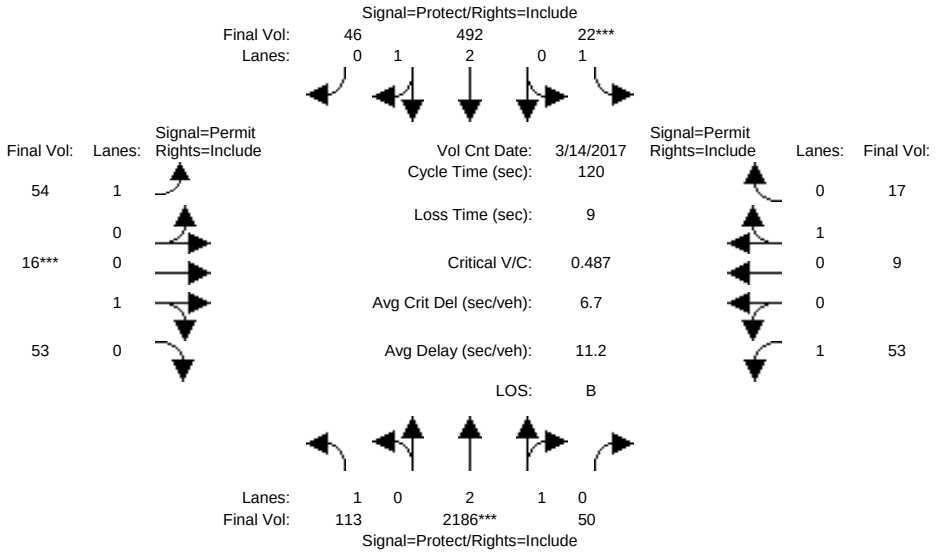
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #301: Reed/De La Cruz



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	113	2186	50	22	492	46	54	16	53	53	9	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:	113	2186	50	22	492	46	54	16	53	53	9	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:	113	2186	50	22	492	46	54	16	53	53	9	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:	1.00	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	2186	50	22	492	46	54	16	53	53	9	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	113	2186	50	22	492	46	54	16	53	53	9	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	113	2186	50	22	492	46	54	16	53	53	9	17
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	2.93	0.07	1.00	2.73	0.27	1.00	0.23	0.77	1.00	0.35	0.65
Final Sat.:	1750	5475	125	1750	5121	479	1750	417	1383	1750	623	1177
Capacity Analysis Module:												
Vol/Sat:	0.06	0.40	0.40	0.01	0.10	0.10	0.03	0.04	0.04	0.03	0.01	0.01
Crit Moves:		****		****				****				
Green Time:	40.6	94.0	94.0	7.0	60.4	60.4	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.19	0.51	0.51	0.22	0.19	0.19	0.37	0.46	0.46	0.36	0.17	0.17
Delay/Veh:	28.2	4.8	4.8	54.9	16.4	16.4	53.6	54.7	54.7	53.5	51.7	51.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	28.2	4.8	4.8	54.9	16.4	16.4	53.6	54.7	54.7	53.5	51.7	51.7
LOS by Move:	C	A	A	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	6	19	19	2	7	7	4	5	5	5	2	2

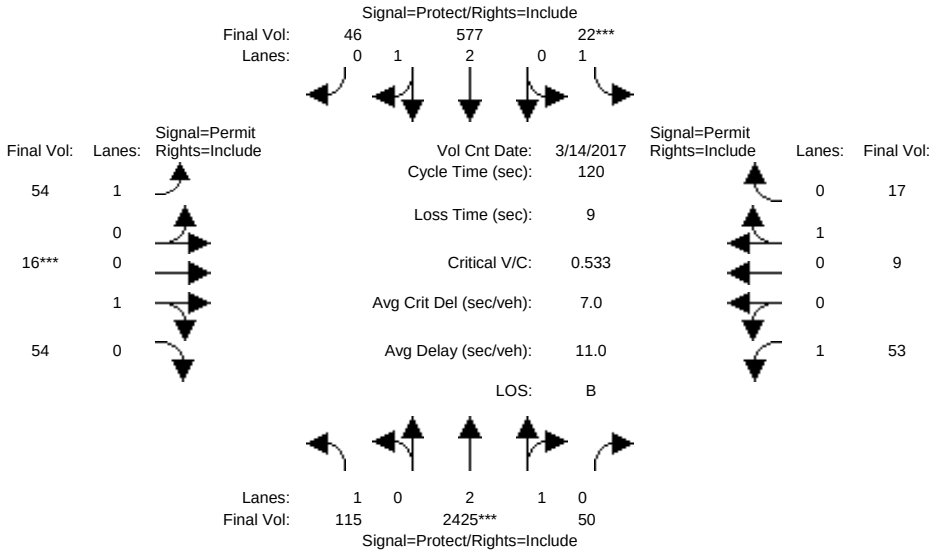
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #301: Reed/De La Cruz



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	113	2186	50	22	492	46	54	16	53	53	9	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:	113	2186	50	22	492	46	54	16	53	53	9	17
Added Vol:	2	239	0	0	85	0	0	0	1	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	115	2425	50	22	577	46	54	16	54	53	9	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:	1.00	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	2425	50	22	577	46	54	16	54	53	9	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	2425	50	22	577	46	54	16	54	53	9	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	2425	50	22	577	46	54	16	54	53	9	17
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	2.94	0.06	1.00	2.77	0.23	1.00	0.23	0.77	1.00	0.35	0.65
Final Sat.:	1750	5487	113	1750	5186	413	1750	411	1389	1750	623	1177
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.44	0.01	0.11	0.11	0.03	0.04	0.04	0.03	0.01	0.01
Crit Moves:		****		****				****				
Green Time:	37.5	94.0	94.0	7.0	63.5	63.5	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.21	0.56	0.56	0.22	0.21	0.21	0.37	0.47	0.47	0.36	0.17	0.17
Delay/Veh:	30.5	5.2	5.2	54.9	15.0	15.0	53.6	54.7	54.7	53.5	51.7	51.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	5.2	5.2	54.9	15.0	15.0	53.6	54.7	54.7	53.5	51.7	51.7
LOS by Move:	C	A	A	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	7	22	22	2	8	8	4	5	5	5	2	2

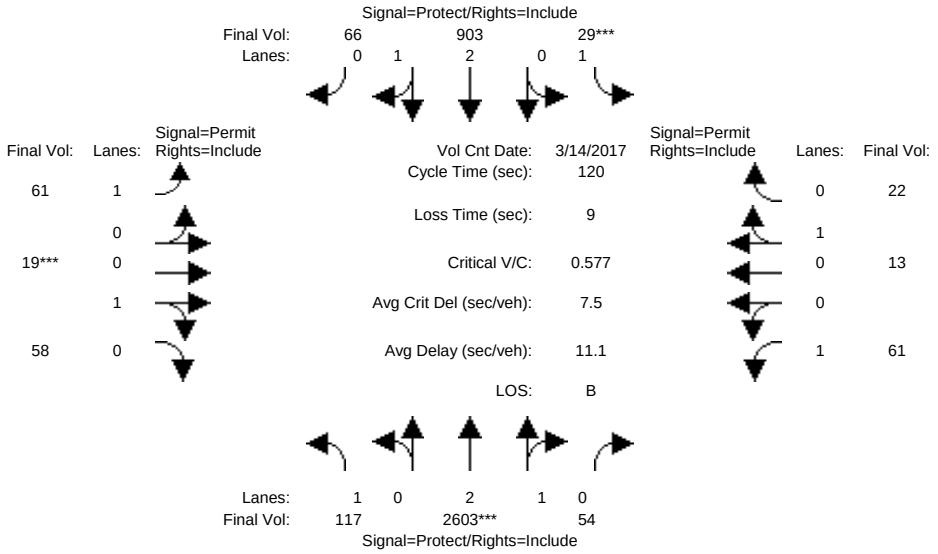
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #301: Reed/De La Cruz



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	113	2186	50	22	492	46	54	16	53	53	9	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:	113	2186	50	22	492	46	54	16	53	53	9	17
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	417	4	7	411	20	7	3	5	8	4	5
Initial Fut:	117	2603	54	29	903	66	61	19	58	61	13	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	2603	54	29	903	66	61	19	58	61	13	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	2603	54	29	903	66	61	19	58	61	13	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	2603	54	29	903	66	61	19	58	61	13	22
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	2.94	0.06	1.00	2.79	0.21	1.00	0.25	0.75	1.00	0.37	0.63
Final Sat.:	1750	5486	114	1750	5218	381	1750	444	1356	1750	669	1131
Capacity Analysis Module:												
Vol/Sat:	0.07	0.47	0.47	0.02	0.17	0.17	0.03	0.04	0.04	0.03	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	28.1	94.0	94.0	7.0	72.9	72.9	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.29	0.61	0.61	0.28	0.29	0.29	0.42	0.51	0.51	0.42	0.23	0.23
Delay/Veh:	38.1	5.6	5.6	55.6	11.2	11.2	54.2	55.7	55.7	54.2	52.2	52.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.1	5.6	5.6	55.6	11.2	11.2	54.2	55.7	55.7	54.2	52.2	52.2
LOS by Move:	D	A	A	E	B	B	D	E	E	D	D	D
HCM2k95thQ:	8	25	25	2	11	11	5	6	6	6	3	3

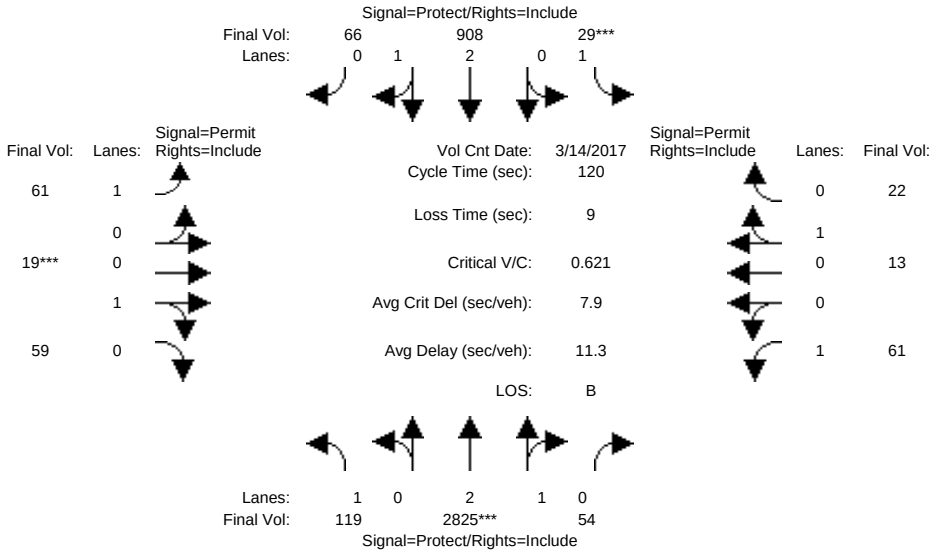
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #301: Reed/De La Cruz



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	113	2186	50	22	492	46	54	16	53	53	9	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:	113	2186	50	22	492	46	54	16	53	53	9	17
Added Vol:	2	222	0	0	5	0	0	0	1	0	0	0
ATI:	4	417	4	7	411	20	7	3	5	8	4	5
Initial Fut:	119	2825	54	29	908	66	61	19	59	61	13	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	119	2825	54	29	908	66	61	19	59	61	13	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	119	2825	54	29	908	66	61	19	59	61	13	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	119	2825	54	29	908	66	61	19	59	61	13	22
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	2.94	0.06	1.00	2.79	0.21	1.00	0.24	0.76	1.00	0.37	0.63
Final Sat.:	1750	5495	105	1750	5220	379	1750	438	1362	1750	669	1131
Capacity Analysis Module:												
Vol/Sat:	0.07	0.51	0.51	0.02	0.17	0.17	0.03	0.04	0.04	0.03	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	28.4	94.0	94.0	7.0	72.6	72.6	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.29	0.66	0.66	0.28	0.29	0.29	0.42	0.52	0.52	0.42	0.23	0.23
Delay/Veh:	37.9	6.2	6.2	55.6	11.4	11.4	54.2	55.9	55.9	54.2	52.2	52.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	6.2	6.2	55.6	11.4	11.4	54.2	55.9	55.9	54.2	52.2	52.2
LOS by Move:	D	A	A	E	B	B	D	E	E	D	D	D
HCM2k95thQ:	8	29	29	2	11	11	5	6	6	6	3	3

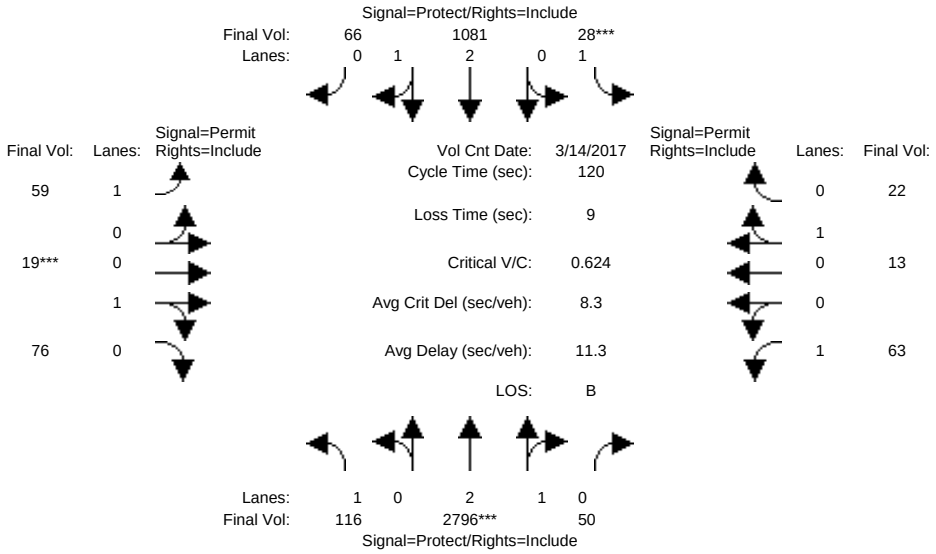
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #301: Reed/De La Cruz



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	117	2603	54	29	903	66	61	19	58	61	13	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:	117	2603	54	29	903	66	61	19	58	61	13	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	-1	193	-4	-1	178	0	-2	0	18	2	0	0
Initial Fut:	116	2796	50	28	1081	66	59	19	76	63	13	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	116	2796	50	28	1081	66	59	19	76	63	13	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	116	2796	50	28	1081	66	59	19	76	63	13	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	116	2796	50	28	1081	66	59	19	76	63	13	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	2.82	0.18	1.00	0.20	0.80	1.00	0.37	0.63
Final Sat.:	1750	5501	98	1750	5277	322	1750	360	1440	1750	669	1131
Capacity Analysis Module:												
Vol/Sat:	0.07	0.51	0.51	0.02	0.20	0.20	0.03	0.05	0.05	0.04	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	24.7	94.0	94.0	7.0	76.3	76.3	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.32	0.65	0.65	0.27	0.32	0.32	0.40	0.63	0.63	0.43	0.23	0.23
Delay/Veh:	41.1	6.1	6.1	55.5	10.1	10.1	54.0	61.8	61.8	54.3	52.2	52.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.1	6.1	6.1	55.5	10.1	10.1	54.0	61.8	61.8	54.3	52.2	52.2
LOS by Move:	D	A	A	E	B	B	D	E	E	D	D	D
HCM2k95thQ:	8	28	28	2	12	12	4	7	7	6	3	3

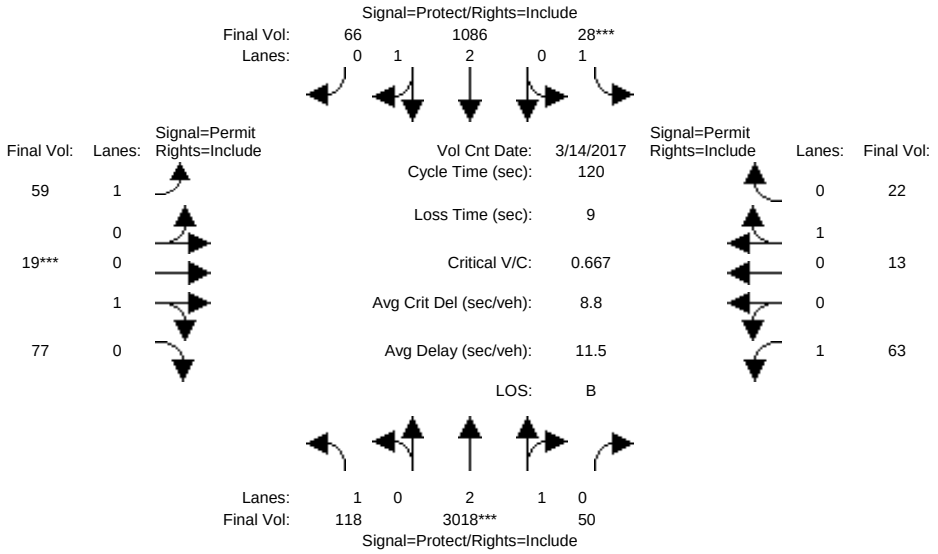
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #301: Reed/De La Cruz



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	117	2603	54	29	903	66	61	19	58	61	13	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:	117	2603	54	29	903	66	61	19	58	61	13	22
Added Vol:	2	222	0	0	5	0	0	0	1	0	0	0
ATI:	-1	193	-4	-1	178	0	-2	0	18	2	0	0
Initial Fut:	118	3018	50	28	1086	66	59	19	77	63	13	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	3018	50	28	1086	66	59	19	77	63	13	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	3018	50	28	1086	66	59	19	77	63	13	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	3018	50	28	1086	66	59	19	77	63	13	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	2.82	0.18	1.00	0.20	0.80	1.00	0.37	0.63
Final Sat.:	1750	5509	91	1750	5279	321	1750	356	1444	1750	669	1131
Capacity Analysis Module:												
Vol/Sat:	0.07	0.55	0.55	0.02	0.21	0.21	0.03	0.05	0.05	0.04	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	24.9	94.0	94.0	7.0	76.1	76.1	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.32	0.70	0.70	0.27	0.32	0.32	0.40	0.64	0.64	0.43	0.23	0.23
Delay/Veh:	40.9	6.7	6.7	55.5	10.2	10.2	54.0	62.2	62.2	54.3	52.2	52.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	6.7	6.7	55.5	10.2	10.2	54.0	62.2	62.2	54.3	52.2	52.2
LOS by Move:	D	A	A	E	B	B	D	E	E	D	D	D
HCM2k95thQ:	8	32	32	2	12	12	4	7	7	6	3	3

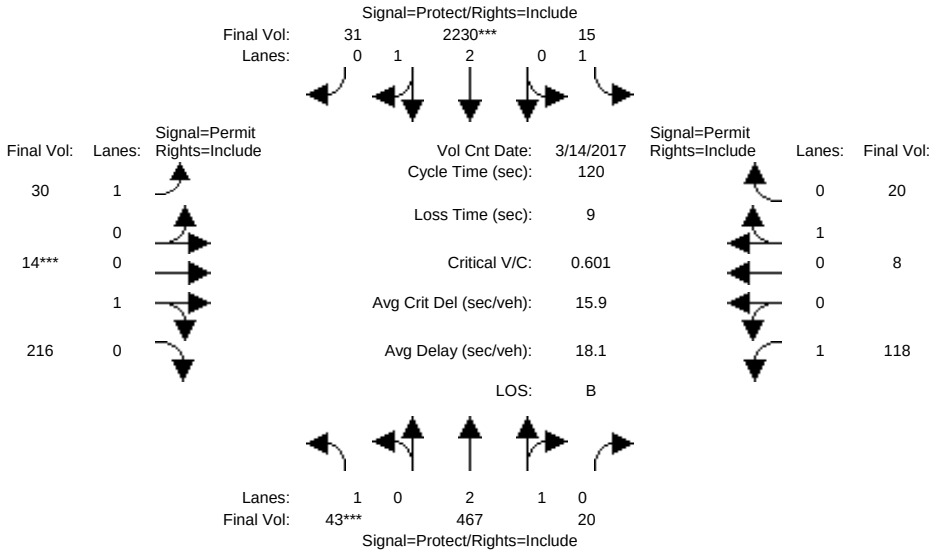
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #301: Reed/De La Cruz



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	43	467	20	15	2230	31	30	14	216	118	8	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	467	20	15	2230	31	30	14	216	118	8	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	467	20	15	2230	31	30	14	216	118	8	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	43	467	20	15	2230	31	30	14	216	118	8	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	467	20	15	2230	31	30	14	216	118	8	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	467	20	15	2230	31	30	14	216	118	8	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.87	0.13	1.00	2.96	0.04	1.00	0.06	0.94	1.00	0.29	0.71
Final Sat.:	1750	5370	230	1750	5523	77	1750	110	1690	1750	514	1286
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.01	0.40	0.40	0.02	0.13	0.13	0.07	0.02	0.02
Crit Moves:	****				****			****				
Green Time:	7.0	51.5	51.5	34.5	79.0	79.0	25.0	25.0	25.0	25.0	25.0	25.0
Volume/Cap:	0.42	0.20	0.20	0.03	0.61	0.61	0.08	0.61	0.61	0.32	0.07	0.07
Delay/Veh:	57.3	21.5	21.5	30.7	12.1	12.1	38.4	46.1	46.1	40.8	38.3	38.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.3	21.5	21.5	30.7	12.1	12.1	38.4	46.1	46.1	40.8	38.3	38.3
LOS by Move:	E	C	C	C	B	B	D	D	D	D	D	D
HCM2k95thQ:	4	7	7	1	27	27	2	15	15	8	2	2

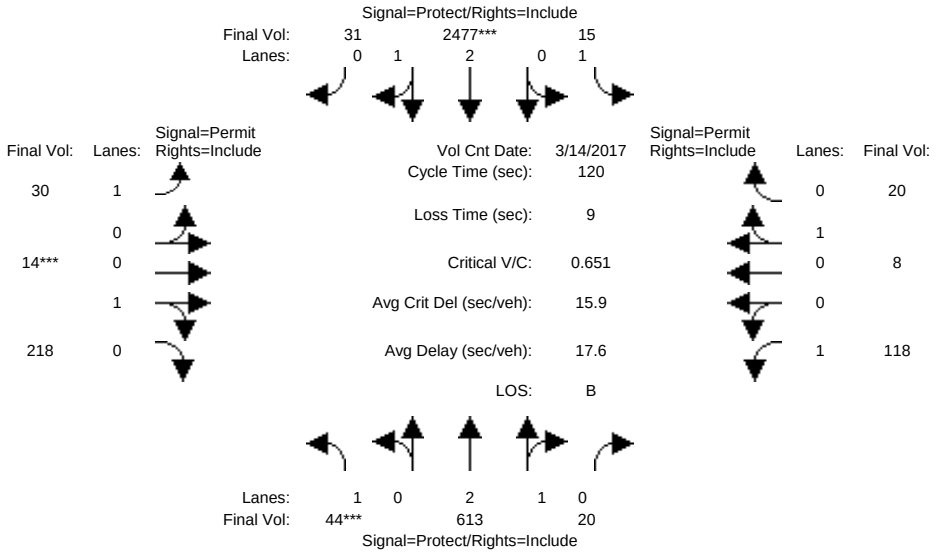
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #301: Reed/De La Cruz



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	43	467	20	15	2230	31	30	14	216	118	8	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	467	20	15	2230	31	30	14	216	118	8	20
Added Vol:	1	146	0	0	247	0	0	0	2	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	613	20	15	2477	31	30	14	218	118	8	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	613	20	15	2477	31	30	14	218	118	8	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	613	20	15	2477	31	30	14	218	118	8	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	613	20	15	2477	31	30	14	218	118	8	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.90	0.10	1.00	2.96	0.04	1.00	0.06	0.94	1.00	0.29	0.71
Final Sat.:	1750	5423	177	1750	5531	69	1750	109	1691	1750	514	1286
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.01	0.45	0.45	0.02	0.13	0.13	0.07	0.02	0.02
Crit Moves:	****				****			****				
Green Time:	7.0	57.9	57.9	29.9	80.8	80.8	23.2	23.2	23.2	23.2	23.2	23.2
Volume/Cap:	0.43	0.23	0.23	0.03	0.67	0.67	0.09	0.67	0.67	0.35	0.08	0.08
Delay/Veh:	57.5	18.2	18.2	34.2	12.1	12.1	39.8	49.6	49.6	42.5	39.7	39.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	18.2	18.2	34.2	12.1	12.1	39.8	49.6	49.6	42.5	39.7	39.7
LOS by Move:	E	B	B	C	B	B	D	D	D	D	D	D
HCM2k95thQ:	5	9	9	1	31	31	2	16	16	8	2	2

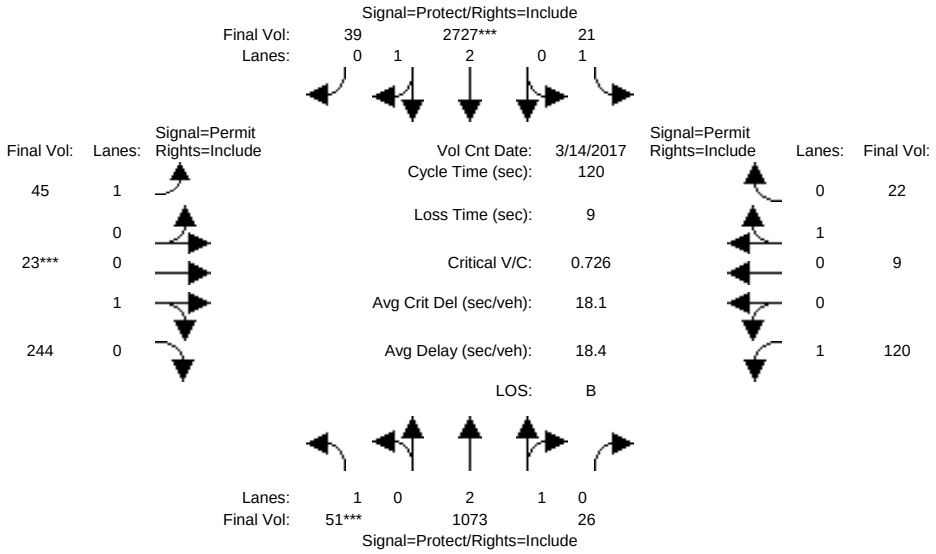
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #301: Reed/De La Cruz



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	43	467	20	15	2230	31	30	14	216	118	8	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	467	20	15	2230	31	30	14	216	118	8	20
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	8	606	6	6	497	8	15	9	28	2	1	2
Initial Fut:	51	1073	26	21	2727	39	45	23	244	120	9	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	51	1073	26	21	2727	39	45	23	244	120	9	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	51	1073	26	21	2727	39	45	23	244	120	9	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	51	1073	26	21	2727	39	45	23	244	120	9	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.93	0.07	1.00	2.96	0.04	1.00	0.09	0.91	1.00	0.29	0.71
Final Sat.:	1750	5467	132	1750	5521	79	1750	155	1645	1750	523	1277
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.01	0.49	0.49	0.03	0.15	0.15	0.07	0.02	0.02
Crit Moves:	****				****			****				
Green Time:	7.0	67.1	67.1	19.9	80.0	80.0	24.0	24.0	24.0	24.0	24.0	24.0
Volume/Cap:	0.50	0.35	0.35	0.07	0.74	0.74	0.13	0.74	0.74	0.34	0.09	0.09
Delay/Veh:	58.6	14.6	14.6	42.3	14.0	14.0	39.6	53.1	53.1	41.8	39.2	39.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.6	14.6	14.6	42.3	14.0	14.0	39.6	53.1	53.1	41.8	39.2	39.2
LOS by Move:	E	B	B	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	5	14	14	1	37	37	3	18	18	8	2	2

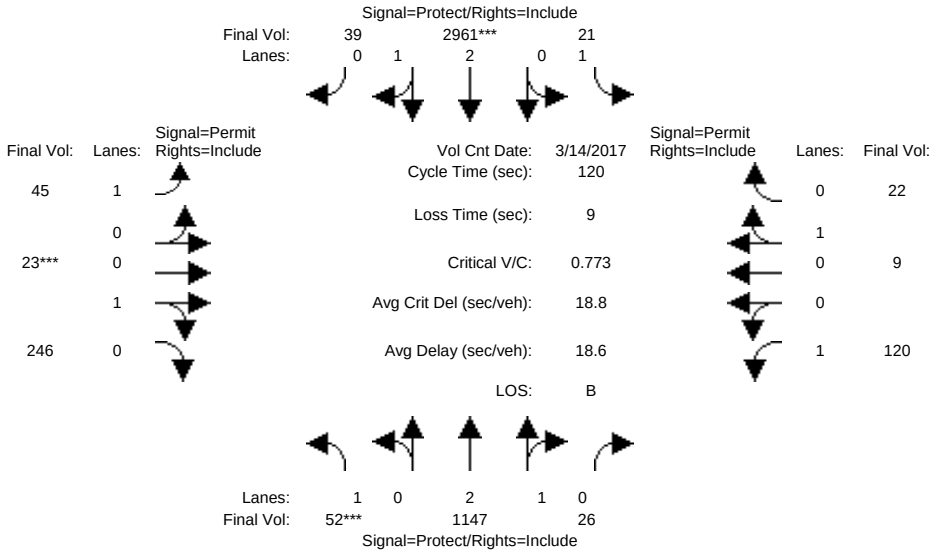
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #301: Reed/De La Cruz



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	43	467	20	15	2230	31	30	14	216	118	8	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	467	20	15	2230	31	30	14	216	118	8	20
Added Vol:	1	74	0	0	234	0	0	0	2	0	0	0
ATI:	8	606	6	6	497	8	15	9	28	2	1	2
Initial Fut:	52	1147	26	21	2961	39	45	23	246	120	9	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	1147	26	21	2961	39	45	23	246	120	9	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1147	26	21	2961	39	45	23	246	120	9	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	1147	26	21	2961	39	45	23	246	120	9	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.93	0.07	1.00	2.96	0.04	1.00	0.09	0.91	1.00	0.29	0.71
Final Sat.:	1750	5476	124	1750	5527	73	1750	154	1646	1750	523	1277
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.01	0.54	0.54	0.03	0.15	0.15	0.07	0.02	0.02
Crit Moves:	****				****			****				
Green Time:	7.0	69.1	69.1	19.2	81.3	81.3	22.7	22.7	22.7	22.7	22.7	22.7
Volume/Cap:	0.51	0.36	0.36	0.07	0.79	0.79	0.14	0.79	0.79	0.36	0.09	0.09
Delay/Veh:	59.1	13.7	13.7	42.9	14.6	14.6	40.7	58.2	58.2	43.0	40.3	40.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.1	13.7	13.7	42.9	14.6	14.6	40.7	58.2	58.2	43.0	40.3	40.3
LOS by Move:	E	B	B	D	B	B	D	E	E	D	D	D
HCM2k95thQ:	6	15	15	1	41	41	3	19	19	9	2	2

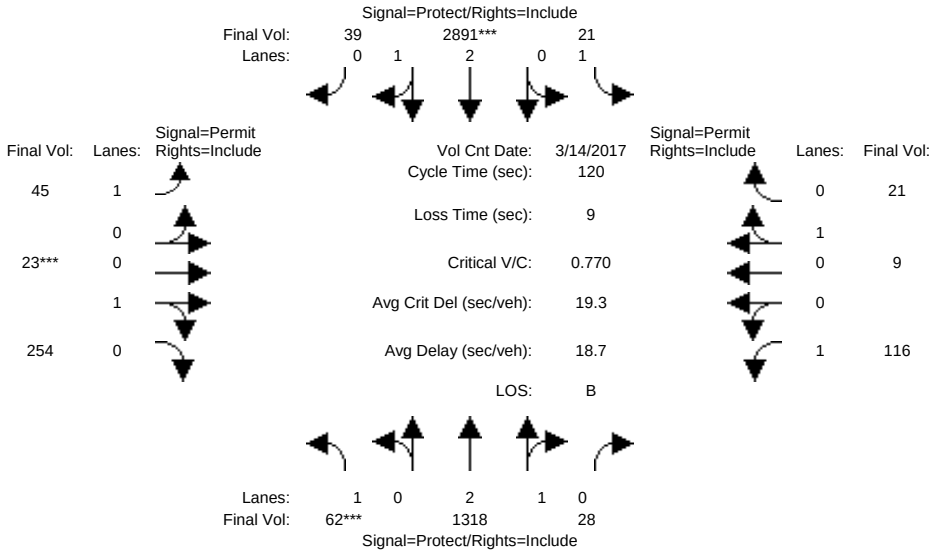
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #301: Reed/De La Cruz



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	51	1073	26	21	2727	39	45	23	244	120	9	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:	51	1073	26	21	2727	39	45	23	244	120	9	22
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	11	245	2	0	164	0	0	0	10	-4	0	-1
Initial Fut:	62	1318	28	21	2891	39	45	23	254	116	9	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	62	1318	28	21	2891	39	45	23	254	116	9	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	62	1318	28	21	2891	39	45	23	254	116	9	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	62	1318	28	21	2891	39	45	23	254	116	9	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.94	0.06	1.00	2.96	0.04	1.00	0.08	0.92	1.00	0.30	0.70
Final Sat.:	1750	5483	116	1750	5525	75	1750	149	1651	1750	540	1260
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.01	0.52	0.52	0.03	0.15	0.15	0.07	0.02	0.02
Crit Moves:	****				****			****				
Green Time:	7.0	70.3	70.3	17.1	80.4	80.4	23.6	23.6	23.6	23.6	23.6	23.6
Volume/Cap:	0.61	0.41	0.41	0.08	0.78	0.78	0.13	0.78	0.78	0.34	0.08	0.08
Delay/Veh:	65.3	13.6	13.6	44.8	14.8	14.8	39.9	56.4	56.4	42.0	39.5	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.3	13.6	13.6	44.8	14.8	14.8	39.9	56.4	56.4	42.0	39.5	39.5
LOS by Move:	E	B	B	D	B	B	D	E	E	D	D	D
HCM2k95thQ:	7	17	17	1	40	40	3	20	20	8	2	2

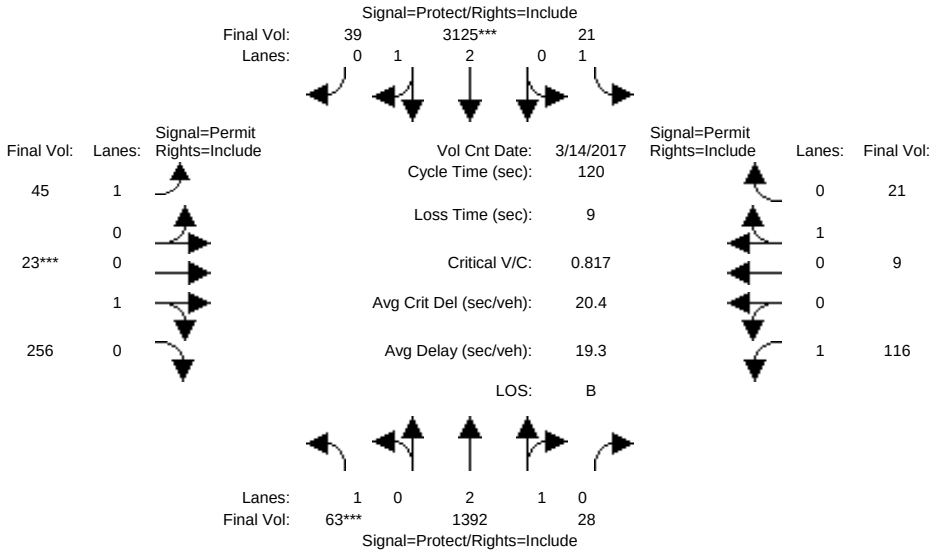
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #301: Reed/De La Cruz



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	51	1073	26	21	2727	39	45	23	244	120	9	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:	51	1073	26	21	2727	39	45	23	244	120	9	22
Added Vol:	1	74	0	0	234	0	0	0	2	0	0	0
ATI:	11	245	2	0	164	0	0	0	10	-4	0	-1
Initial Fut:	63	1392	28	21	3125	39	45	23	256	116	9	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1392	28	21	3125	39	45	23	256	116	9	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1392	28	21	3125	39	45	23	256	116	9	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	1392	28	21	3125	39	45	23	256	116	9	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.94	0.06	1.00	2.96	0.04	1.00	0.08	0.92	1.00	0.30	0.70
Final Sat.:	1750	5489	110	1750	5531	69	1750	148	1652	1750	540	1260
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.01	0.57	0.57	0.03	0.16	0.16	0.07	0.02	0.02
Crit Moves:	****				****			****				
Green Time:	7.0	72.0	72.0	16.6	81.6	81.6	22.4	22.4	22.4	22.4	22.4	22.4
Volume/Cap:	0.62	0.42	0.42	0.09	0.83	0.83	0.14	0.83	0.83	0.36	0.09	0.09
Delay/Veh:	66.1	12.9	12.9	45.3	15.8	15.8	40.9	62.9	62.9	43.2	40.5	40.5
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:	66.1	12.9	12.9	45.3	15.8	15.8	40.9	62.9	62.9	43.2	40.5	40.5
LOS by Move:	E	B	B	D	B	B	D	E	E	D	D	D
HCM2k95thQ:	7	17	17	1	45	45	3	20	20	8	2	2

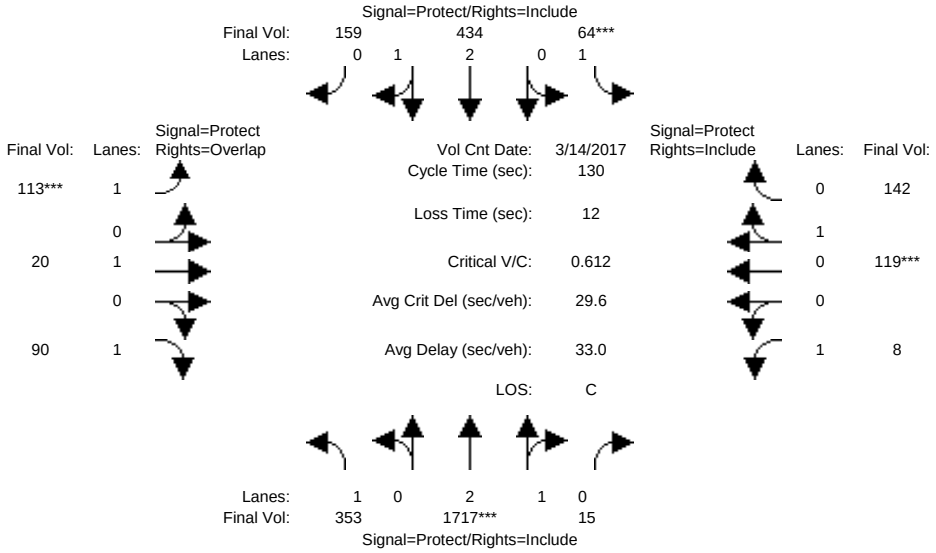
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #300: DE LA CRUZ/MARTIN



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	353	1717	15	64	434	159	113	20	90	8	119	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	1717	15	64	434	159	113	20	90	8	119	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	353	1717	15	64	434	159	113	20	90	8	119	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:	353	1717	15	64	434	159	113	20	90	8	119	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	353	1717	15	64	434	159	113	20	90	8	119	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:	353	1717	15	64	434	159	113	20	90	8	119	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.17	0.83	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	1750	5551	48	1750	4097	1501	1750	1900	1750	1750	821	979
Capacity Analysis Module:												
Vol/Sat:	0.20	0.31	0.31	0.04	0.11	0.11	0.06	0.01	0.05	0.00	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	48.2	65.7	65.7	7.8	25.3	25.3	13.7	26.2	74.4	18.3	30.8	30.8
Volume/Cap:	0.54	0.61	0.61	0.61	0.54	0.54	0.61	0.05	0.09	0.03	0.61	0.61
Delay/Veh:	33.2	23.4	23.4	69.9	47.7	47.7	61.5	41.9	12.6	48.2	46.9	46.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.2	23.4	23.4	69.9	47.7	47.7	61.5	41.9	12.6	48.2	46.9	46.9
LOS by Move:	C	C	C	E	D	D	E	D	B	D	D	D
HCM2k95thQ:	21	28	28	5	13	13	9	1	3	1	19	19

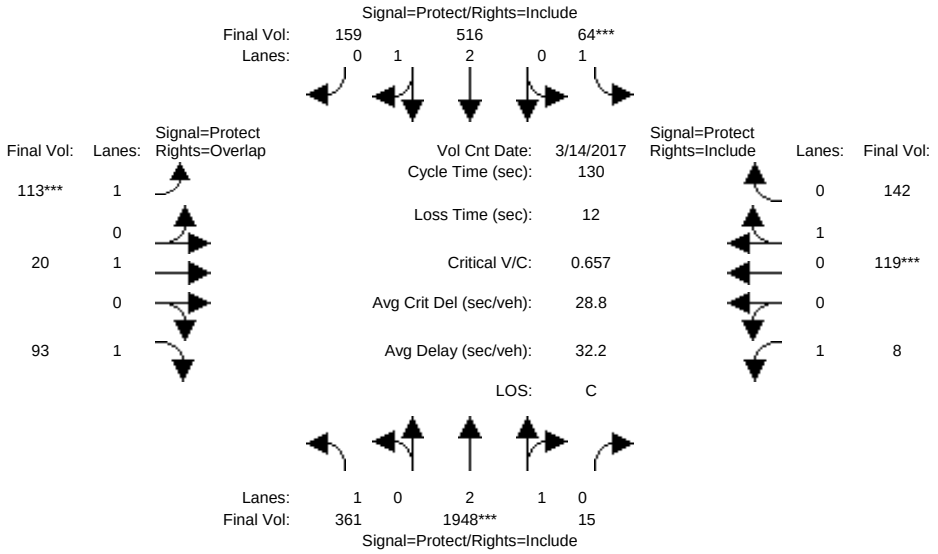
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #300: DE LA CRUZ/MARTIN



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	353	1717	15	64	434	159	113	20	90	8	119	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	1717	15	64	434	159	113	20	90	8	119	142
Added Vol:	8	231	0	0	82	0	0	0	3	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	361	1948	15	64	516	159	113	20	93	8	119	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:	361	1948	15	64	516	159	113	20	93	8	119	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	361	1948	15	64	516	159	113	20	93	8	119	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:	361	1948	15	64	516	159	113	20	93	8	119	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.27	0.73	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	1750	5557	43	1750	4279	1319	1750	1900	1750	1750	821	979
Capacity Analysis Module:												
Vol/Sat:	0.21	0.35	0.35	0.04	0.12	0.12	0.06	0.01	0.05	0.00	0.15	0.15
Crit Moves:		****			****			****			****	
Green Time:	48.3	69.3	69.3	7.2	28.2	28.2	12.8	24.4	72.7	17.1	28.7	28.7
Volume/Cap:	0.56	0.66	0.66	0.66	0.56	0.56	0.66	0.06	0.10	0.03	0.66	0.66
Delay/Veh:	33.4	22.3	22.3	75.4	45.9	45.9	65.5	43.4	13.4	49.3	50.2	50.2
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	22.3	22.3	75.4	45.9	45.9	65.5	43.4	13.4	49.3	50.2	50.2
LOS by Move:	C	C	C	E	D	D	E	D	B	D	D	D
HCM2k95thQ:	22	32	32	6	15	15	9	1	4	1	20	20

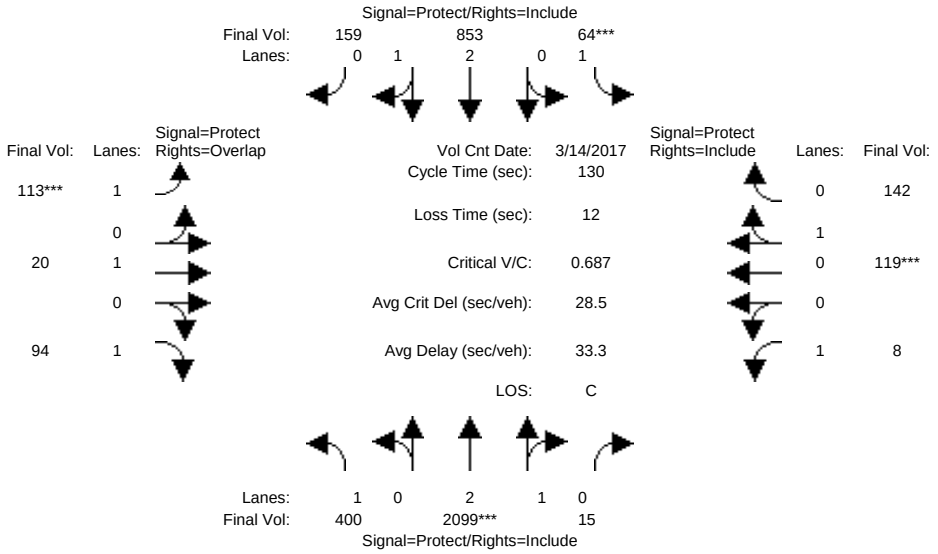
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #300: DE LA CRUZ/MARTIN



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	353	1717	15	64	434	159	113	20	90	8	119	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	1717	15	64	434	159	113	20	90	8	119	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	47	382	0	0	419	0	0	0	4	0	0	0
Initial Fut:	400	2099	15	64	853	159	113	20	94	8	119	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:	400	2099	15	64	853	159	113	20	94	8	119	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	400	2099	15	64	853	159	113	20	94	8	119	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:	400	2099	15	64	853	159	113	20	94	8	119	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.51	0.49	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	1750	5560	40	1750	4719	879	1750	1900	1750	1750	821	979
Capacity Analysis Module:												
Vol/Sat:	0.23	0.38	0.38	0.04	0.18	0.18	0.06	0.01	0.05	0.00	0.15	0.15
Crit Moves:		****			****			****			****	
Green Time:	43.8	71.4	71.4	7.0	34.6	34.6	12.2	23.3	67.1	16.3	27.4	27.4
Volume/Cap:	0.68	0.69	0.69	0.68	0.68	0.68	0.69	0.06	0.10	0.04	0.69	0.69
Delay/Veh:	40.3	21.9	21.9	78.6	44.0	44.0	68.6	44.3	16.1	50.0	52.6	52.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	21.9	21.9	78.6	44.0	44.0	68.6	44.3	16.1	50.0	52.6	52.6
LOS by Move:	D	C	C	E	D	D	E	D	B	D	D	D
HCM2k95thQ:	26	34	34	5	21	21	10	1	4	1	20	20

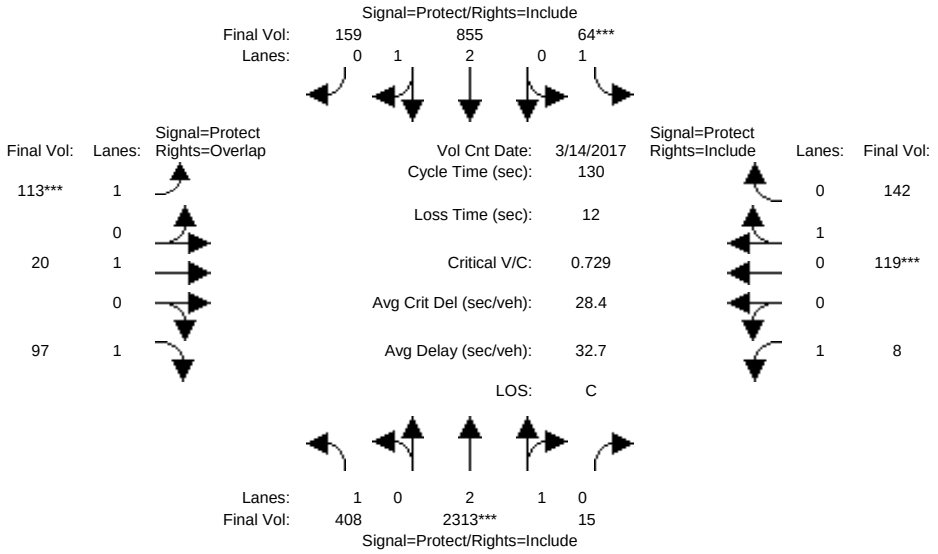
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #300: DE LA CRUZ/MARTIN



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	353	1717	15	64	434	159	113	20	90	8	119	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	1717	15	64	434	159	113	20	90	8	119	142
Added Vol:	8	214	0	0	2	0	0	0	3	0	0	0
ATI:	47	382	0	0	419	0	0	0	4	0	0	0
Initial Fut:	408	2313	15	64	855	159	113	20	97	8	119	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:	408	2313	15	64	855	159	113	20	97	8	119	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	408	2313	15	64	855	159	113	20	97	8	119	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:	408	2313	15	64	855	159	113	20	97	8	119	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.51	0.49	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	1750	5564	36	1750	4721	878	1750	1900	1750	1750	821	979
Capacity Analysis Module:												
Vol/Sat:	0.23	0.42	0.42	0.04	0.18	0.18	0.06	0.01	0.06	0.00	0.15	0.15
Crit Moves:		****			****			****			****	
Green Time:	45.5	73.8	73.8	7.0	35.3	35.3	11.5	21.9	67.4	15.3	25.7	25.7
Volume/Cap:	0.67	0.73	0.73	0.68	0.67	0.67	0.73	0.06	0.11	0.04	0.73	0.73
Delay/Veh:	38.7	21.7	21.7	78.6	43.2	43.2	74.2	45.5	16.0	50.9	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:	38.7	21.7	21.7	78.6	43.2	43.2	74.2	45.5	16.0	50.9	56.5	56.5
LOS by Move:	D	C	C	E	D	D	E	D	B	D	E	E
HCM2k95thQ:	26	38	38	5	21	21	10	1	4	1	21	21

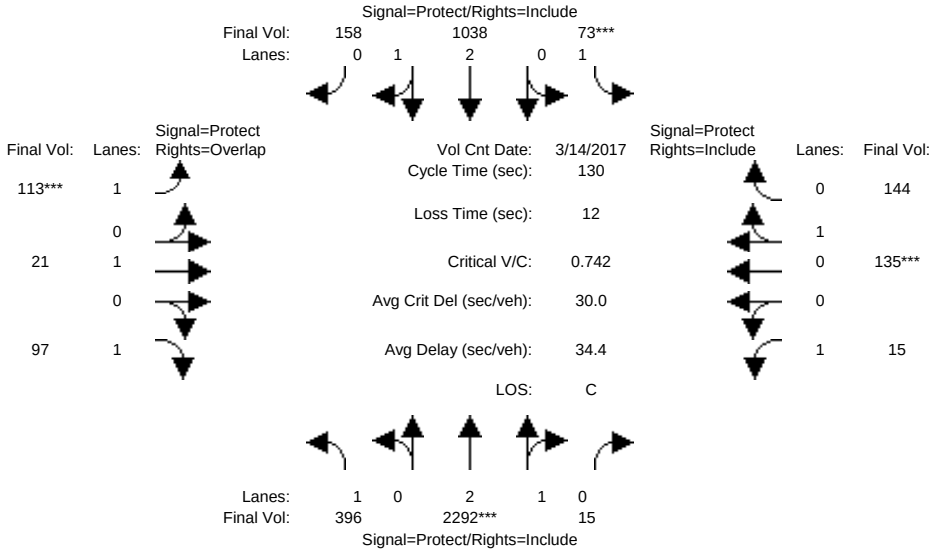
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #300: DE LA CRUZ/MARTIN



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	400	2099	15	64	853	159	113	20	94	8	119	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	2099	15	64	853	159	113	20	94	8	119	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	-4	193	0	9	185	-1	0	1	3	7	16	2
Initial Fut:	396	2292	15	73	1038	158	113	21	97	15	135	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	396	2292	15	73	1038	158	113	21	97	15	135	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	396	2292	15	73	1038	158	113	21	97	15	135	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	396	2292	15	73	1038	158	113	21	97	15	135	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.59	0.41	1.00	1.00	1.00	1.00	0.48	0.52
Final Sat.:	1750	5564	36	1750	4859	739	1750	1900	1750	1750	871	929
Capacity Analysis Module:												
Vol/Sat:	0.23	0.41	0.41	0.04	0.21	0.21	0.06	0.01	0.06	0.01	0.16	0.16
Crit Moves:		****			****			****			****	
Green Time:	40.9	72.2	72.2	7.3	38.6	38.6	11.3	22.6	63.5	15.8	27.2	27.2
Volume/Cap:	0.72	0.74	0.74	0.74	0.72	0.72	0.74	0.06	0.11	0.07	0.74	0.74
Delay/Veh:	44.1	22.8	22.8	86.1	42.4	42.4	75.5	44.9	18.0	50.7	55.8	55.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.1	22.8	22.8	86.1	42.4	42.4	75.5	44.9	18.0	50.7	55.8	55.8
LOS by Move:	D	C	C	F	D	D	E	D	B	D	E	E
HCM2k95thQ:	26	38	38	6	24	24	10	1	4	1	22	22

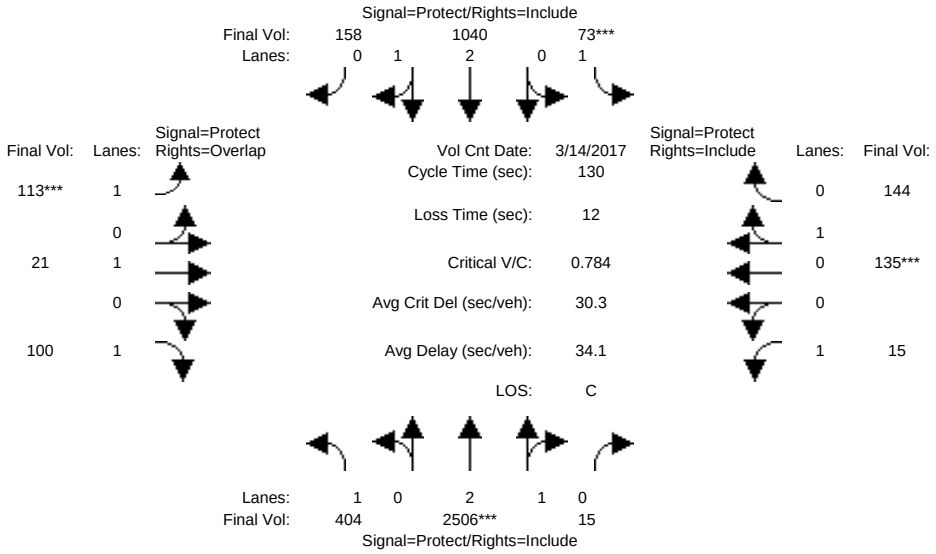
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #300: DE LA CRUZ/MARTIN



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	400	2099	15	64	853	159	113	20	94	8	119	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	2099	15	64	853	159	113	20	94	8	119	142
Added Vol:	8	214	0	0	2	0	0	0	3	0	0	0
ATI:	-4	193	0	9	185	-1	0	1	3	7	16	2
Initial Fut:	404	2506	15	73	1040	158	113	21	100	15	135	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	404	2506	15	73	1040	158	113	21	100	15	135	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	404	2506	15	73	1040	158	113	21	100	15	135	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	404	2506	15	73	1040	158	113	21	100	15	135	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.59	0.41	1.00	1.00	1.00	1.00	0.48	0.52
Final Sat.:	1750	5567	33	1750	4861	738	1750	1900	1750	1750	871	929
Capacity Analysis Module:												
Vol/Sat:	0.23	0.45	0.45	0.04	0.21	0.21	0.06	0.01	0.06	0.01	0.16	0.16
Crit Moves:		****			****			****			****	
Green Time:	42.3	74.6	74.6	7.0	39.3	39.3	10.7	21.4	63.8	15.0	25.7	25.7
Volume/Cap:	0.71	0.78	0.78	0.77	0.71	0.71	0.78	0.07	0.12	0.07	0.78	0.78
Delay/Veh:	42.5	22.8	22.8	92.9	41.7	41.7	82.5	46.0	18.0	51.5	60.4	60.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	22.8	22.8	92.9	41.7	41.7	82.5	46.0	18.0	51.5	60.4	60.4
LOS by Move:	D	C	C	F	D	D	F	D	B	D	E	E
HCM2k95thQ:	26	43	43	6	24	24	10	1	5	1	23	23

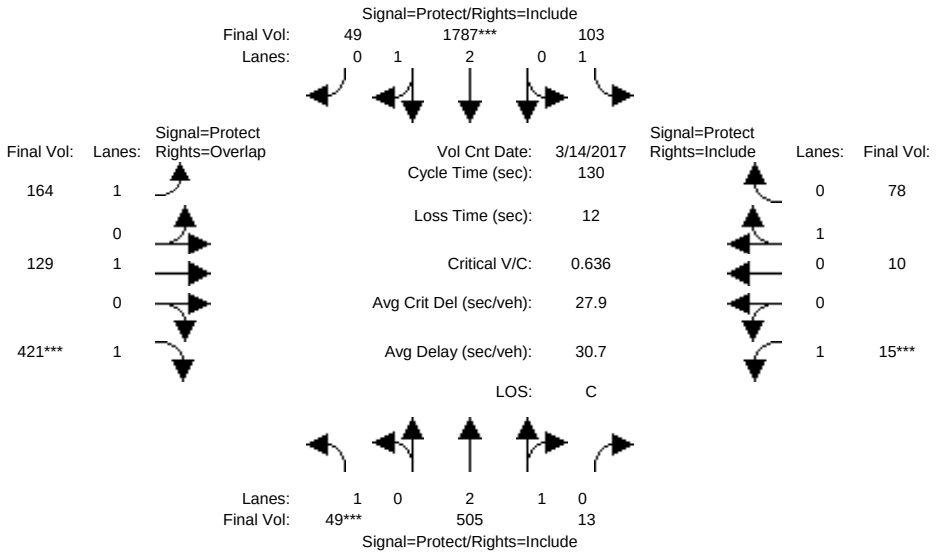
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #300: DE LA CRUZ/MARTIN



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	49	505	13	103	1787	49	164	129	421	15	10	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	505	13	103	1787	49	164	129	421	15	10	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	505	13	103	1787	49	164	129	421	15	10	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	505	13	103	1787	49	164	129	421	15	10	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	505	13	103	1787	49	164	129	421	15	10	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	505	13	103	1787	49	164	129	421	15	10	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.92	0.08	1.00	2.92	0.08	1.00	1.00	1.00	1.00	0.11	0.89
Final Sat.:	1750	5459	141	1750	5450	149	1750	1900	1750	1750	205	1595
Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.06	0.33	0.33	0.09	0.07	0.24	0.01	0.05	0.05
Crit Moves:	****				****				****	****		
Green Time:	7.0	44.8	44.8	28.5	66.3	66.3	24.6	37.7	44.7	7.0	20.2	20.2
Volume/Cap:	0.52	0.27	0.27	0.27	0.64	0.64	0.50	0.23	0.70	0.16	0.32	0.32
Delay/Veh:	65.0	30.9	30.9	42.5	23.8	23.8	48.3	35.3	40.5	59.5	49.4	49.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	65.0	30.9	30.9	42.5	23.8	23.8	48.3	35.3	40.5	59.5	49.4	49.4
LOS by Move:	E	C	C	D	C	C	D	D	D	E	D	D
HCM2k95thQ:	4	9	9	7	29	29	12	7	28	2	7	7

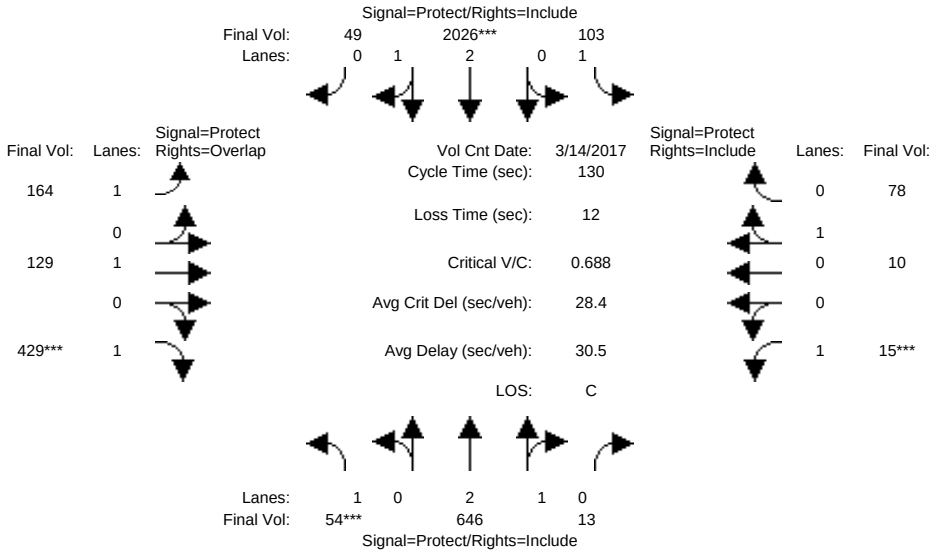
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #300: DE LA CRUZ/MARTIN



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	49	505	13	103	1787	49	164	129	421	15	10	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	505	13	103	1787	49	164	129	421	15	10	78
Added Vol:	5	141	0	0	239	0	0	0	8	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	54	646	13	103	2026	49	164	129	429	15	10	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	54	646	13	103	2026	49	164	129	429	15	10	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	646	13	103	2026	49	164	129	429	15	10	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	646	13	103	2026	49	164	129	429	15	10	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.94	0.06	1.00	2.93	0.07	1.00	1.00	1.00	1.00	0.11	0.89
Final Sat.:	1750	5489	110	1750	5468	132	1750	1900	1750	1750	205	1595
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.06	0.37	0.37	0.09	0.07	0.25	0.01	0.05	0.05
Crit Moves:	****				****				****	****		
Green Time:	7.0	50.4	50.4	25.2	68.6	68.6	23.3	35.4	42.4	7.0	19.1	19.1
Volume/Cap:	0.57	0.30	0.30	0.30	0.70	0.70	0.52	0.25	0.75	0.16	0.33	0.33
Delay/Veh:	68.3	27.7	27.7	45.4	23.8	23.8	49.9	37.2	44.6	59.5	50.5	50.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.3	27.7	27.7	45.4	23.8	23.8	49.9	37.2	44.6	59.5	50.5	50.5
LOS by Move:	E	C	C	D	C	C	D	D	D	E	D	D
HCM2k95thQ:	5	11	11	7	33	33	12	8	29	2	7	7

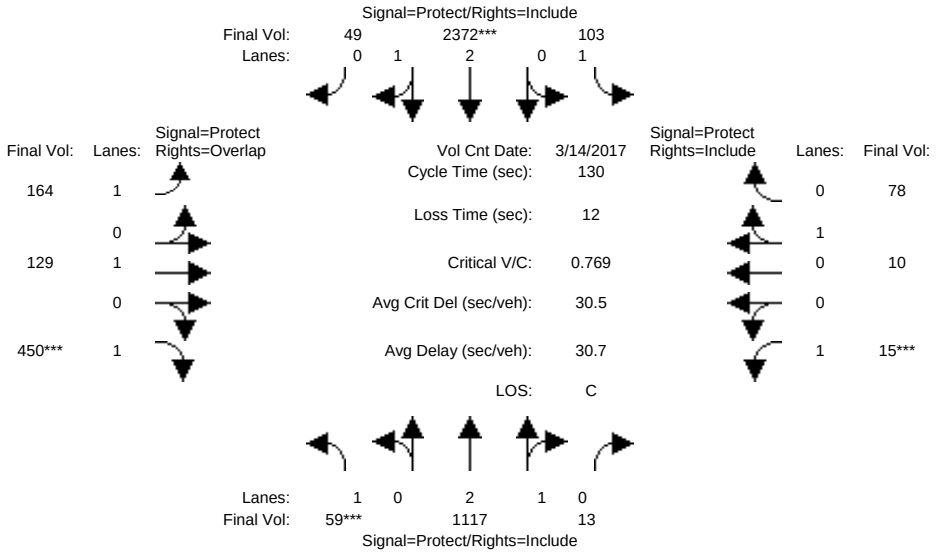
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #300: DE LA CRUZ/MARTIN



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	49	505	13	103	1787	49	164	129	421	15	10	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	505	13	103	1787	49	164	129	421	15	10	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	10	612	0	0	585	0	0	0	29	0	0	0
Initial Fut:	59	1117	13	103	2372	49	164	129	450	15	10	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	59	1117	13	103	2372	49	164	129	450	15	10	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	59	1117	13	103	2372	49	164	129	450	15	10	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	59	1117	13	103	2372	49	164	129	450	15	10	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.94	0.06	1.00	1.00	1.00	1.00	0.11	0.89
Final Sat.:	1750	5536	64	1750	5487	113	1750	1900	1750	1750	205	1595
Capacity Analysis Module:												
Vol/Sat:	0.03	0.20	0.20	0.06	0.43	0.43	0.09	0.07	0.26	0.01	0.05	0.05
Crit Moves:	****				****				****	****		
Green Time:	7.0	60.2	60.2	17.5	70.7	70.7	22.1	33.3	40.3	7.0	18.2	18.2
Volume/Cap:	0.63	0.44	0.44	0.44	0.79	0.79	0.55	0.27	0.83	0.16	0.35	0.35
Delay/Veh:	72.8	23.6	23.6	53.0	25.3	25.3	51.6	38.9	52.1	59.5	51.4	51.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.8	23.6	23.6	53.0	25.3	25.3	51.6	38.9	52.1	59.5	51.4	51.4
LOS by Move:	E	C	C	D	C	C	D	D	D	E	D	D
HCM2k95thQ:	5	18	18	7	40	40	12	8	32	2	7	7

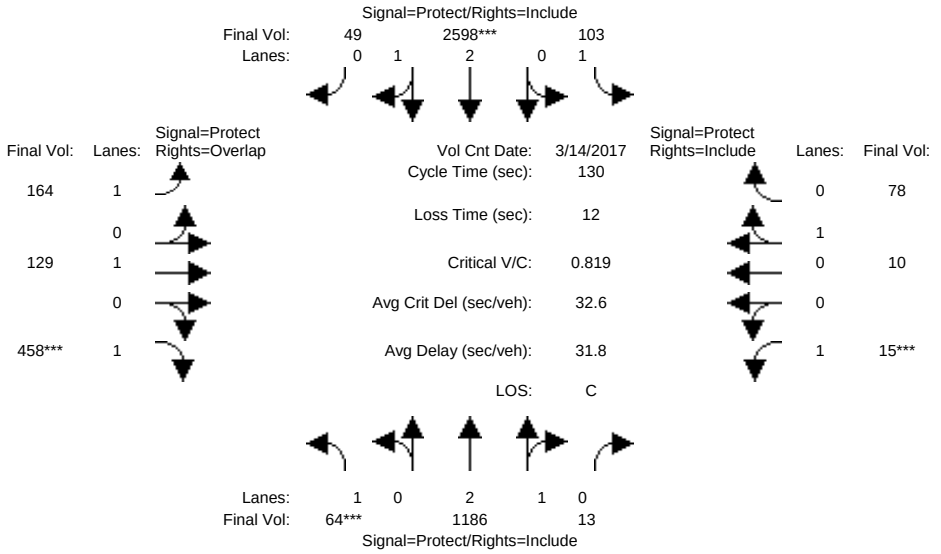
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #300: DE LA CRUZ/MARTIN



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	49	505	13	103	1787	49	164	129	421	15	10	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	505	13	103	1787	49	164	129	421	15	10	78
Added Vol:	5	69	0	0	226	0	0	0	8	0	0	0
ATI:	10	612	0	0	585	0	0	0	29	0	0	0
Initial Fut:	64	1186	13	103	2598	49	164	129	458	15	10	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1186	13	103	2598	49	164	129	458	15	10	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	64	1186	13	103	2598	49	164	129	458	15	10	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	64	1186	13	103	2598	49	164	129	458	15	10	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.94	0.06	1.00	1.00	1.00	1.00	0.11	0.89
Final Sat.:	1750	5539	61	1750	5496	104	1750	1900	1750	1750	205	1595
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.06	0.47	0.47	0.09	0.07	0.26	0.01	0.05	0.05
Crit Moves:	****				****				****	****		
Green Time:	7.0	62.2	62.2	17.1	72.2	72.2	21.3	31.8	38.8	7.0	17.5	17.5
Volume/Cap:	0.68	0.45	0.45	0.45	0.85	0.85	0.57	0.28	0.88	0.16	0.36	0.36
Delay/Veh:	78.6	22.6	22.6	53.5	26.8	26.8	52.9	40.1	58.9	59.5	52.1	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.6	22.6	22.6	53.5	26.8	26.8	52.9	40.1	58.9	59.5	52.1	52.1
LOS by Move:	E	C	C	D	C	C	D	D	E	E	D	D
HCM2k95thQ:	6	19	19	7	45	45	12	8	34	2	7	7

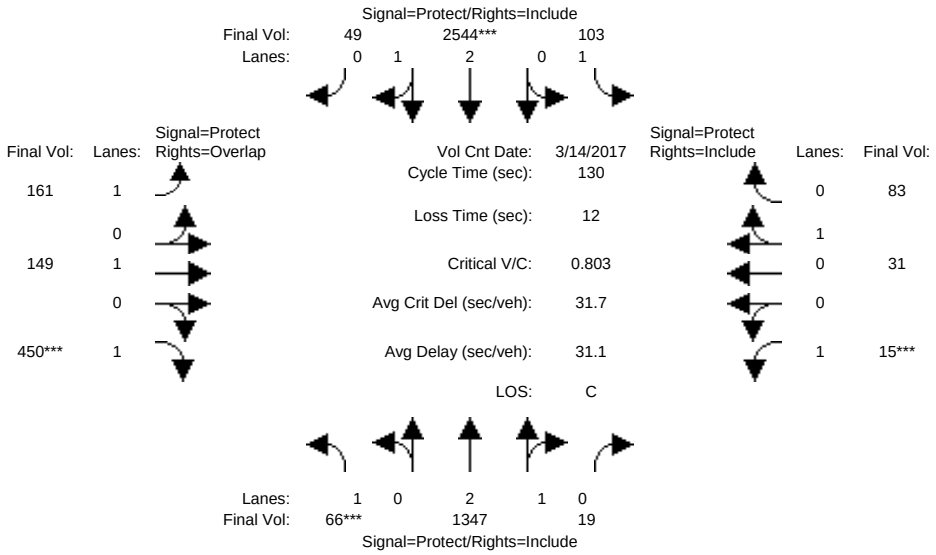
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #300: DE LA CRUZ/MARTIN



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	59	1117	13	103	2372	49	164	129	450	15	10	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	1117	13	103	2372	49	164	129	450	15	10	78
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	7	230	6	0	172	0	-3	20	0	0	21	5
Initial Fut:	66	1347	19	103	2544	49	161	149	450	15	31	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:	66	1347	19	103	2544	49	161	149	450	15	31	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	66	1347	19	103	2544	49	161	149	450	15	31	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:	66	1347	19	103	2544	49	161	149	450	15	31	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.94	0.06	1.00	1.00	1.00	1.00	0.27	0.73
Final Sat.:	1750	5522	78	1750	5494	106	1750	1900	1750	1750	489	1311
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.24	0.06	0.46	0.46	0.09	0.08	0.26	0.01	0.06	0.06
Crit Moves:	****				****				****	****		
Green Time:	7.0	63.9	63.9	15.4	72.3	72.3	21.1	31.7	38.7	7.0	17.6	17.6
Volume/Cap:	0.70	0.50	0.50	0.50	0.83	0.83	0.57	0.32	0.86	0.16	0.47	0.47
Delay/Veh:	81.4	22.4	22.4	55.5	25.9	25.9	52.9	40.7	57.0	59.5	53.3	53.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.4	22.4	22.4	55.5	25.9	25.9	52.9	40.7	57.0	59.5	53.3	53.3
LOS by Move:	F	C	C	E	C	C	D	D	E	E	D	D
HCM2k95thQ:	6	22	22	8	44	44	12	9	33	2	9	9

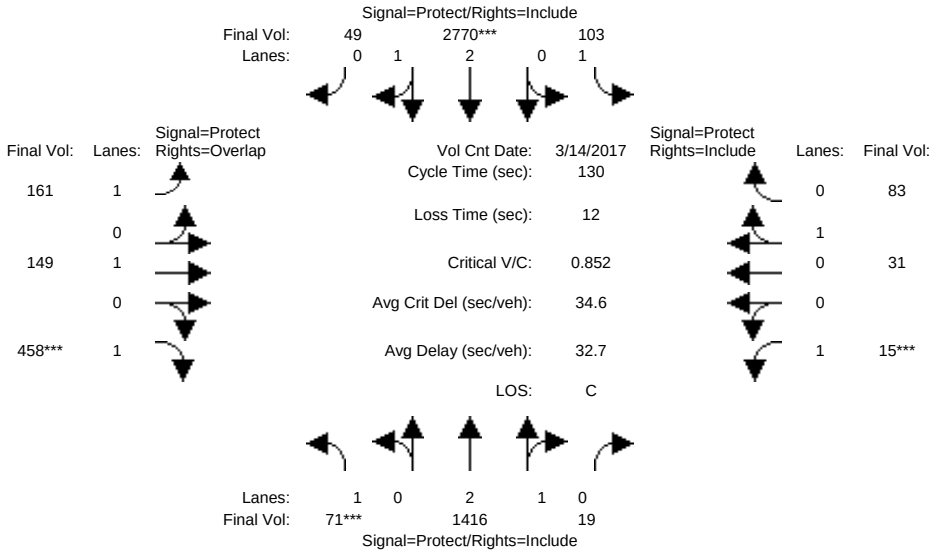
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #300: DE LA CRUZ/MARTIN



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	59	1117	13	103	2372	49	164	129	450	15	10	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	1117	13	103	2372	49	164	129	450	15	10	78
Added Vol:	5	69	0	0	226	0	0	0	8	0	0	0
ATI:	7	230	6	0	172	0	-3	20	0	0	21	5
Initial Fut:	71	1416	19	103	2770	49	161	149	458	15	31	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:	71	1416	19	103	2770	49	161	149	458	15	31	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1416	19	103	2770	49	161	149	458	15	31	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:	71	1416	19	103	2770	49	161	149	458	15	31	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.95	0.05	1.00	1.00	1.00	1.00	0.27	0.73
Final Sat.:	1750	5526	74	1750	5503	97	1750	1900	1750	1750	489	1311
Capacity Analysis Module:												
Vol/Sat:	0.04	0.26	0.26	0.06	0.50	0.50	0.09	0.08	0.26	0.01	0.06	0.06
Crit Moves:	****				****				****	****		
Green Time:	7.0	65.6	65.6	15.1	73.6	73.6	20.4	30.4	37.4	7.0	17.0	17.0
Volume/Cap:	0.75	0.51	0.51	0.51	0.89	0.89	0.59	0.34	0.91	0.16	0.48	0.48
Delay/Veh:	89.2	21.6	21.6	56.1	28.1	28.1	54.2	41.9	65.2	59.5	54.0	54.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.2	21.6	21.6	56.1	28.1	28.1	54.2	41.9	65.2	59.5	54.0	54.0
LOS by Move:	F	C	C	E	C	C	D	D	E	E	D	D
HCM2k95thQ:	7	22	22	8	50	50	12	9	36	2	10	10

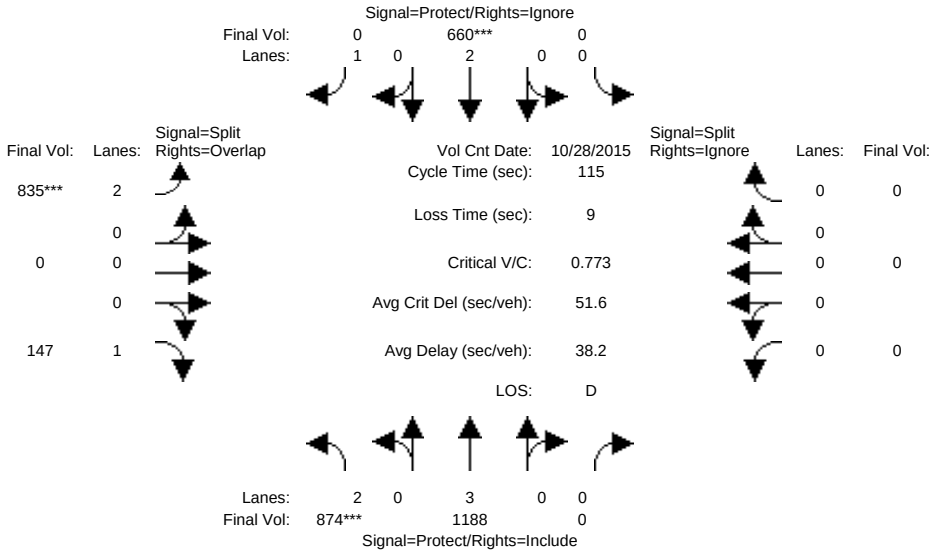
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	69	0	0	35	35	45	0	45	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 <<												
Base Vol:	874	1188	0	0	660	1729	908	0	147	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:	874	1188	0	0	660	1729	908	0	147	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:	874	1188	0	0	660	1729	908	0	147	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.92	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:	874	1188	0	0	660	0	835	0	147	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	874	1188	0	0	660	0	835	0	147	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	874	1188	0	0	660	0	835	0	147	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.28	0.21	0.00	0.00	0.17	0.00	0.27	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	31.8	64.5	0.0	0.0	32.7	0.0	42.1	0.0	73.9	0.0	0.0	0.0
Volume/Cap:	1.00	0.37	0.00	0.00	0.61	0.00	0.72	0.00	0.13	0.00	0.00	0.00
Delay/Veh:	75.9	15.0	0.0	0.0	39.1	0.0	36.0	0.0	8.6	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:	75.9	15.0	0.0	0.0	39.1	0.0	36.0	0.0	8.6	0.0	0.0	0.0
LOS by Move:	E	B	A	A	D	A	D	A	A	A	A	A
HCM2k95thQ:	39	15	0	0	20	0	27	0	2	0	0	0

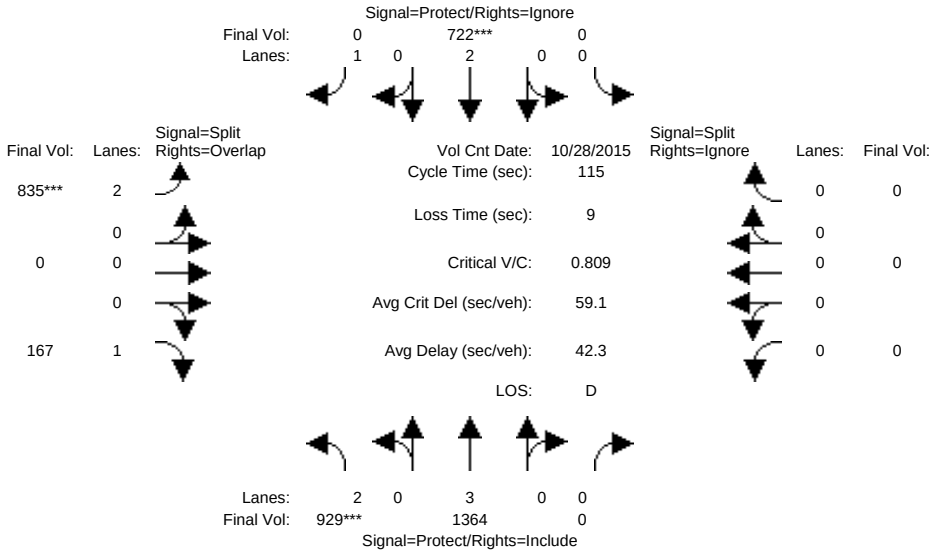
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	69	0	0	35	35	45	0	45	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 <<												
Base Vol:	874	1188	0	0	660	1729	908	0	147	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:	874	1188	0	0	660	1729	908	0	147	0	0	0
Added Vol:	55	176	0	0	62	0	0	0	20	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	929	1364	0	0	722	1729	908	0	167	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.92	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:	929	1364	0	0	722	0	835	0	167	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	929	1364	0	0	722	0	835	0	167	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	929	1364	0	0	722	0	835	0	167	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.24	0.00	0.00	0.19	0.00	0.27	0.00	0.10	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	31.8	64.5	0.0	0.0	32.7	0.0	42.1	0.0	73.9	0.0	0.0	0.0
Volume/Cap:	1.07	0.43	0.00	0.00	0.67	0.00	0.72	0.00	0.15	0.00	0.00	0.00
Delay/Veh:	94.5	15.7	0.0	0.0	40.5	0.0	36.0	0.0	8.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.5	15.7	0.0	0.0	40.5	0.0	36.0	0.0	8.8	0.0	0.0	0.0
LOS by Move:	F	B	A	A	D	A	D	A	A	A	A	A
HCM2k95thQ:	44	17	0	0	23	0	27	0	2	0	0	0

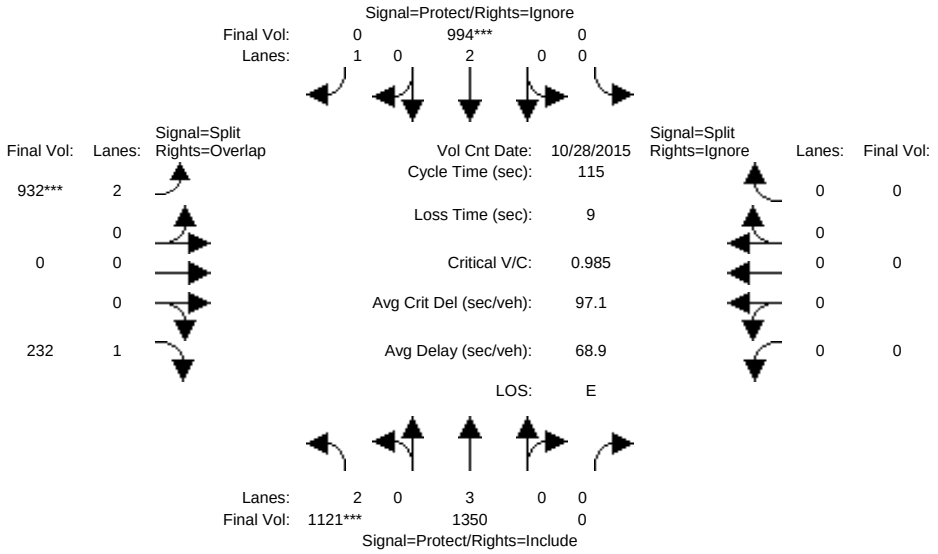
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	69	0	0	35	35	45	0	45	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 <<												
Base Vol:	874	1188	0	0	660	1729	908	0	147	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:	874	1188	0	0	660	1729	908	0	147	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	247	162	0	0	334	240	106	0	85	0	0	0
Initial Fut:	1121	1350	0	0	994	1969	1014	0	232	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.92	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:	1121	1350	0	0	994	0	932	0	232	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1121	1350	0	0	994	0	932	0	232	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	1121	1350	0	0	994	0	932	0	232	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.36	0.24	0.00	0.00	0.26	0.00	0.30	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	31.8	64.5	0.0	0.0	32.7	0.0	42.1	0.0	73.9	0.0	0.0	0.0
Volume/Cap:	1.29	0.42	0.00	0.00	0.92	0.00	0.81	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	182.4	15.6	0.0	0.0	54.9	0.0	39.5	0.0	9.2	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:	182.4	15.6	0.0	0.0	54.9	0.0	39.5	0.0	9.2	0.0	0.0	0.0
LOS by Move:	F	B	A	A	D	A	D	A	A	A	A	A
HCM2k95thQ:	68	17	0	0	37	0	32	0	4	0	0	0

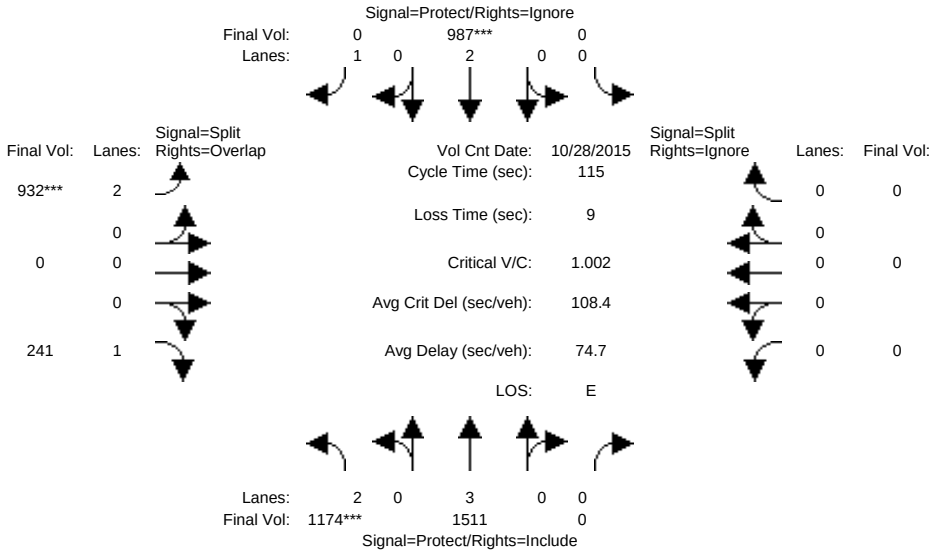
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	69	0	0	35	35	45	0	45	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 <<												
Base Vol:	874	1188	0	0	660	1729	908	0	147	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:	874	1188	0	0	660	1729	908	0	147	0	0	0
Added Vol:	53	161	0	0	-7	0	0	0	9	0	0	0
ATI:	247	162	0	0	334	240	106	0	85	0	0	0
Initial Fut:	1174	1511	0	0	987	1969	1014	0	241	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.92	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:	1174	1511	0	0	987	0	932	0	241	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1174	1511	0	0	987	0	932	0	241	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	1174	1511	0	0	987	0	932	0	241	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.27	0.00	0.00	0.26	0.00	0.30	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	31.8	64.5	0.0	0.0	32.7	0.0	42.1	0.0	73.9	0.0	0.0	0.0
Volume/Cap:	1.35	0.47	0.00	0.00	0.91	0.00	0.81	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	208.7	16.2	0.0	0.0	54.1	0.0	39.5	0.0	9.2	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:	208.7	16.2	0.0	0.0	54.1	0.0	39.5	0.0	9.2	0.0	0.0	0.0
LOS by Move:	F	B	A	A	D	A	D	A	A	A	A	A
HCM2k95thQ:	74	20	0	0	36	0	32	0	4	0	0	0

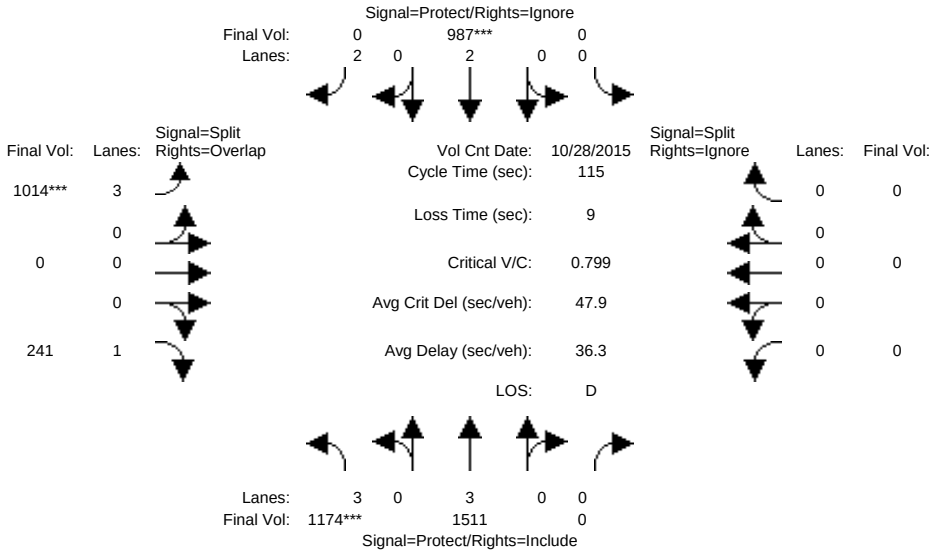
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	69	0	0	35	35	45	0	45	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 <<												
Base Vol:	874	1188	0	0	660	1729	908	0	147	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:	874	1188	0	0	660	1729	908	0	147	0	0	0
Added Vol:	53	161	0	0	-7	0	0	0	9	0	0	0
ATI:	247	162	0	0	334	240	106	0	85	0	0	0
Initial Fut:	1174	1511	0	0	987	1969	1014	0	241	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1174	1511	0	0	987	0	1014	0	241	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1174	1511	0	0	987	0	1014	0	241	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	1174	1511	0	0	987	0	1014	0	241	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	3.00	0.00	0.00	2.00	2.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	4551	5700	0	0	3800	3150	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.27	0.00	0.00	0.26	0.00	0.22	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	31.8	64.5	0.0	0.0	32.7	0.0	42.1	0.0	73.9	0.0	0.0	0.0
Volume/Cap:	0.93	0.47	0.00	0.00	0.91	0.00	0.61	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	55.9	16.2	0.0	0.0	54.1	0.0	32.5	0.0	9.2	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:	55.9	16.2	0.0	0.0	54.1	0.0	32.5	0.0	9.2	0.0	0.0	0.0
LOS by Move:	E	B	A	A	D	A	C	A	A	A	A	A
HCM2k95thQ:	33	20	0	0	36	0	21	0	4	0	0	0

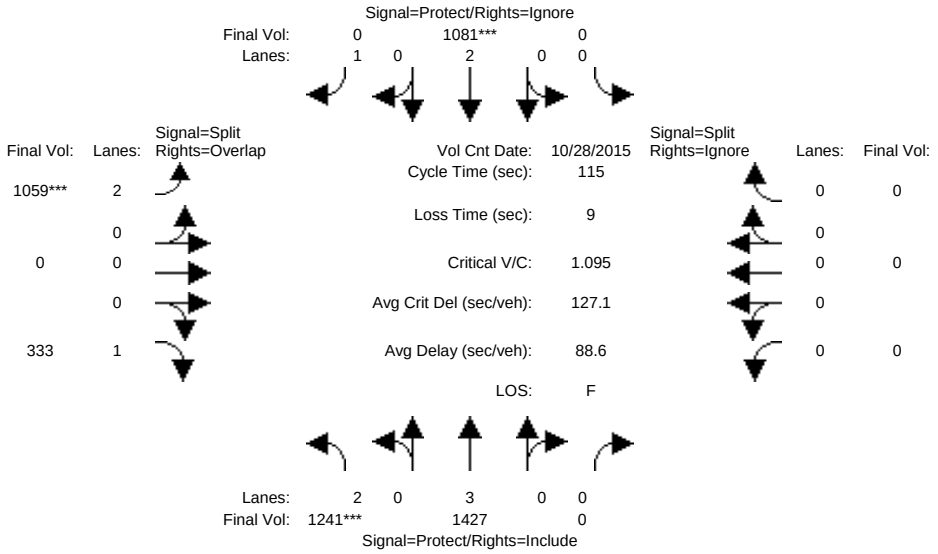
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	34	69	0		0	35	35		45	0	45		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 28 Oct 2015 <<																
Base Vol:	1121	1350	0		0	994	1969		1014	0	232		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:	1121	1350	0		0	994	1969		1014	0	232		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	120	77	0		0	87	-8		138	0	101		0	0	0	
Initial Fut:	1241	1427	0		0	1081	1961		1152	0	333		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		0.92	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:	1241	1427	0		0	1081	0		1059	0	333		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1241	1427	0		0	1081	0		1059	0	333		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	1241	1427	0		0	1081	0		1059	0	333		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	1.00	0.92		0.83	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	3.00	0.00		0.00	2.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	3150	5700	0		0	3800	1750		3150	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.39	0.25	0.00		0.00	0.28	0.00		0.34	0.00	0.19		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green Time:	31.8	64.5	0.0		0.0	32.7	0.0		42.1	0.0	73.9		0.0	0.0	0.0	
Volume/Cap:	1.42	0.45	0.00		0.00	1.00	0.00		0.92	0.00	0.30		0.00	0.00	0.00	
Delay/Veh:	242.4	15.9	0.0		0.0	71.3	0.0		49.0	0.0	9.9		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:	242.4	15.9	0.0		0.0	71.3	0.0		49.0	0.0	9.9		0.0	0.0	0.0	
LOS by Move:	F	B	A		A	E	A		D	A	A		A	A	A	
HCM2k95thQ:	83	18	0		0	44	0		40	0	6		0	0	0	

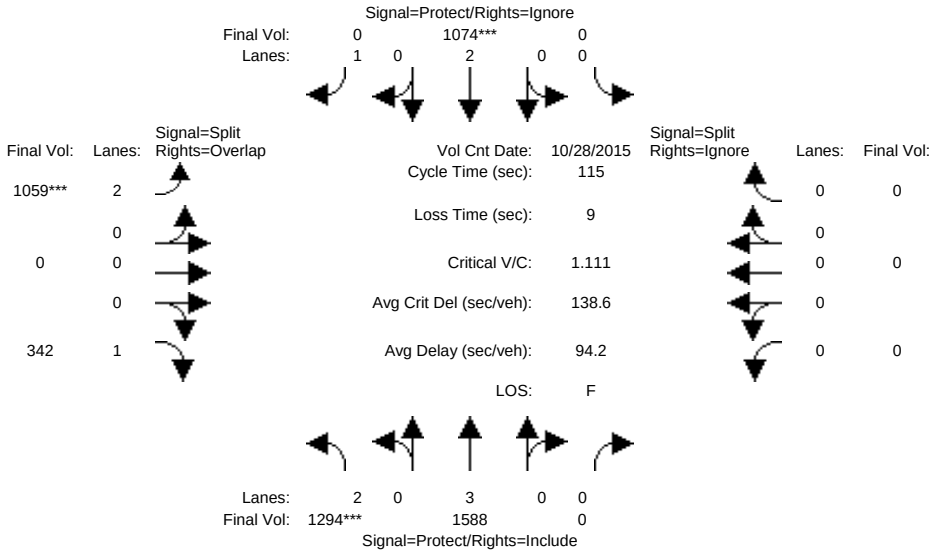
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	69	0	0	35	35	45	0	45	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 <<												
Base Vol:	1121	1350	0	0	994	1969	1014	0	232	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:	1121	1350	0	0	994	1969	1014	0	232	0	0	0
Added Vol:	53	161	0	0	-7	0	0	0	9	0	0	0
ATI:	120	77	0	0	87	-8	138	0	101	0	0	0
Initial Fut:	1294	1588	0	0	1074	1961	1152	0	342	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.92	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:	1294	1588	0	0	1074	0	1059	0	342	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1294	1588	0	0	1074	0	1059	0	342	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	1294	1588	0	0	1074	0	1059	0	342	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.41	0.28	0.00	0.00	0.28	0.00	0.34	0.00	0.20	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	31.8	64.5	0.0	0.0	32.7	0.0	42.1	0.0	73.9	0.0	0.0	0.0
Volume/Cap:	1.49	0.50	0.00	0.00	0.99	0.00	0.92	0.00	0.30	0.00	0.00	0.00
Delay/Veh:	269.2	16.6	0.0	0.0	69.5	0.0	49.0	0.0	9.9	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:	269.2	16.6	0.0	0.0	69.5	0.0	49.0	0.0	9.9	0.0	0.0	0.0
LOS by Move:	F	B	A	A	E	A	D	A	A	A	A	A
HCM2k95thQ:	90	21	0	0	43	0	40	0	6	0	0	0

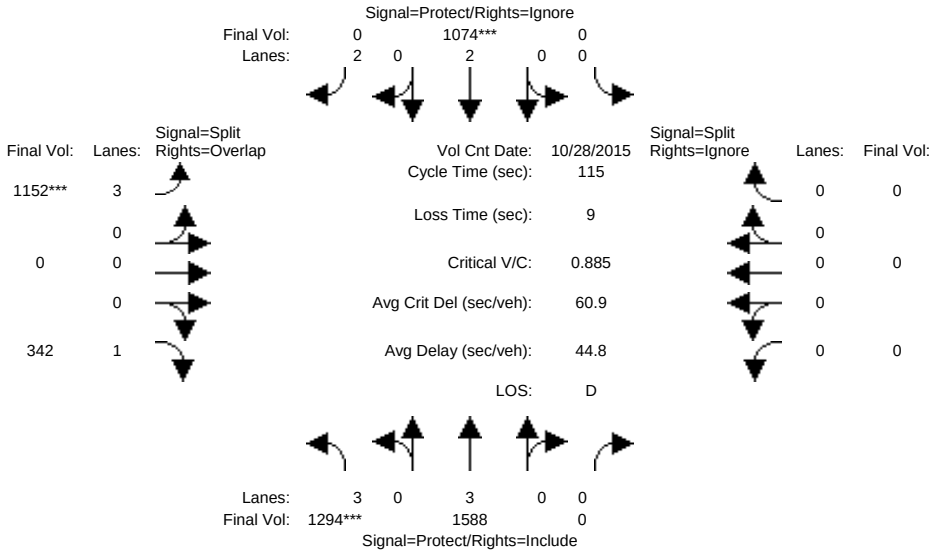
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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	34	69	0	0	0	35	35	0	45	0	45	0	0	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	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 <<																
Base Vol:	1121	1350	0	0	994	1969	1014	0	232	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:	1121	1350	0	0	994	1969	1014	0	232	0	0	0				
Added Vol:	53	161	0	0	-7	0	0	0	9	0	0	0				
ATI:	120	77	0	0	87	-8	138	0	101	0	0	0				
Initial Fut:	1294	1588	0	0	1074	1961	1152	0	342	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	1294	1588	0	0	1074	0	1152	0	342	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1294	1588	0	0	1074	0	1152	0	342	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00				
FinalVolume:	1294	1588	0	0	1074	0	1152	0	342	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.80	1.00	0.92	0.92	1.00	0.92				
Lanes:	3.00	3.00	0.00	0.00	2.00	2.00	3.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	4551	5700	0	0	3800	3150	4551	0	1750	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.28	0.28	0.00	0.00	0.28	0.00	0.25	0.00	0.20	0.00	0.00	0.00				
Crit Moves:	****				****		****									
Green Time:	31.8	64.5	0.0	0.0	32.7	0.0	42.1	0.0	73.9	0.0	0.0	0.0				
Volume/Cap:	1.03	0.50	0.00	0.00	0.99	0.00	0.69	0.00	0.30	0.00	0.00	0.00				
Delay/Veh:	77.4	16.6	0.0	0.0	69.5	0.0	34.4	0.0	9.9	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:	77.4	16.6	0.0	0.0	69.5	0.0	34.4	0.0	9.9	0.0	0.0	0.0				
LOS by Move:	E	B	A	A	E	A	C	A	A	A	A	A				
HCM2k95thQ:	40	21	0	0	43	0	25	0	6	0	0	0				

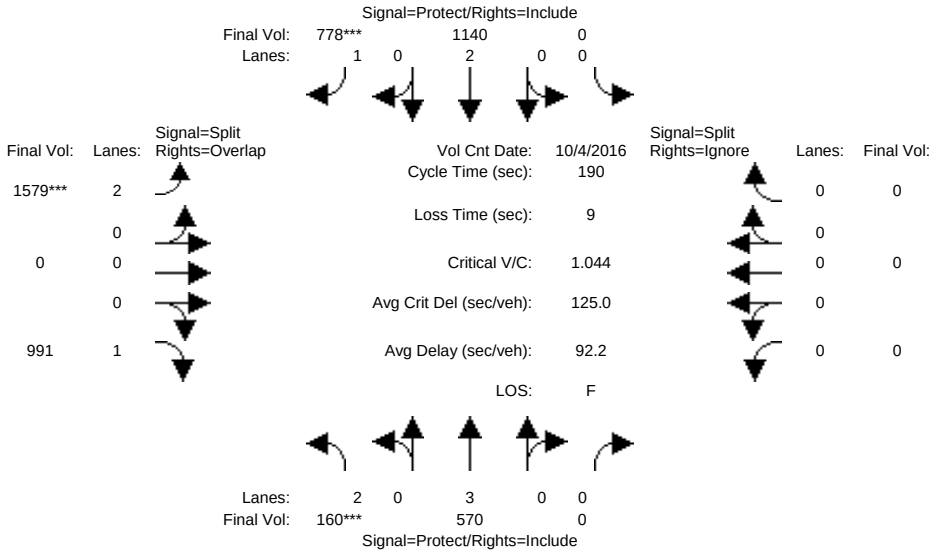
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	19		76	0	0		57	57	114		0	114	0		0	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 4 Oct 2016 <<																
Base Vol:	160		570	0	0		1140	778	2134		0	991	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:	160		570	0	0		1140	778	2134		0	991	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:	160		570	0	0		1140	778	2134		0	991	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	0.74	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:	160		570	0	0		1140	778	1579		0	991	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	160		570	0	0		1140	778	1579		0	991	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
FinalVolume:	160		570	0	0		1140	778	1579		0	991	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.83	1.00		0.92	0.92	1.00		0.92	0.83	1.00		0.92	0.92	1.00		0.92
Lanes:	2.00	3.00		0.00	0.00	2.00		1.00	2.00	0.00		1.00	0.00	0.00		0.00
Final Sat.:	3150		5700	0	0		3800	1750	3150		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.05	0.10		0.00	0.00	0.30		0.44	0.50	0.00		0.57	0.00	0.00		0.00
Crit Moves:	****							****	****							
Green Time:	18.1	72.6		0.0	0.0	54.4		54.4	108.8	0.0		127.0	0.0	0.0		0.0
Volume/Cap:	0.53	0.26		0.00	0.00	1.05		1.55	0.88	0.00		0.85	0.00	0.00		0.00
Delay/Veh:	87.6	42.3		0.0	0.0	112		329.2	28.3	0.0		15.5	0.0	0.0		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	87.6	42.3		0.0	0.0	112		329.2	28.3	0.0		15.5	0.0	0.0		0.0
LOS by Move:	F	D		A	A	F		F	C	A		B	A	A		A
HCM2k95thQ:	11	14		0	0	65		131	63	0		47	0	0		0

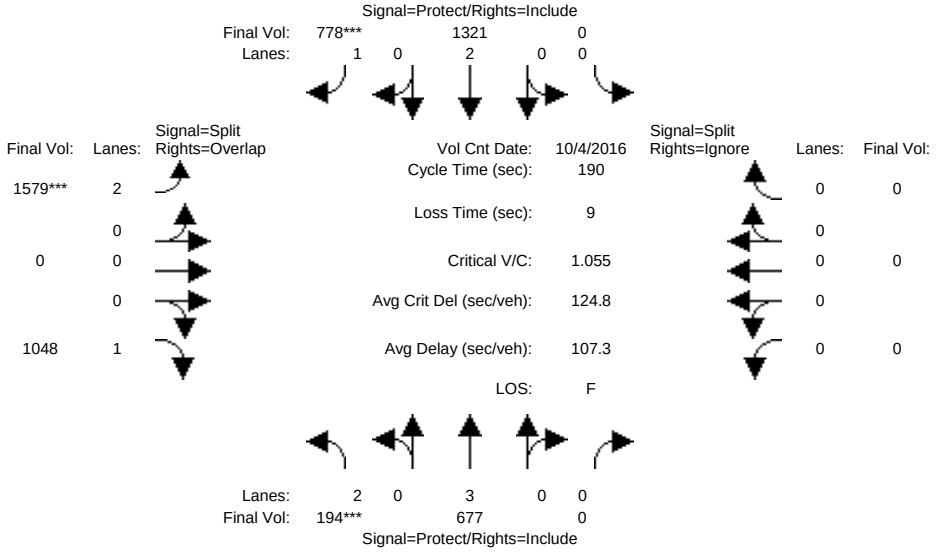
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	19		76	0	0		57	57	114		0	114	0		0	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 4 Oct 2016 <<																
Base Vol:	160		570	0	0		1140	778	2134		0	991	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:	160		570	0	0		1140	778	2134		0	991	0		0	0
Added Vol:	34		107	0	0		181	0	0		0	57	0		0	0
ATI:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	194		677	0	0		1321	778	2134		0	1048	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	0.74	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:	194		677	0	0		1321	778	1579		0	1048	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	194		677	0	0		1321	778	1579		0	1048	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
FinalVolume:	194		677	0	0		1321	778	1579		0	1048	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.83	1.00		0.92	0.92	1.00		0.92	0.83	1.00		0.92	0.92	1.00		0.92
Lanes:	2.00	3.00		0.00	0.00	2.00		1.00	2.00	0.00		1.00	0.00	0.00		0.00
Final Sat.:	3150		5700	0	0		3800	1750	3150		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.06	0.12		0.00	0.00	0.35		0.44	0.50	0.00		0.60	0.00	0.00		0.00
Crit Moves:	****							****	****							
Green Time:	18.1	72.6		0.0	0.0	54.4		54.4	108.8	0.0		127.0	0.0	0.0		0.0
Volume/Cap:	0.65	0.31		0.00	0.00	1.21		1.55	0.88	0.00		0.90	0.00	0.00		0.00
Delay/Veh:	91.5	43.2		0.0	0.0	176		329.2	28.3	0.0		19.5	0.0	0.0		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	91.5	43.2		0.0	0.0	176		329.2	28.3	0.0		19.5	0.0	0.0		0.0
LOS by Move:	F	D		A	A	F		F	C	A		B	A	A		A
HCM2k95thQ:	13	17		0	0	85		131	62	0		58	0	0		0

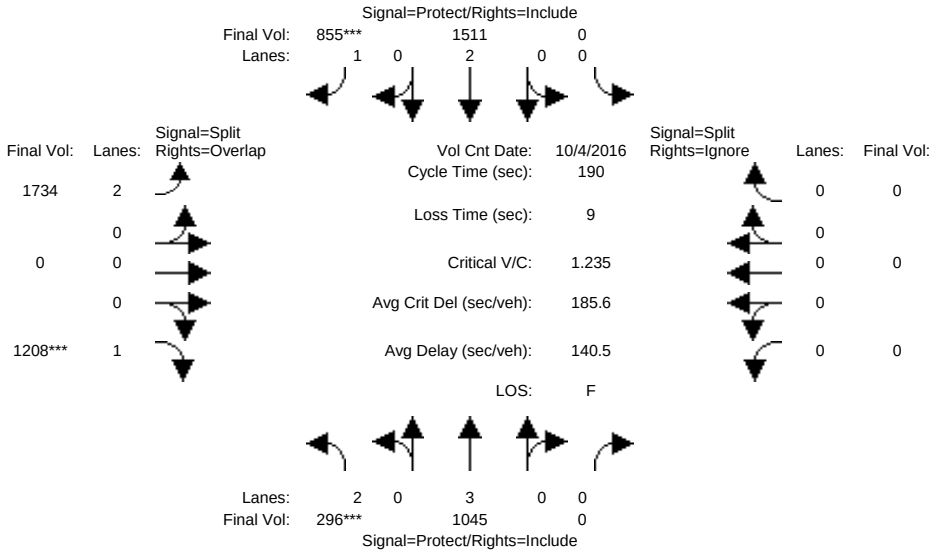
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	19	76	0		0	57	57		114	0	114		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 4 Oct 2016 <<																
Base Vol:	160	570	0		0	1140	778		2134	0	991		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:	160	570	0		0	1140	778		2134	0	991		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	136	475	0		0	371	77		209	0	217		0	0	0	
Initial Fut:	296	1045	0		0	1511	855		2343	0	1208		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		0.74	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:	296	1045	0		0	1511	855		1734	0	1208		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	296	1045	0		0	1511	855		1734	0	1208		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	296	1045	0		0	1511	855		1734	0	1208		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	1.00	0.92		0.83	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	3.00	0.00		0.00	2.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	3150	5700	0		0	3800	1750		3150	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.09	0.18	0.00		0.00	0.40	0.49		0.55	0.00	0.69		0.00	0.00	0.00	
Crit Moves:	****						****				****					
Green Time:	18.1	72.6	0.0		0.0	54.4	54.4		108.8	0.0	127.0		0.0	0.0	0.0	
Volume/Cap:	0.99	0.48	0.00		0.00	1.39	1.71		0.96	0.00	1.03		0.00	0.00	0.00	
Delay/Veh:	137.6	46.7	0.0		0.0	252	397.3		38.8	0.0	47.5		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	137.6	46.7	0.0		0.0	252	397.3		38.8	0.0	47.5		0.0	0.0	0.0	
LOS by Move:	F	D	A		A	F	F		D	A	D		A	A	A	
HCM2k95thQ:	23	27	0		0	108	153		81	0	121		0	0	0	

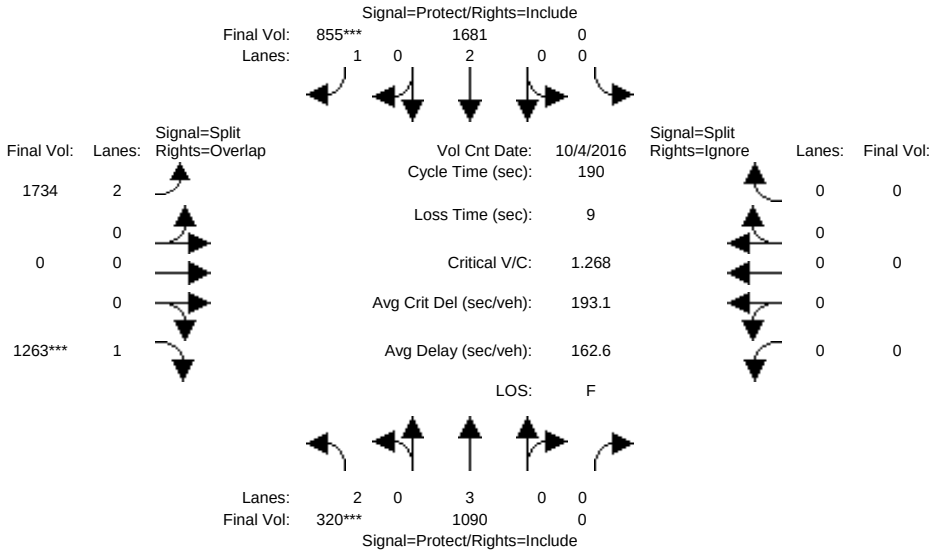
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	19		76	0	0		57	57	114		0	114	0		0	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 4 Oct 2016 <<																
Base Vol:	160	570		0	0	1140		778	2134		0	991	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:	160	570		0	0	1140		778	2134		0	991	0		0	0
Added Vol:	24	45		0	0	170		0	0	0		55	0		0	0
ATI:	136	475		0	0	371		77	209		0	217	0		0	0
Initial Fut:	320	1090		0	0	1681		855	2343		0	1263	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	0.74	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:	320	1090		0	0	1681		855	1734		0	1263	0		0	0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0	0		0
Reduced Vol:	320	1090		0	0	1681		855	1734		0	1263	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
FinalVolume:	320	1090		0	0	1681		855	1734		0	1263	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.83	1.00		0.92	0.92	1.00		0.92	0.83	1.00		0.92	0.92	1.00		0.92
Lanes:	2.00	3.00		0.00	0.00	2.00		1.00	2.00	0.00		1.00	0.00	0.00		0.00
Final Sat.:	3150	5700		0	0	3800		1750	3150		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.10	0.19		0.00	0.00	0.44		0.49	0.55	0.00		0.72	0.00	0.00		0.00
Crit Moves:	****							****				****				
Green Time:	18.1	72.6		0.0	0.0	54.4		54.4	108.8	0.0		127.0	0.0	0.0		0.0
Volume/Cap:	1.07	0.50		0.00	0.00	1.54		1.71	0.96	0.00		1.08	0.00	0.00		0.00
Delay/Veh:	160.2	47.2		0.0	0.0	321		397.3	38.8	0.0		63.0	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:	160.2	47.2		0.0	0.0	321		397.3	38.8	0.0		63.0	0.0	0.0		0.0
LOS by Move:	F	D		A	A	F		F	D	A		E	A	A		A
HCM2k95thQ:	26	28		0	0	130		153	81	0		135	0	0		0

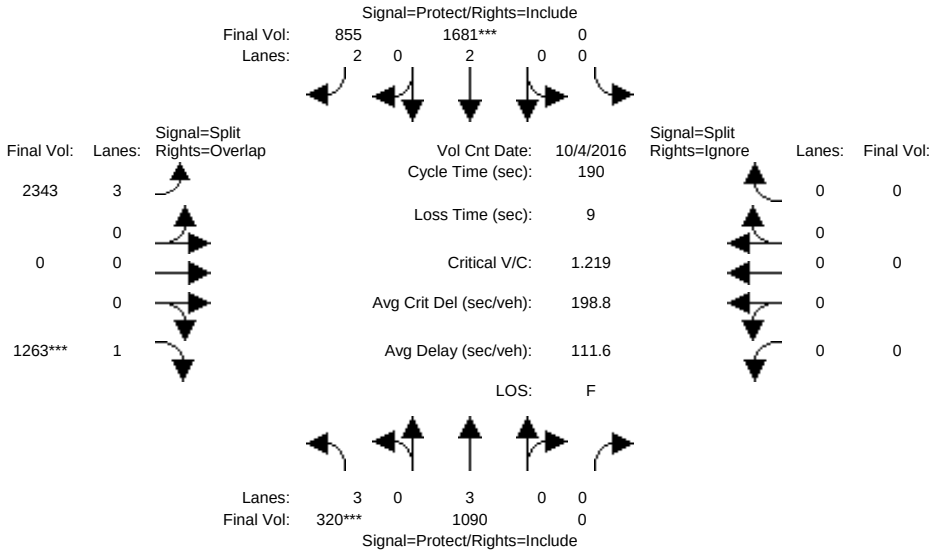
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	19		76	0	0		57	57	114		0	114	0		0	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 4 Oct 2016 <<																
Base Vol:	160		570	0	0		1140	778	2134		0	991	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:	160		570	0	0		1140	778	2134		0	991	0		0	0
Added Vol:	24		45	0	0		170	0	0		0	55	0		0	0
ATI:	136		475	0	0		371	77	209		0	217	0		0	0
Initial Fut:	320		1090	0	0		1681	855	2343		0	1263	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
PHF Volume:	320		1090	0	0		1681	855	2343		0	1263	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	320		1090	0	0		1681	855	2343		0	1263	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
FinalVolume:	320		1090	0	0		1681	855	2343		0	1263	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.80	1.00		0.92	0.92	1.00		0.83	0.80	1.00		0.92	0.92	1.00		0.92
Lanes:	3.00		3.00	0.00	0.00		2.00	2.00	3.00		0.00	1.00	0.00		0.00	0.00
Final Sat.:	4551		5700	0	0		3800	3150	4551		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.07	0.19		0.00	0.00	0.44		0.27	0.51	0.00		0.72	0.00	0.00		0.00
Crit Moves:	****					****						****				
Green Time:	18.1		72.6	0.0	0.0		54.4	54.4	108.8		0.0	127.0	0.0		0.0	0.0
Volume/Cap:	0.74		0.50	0.00	0.00		1.54	0.95	0.90		0.00	1.08	0.00		0.00	0.00
Delay/Veh:	94.1		47.2	0.0	0.0		321	88.1	28.4		0.0	63.0	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:	94.1		47.2	0.0	0.0		321	88.1	28.4		0.0	63.0	0.0		0.0	0.0
LOS by Move:	F		D	A	A		F	F	C		A	E	A		A	A
HCM2k95thQ:	15		28	0	0		130	55	67		0	138	0		0	0

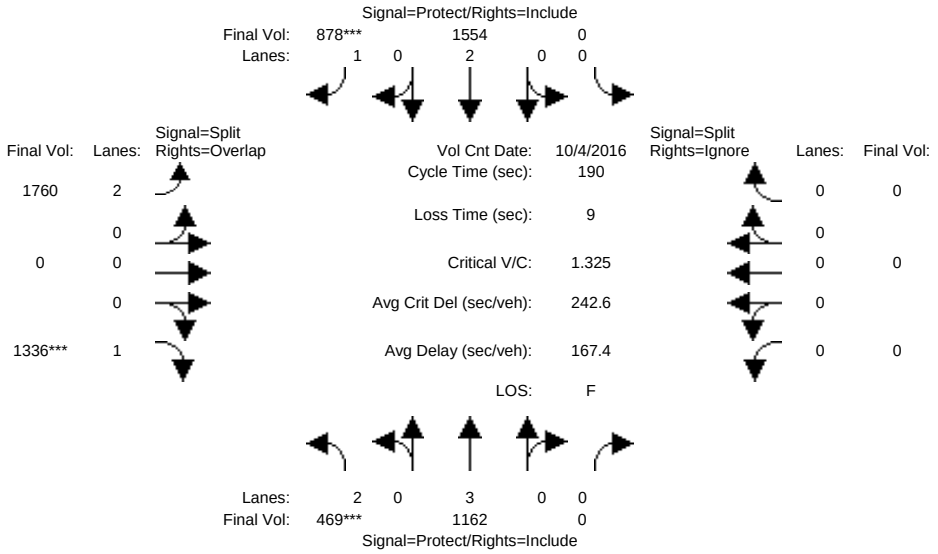
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	19		76	0	0		57	57	114		0	114	0		0	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 4 Oct 2016 <<																
Base Vol:	296	1045		0	0	1511		855	2343		0	1208	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:	296	1045		0	0	1511		855	2343		0	1208	0		0	0
Added Vol:	0	0		0	0	0		0	0		0	0	0		0	0
ATI:	173	117		0	0	43		23	35		0	128	0		0	0
Initial Fut:	469	1162		0	0	1554		878	2378		0	1336	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	0.74	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:	469	1162		0	0	1554		878	1760		0	1336	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	469	1162		0	0	1554		878	1760		0	1336	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
FinalVolume:	469	1162		0	0	1554		878	1760		0	1336	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.83	1.00		0.92	0.92	1.00		0.92	0.83	1.00		0.92	0.92	1.00		0.92
Lanes:	2.00	3.00		0.00	0.00	2.00		1.00	2.00	0.00		1.00	0.00	0.00		0.00
Final Sat.:	3150	5700		0	0	3800		1750	3150		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.15	0.20		0.00	0.00	0.41		0.50	0.56	0.00		0.76	0.00	0.00		0.00
Crit Moves:	****							****				****				
Green Time:	18.1	72.6		0.0	0.0	54.4		54.4	108.8		0.0	127.0	0.0		0.0	0.0
Volume/Cap:	1.56	0.53		0.00	0.00	1.43		1.75	0.98	0.00		1.14	0.00	0.00		0.00
Delay/Veh:	358.0	48.0		0.0	0.0	269		417.7	41.8		0.0	87.0	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:	358.0	48.0		0.0	0.0	269		417.7	41.8		0.0	87.0	0.0		0.0	0.0
LOS by Move:	F	D		A	A	F		F	D		A	F	A		A	A
HCM2k95thQ:	47	30		0	0	113		159	87		0	156	0		0	0

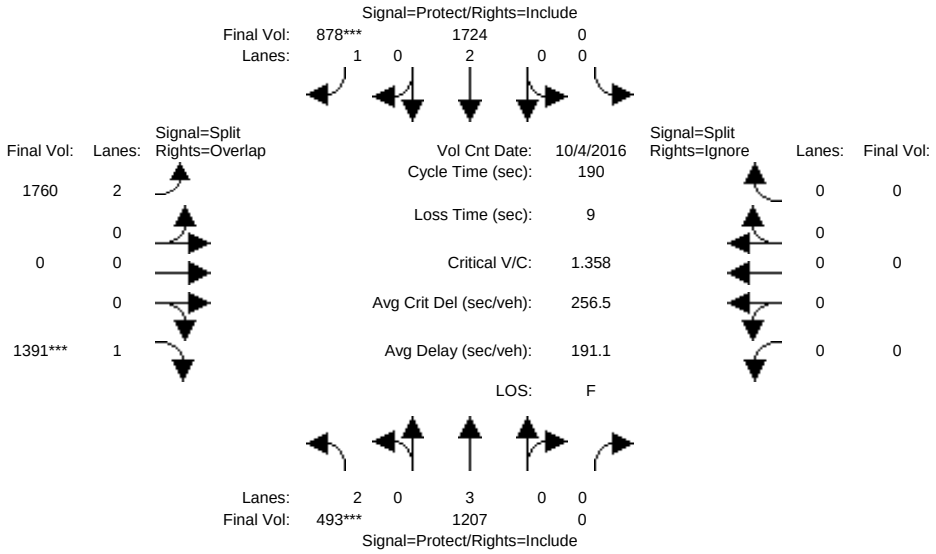
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	19	76	0		0	57	57		114	0	114		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 4 Oct 2016 <<																
Base Vol:	296	1045	0	0	1511	855	2343	0	1208	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:	296	1045	0	0	1511	855	2343	0	1208	0	0	0				
Added Vol:	24	45	0	0	170	0	0	0	55	0	0	0				
ATI:	173	117	0	0	43	23	35	0	128	0	0	0				
Initial Fut:	493	1207	0	0	1724	878	2378	0	1391	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.74	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:	493	1207	0	0	1724	878	1760	0	1391	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	493	1207	0	0	1724	878	1760	0	1391	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
FinalVolume:	493	1207	0	0	1724	878	1760	0	1391	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92				
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	3150	5700	0	0	3800	1750	3150	0	1750	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.16	0.21	0.00	0.00	0.45	0.50	0.56	0.00	0.79	0.00	0.00	0.00				
Crit Moves:	****					****				****						
Green Time:	18.1	72.6	0.0	0.0	54.4	54.4	108.8	0.0	127.0	0.0	0.0	0.0				
Volume/Cap:	1.64	0.55	0.00	0.00	1.58	1.75	0.98	0.00	1.19	0.00	0.00	0.00				
Delay/Veh:	392.8	48.5	0.0	0.0	338	417.7	41.8	0.0	106.3	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:	392.8	48.5	0.0	0.0	338	417.7	41.8	0.0	106.3	0.0	0.0	0.0				
LOS by Move:	F	D	A	A	F	F	D	A	F	A	A	A				
HCM2k95thQ:	51	32	0	0	135	159	87	0	171	0	0	0				

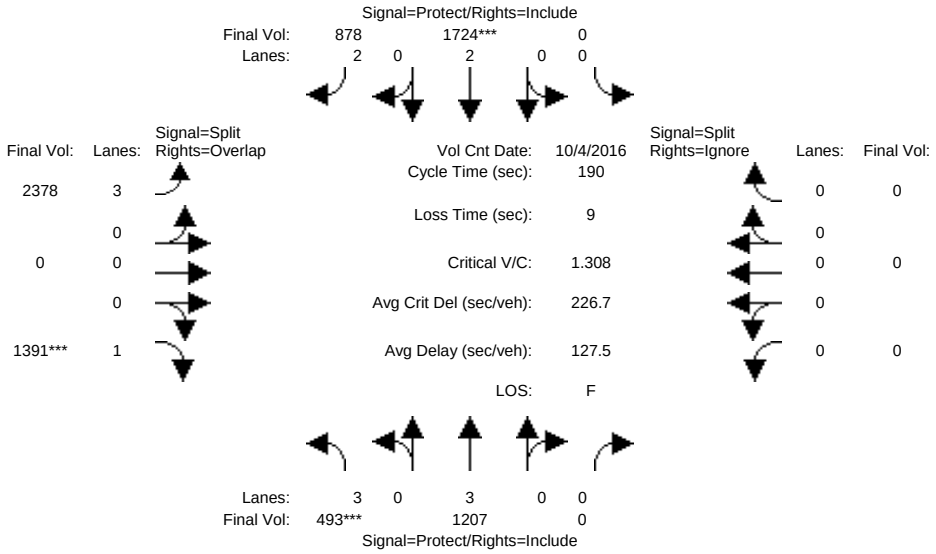
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	19		76	0	0		57	57	114		0	114	0		0	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 4 Oct 2016 <<																
Base Vol:	296	1045		0	0	1511		855	2343		0	1208	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:	296	1045		0	0	1511		855	2343		0	1208	0		0	0
Added Vol:	24	45		0	0	170		0	0		0	55	0		0	0
ATI:	173	117		0	0	43		23	35		0	128	0		0	0
Initial Fut:	493	1207		0	0	1724		878	2378		0	1391	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
PHF Volume:	493	1207		0	0	1724		878	2378		0	1391	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	493	1207		0	0	1724		878	2378		0	1391	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
FinalVolume:	493	1207		0	0	1724		878	2378		0	1391	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.80	1.00		0.92	0.92	1.00		0.83	0.80	1.00		0.92	0.92	1.00		0.92
Lanes:	3.00	3.00		0.00	0.00	2.00		2.00	3.00	0.00		1.00	0.00	0.00		0.00
Final Sat.:	4551	5700		0	0	3800		3150	4551		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.11	0.21		0.00	0.00	0.45		0.28	0.52	0.00		0.79	0.00	0.00		0.00
Crit Moves:	****					****						****				
Green Time:	18.1	72.6		0.0	0.0	54.4		54.4	108.8		0.0	127.0	0.0		0.0	0.0
Volume/Cap:	1.14	0.55		0.00	0.00	1.58		0.97	0.91	0.00		1.19	0.00	0.00		0.00
Delay/Veh:	175.7	48.5		0.0	0.0	338		93.8	29.6		0.0	106.3	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:	175.7	48.5		0.0	0.0	338		93.8	29.6		0.0	106.3	0.0		0.0	0.0
LOS by Move:	F	D		A	A	F		F	C	A		F	A		A	A
HCM2k95thQ:	28	32		0	0	135		57	70		0	173	0		0	0

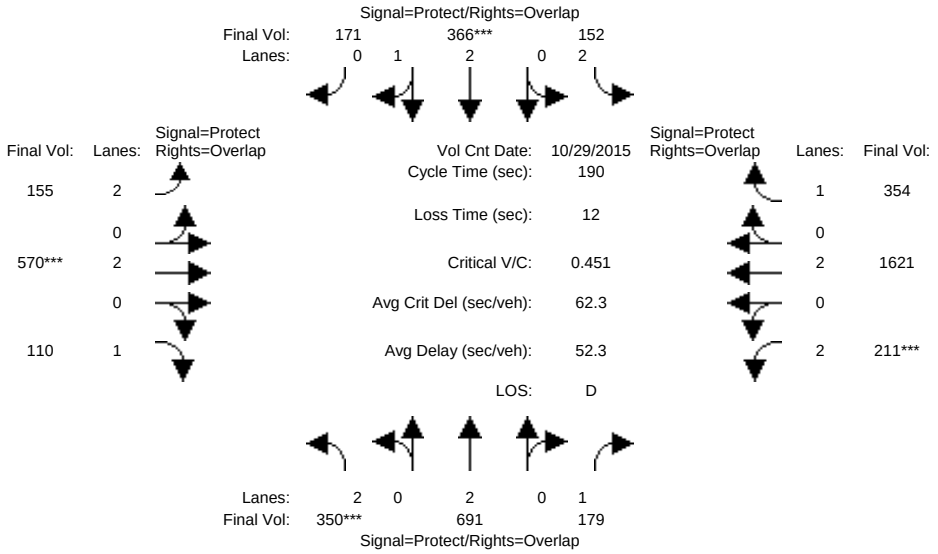
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	49	49	19	39	39	23	96	96	26	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	350	691	179	152	366	171	155	663	110	211	1885	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	691	179	152	366	171	155	663	110	211	1885	354
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	691	179	152	366	171	155	663	110	211	1885	354
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:	350	691	179	152	366	171	155	570	110	211	1621	354
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	691	179	152	366	171	155	570	110	211	1621	354
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	691	179	152	366	171	155	570	110	211	1621	354
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.01	0.99	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3814	1782	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.10	0.05	0.10	0.10	0.05	0.15	0.06	0.07	0.43	0.20
Crit Moves:	****				****			****			****	
Green Time:	27.3	46.1	70.5	17.9	36.7	58.3	21.6	90.3	117.6	24.5	93.1	111.0
Volume/Cap:	0.77	0.75	0.28	0.51	0.50	0.31	0.43	0.32	0.10	0.52	0.87	0.35
Delay/Veh:	91.5	74.3	44.7	88.6	73.1	53.8	84.3	26.4	8.3	83.4	40.6	13.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.5	74.3	44.7	88.6	73.1	53.8	84.3	26.4	8.3	83.4	40.6	13.6
LOS by Move:	F	E	D	F	E	D	F	C	A	F	D	B
HCM2k95thQ:	25	35	15	11	19	16	10	15	3	13	65	14

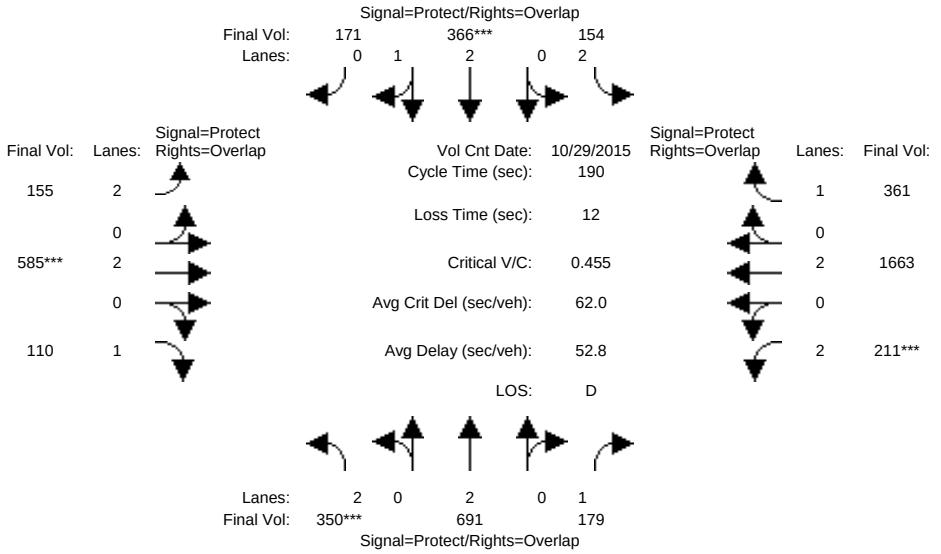
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	49	49	19	39	39	23	96	96	26	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	350	691	179	152	366	171	155	663	110	211	1885	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	691	179	152	366	171	155	663	110	211	1885	354
Added Vol:	0	0	0	2	0	0	0	17	0	0	49	7
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	691	179	154	366	171	155	680	110	211	1934	361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	350	691	179	154	366	171	155	585	110	211	1663	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	691	179	154	366	171	155	585	110	211	1663	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	691	179	154	366	171	155	585	110	211	1663	361
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.01	0.99	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3814	1782	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.10	0.05	0.10	0.10	0.05	0.15	0.06	0.07	0.44	0.21
Crit Moves:	****				****			****			****	
Green Time:	27.3	46.1	70.5	17.9	36.7	58.3	21.6	90.3	117.6	24.5	93.1	111.0
Volume/Cap:	0.77	0.75	0.28	0.52	0.50	0.31	0.43	0.32	0.10	0.52	0.89	0.35
Delay/Veh:	91.5	74.3	44.7	88.8	73.1	53.8	84.3	26.5	8.3	83.4	42.5	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.5	74.3	44.7	88.8	73.1	53.8	84.3	26.5	8.3	83.4	42.5	13.7
LOS by Move:	F	E	D	F	E	D	F	C	A	F	D	B
HCM2k95thQ:	25	35	15	11	19	16	10	15	3	13	70	14

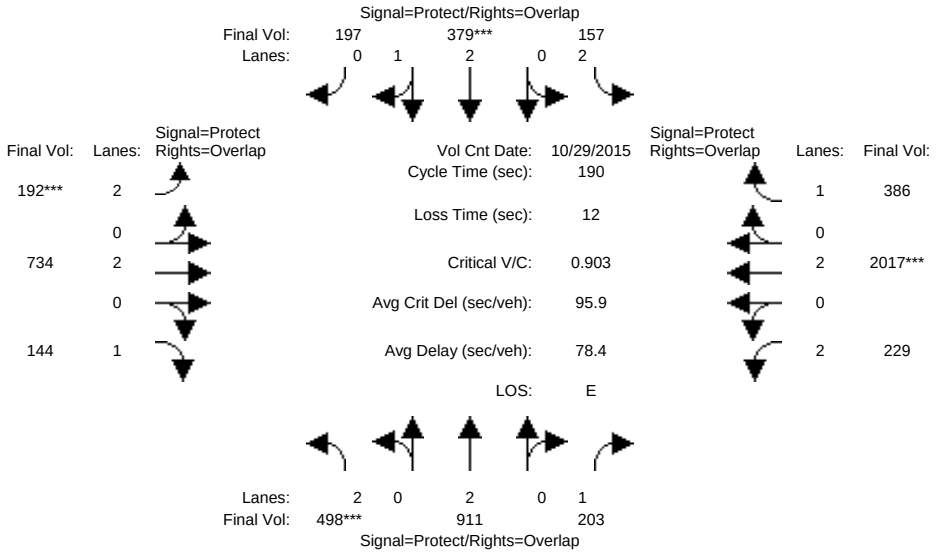
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	49	49	19	39	39	23	96	96	26	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	350	691	179	152	366	171	155	663	110	211	1885	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	691	179	152	366	171	155	663	110	211	1885	354
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	148	220	24	5	13	26	37	191	34	18	461	32
Initial Fut:	498	911	203	157	379	197	192	854	144	229	2346	386
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:	498	911	203	157	379	197	192	734	144	229	2017	386
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	498	911	203	157	379	197	192	734	144	229	2017	386
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	498	911	203	157	379	197	192	734	144	229	2017	386
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.24	0.12	0.05	0.10	0.11	0.06	0.19	0.08	0.07	0.53	0.22
Crit Moves:	****				****		****				****	
Green Time:	27.3	46.1	70.5	17.9	36.7	58.3	21.6	90.3	117.6	24.5	93.1	111.0
Volume/Cap:	1.10	0.99	0.31	0.53	0.52	0.37	0.54	0.41	0.13	0.56	1.08	0.38
Delay/Veh:	159.0	103	45.4	89.0	73.5	54.8	86.0	27.8	8.5	84.5	87.6	13.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	159.0	103	45.4	89.0	73.5	54.8	86.0	27.8	8.5	84.5	87.6	13.9
LOS by Move:	F	F	D	F	E	D	F	C	A	F	F	B
HCM2k95thQ:	41	52	17	12	19	18	12	20	4	15	112	15

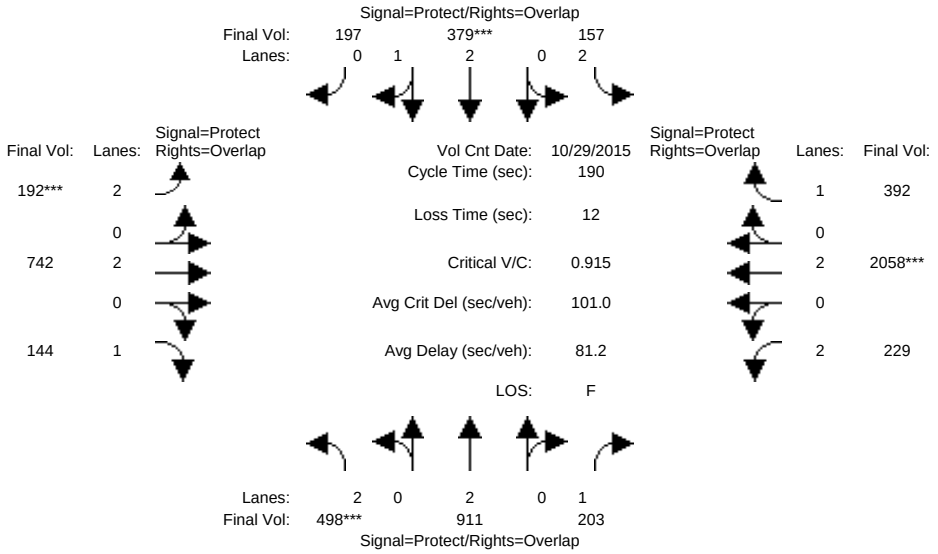
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	49	49	19	39	39	23	96	96	26	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	350	691	179	152	366	171	155	663	110	211	1885	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	691	179	152	366	171	155	663	110	211	1885	354
Added Vol:	0	0	0	0	0	0	0	9	0	0	47	6
ATI:	148	220	24	5	13	26	37	191	34	18	461	32
Initial Fut:	498	911	203	157	379	197	192	863	144	229	2393	392
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:	498	911	203	157	379	197	192	742	144	229	2058	392
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	498	911	203	157	379	197	192	742	144	229	2058	392
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	498	911	203	157	379	197	192	742	144	229	2058	392
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.24	0.12	0.05	0.10	0.11	0.06	0.20	0.08	0.07	0.54	0.22
Crit Moves:	****				****		****				****	
Green Time:	27.3	46.1	70.5	17.9	36.7	58.3	21.6	90.3	117.6	24.5	93.1	111.0
Volume/Cap:	1.10	0.99	0.31	0.53	0.52	0.37	0.54	0.41	0.13	0.56	1.10	0.38
Delay/Veh:	159.0	103	45.4	89.0	73.5	54.8	86.0	27.9	8.5	84.5	96.0	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	159.0	103	45.4	89.0	73.5	54.8	86.0	27.9	8.5	84.5	96.0	14.0
LOS by Move:	F	F	D	F	E	D	F	C	A	F	F	B
HCM2k95thQ:	41	52	17	12	19	18	12	20	4	15	116	16

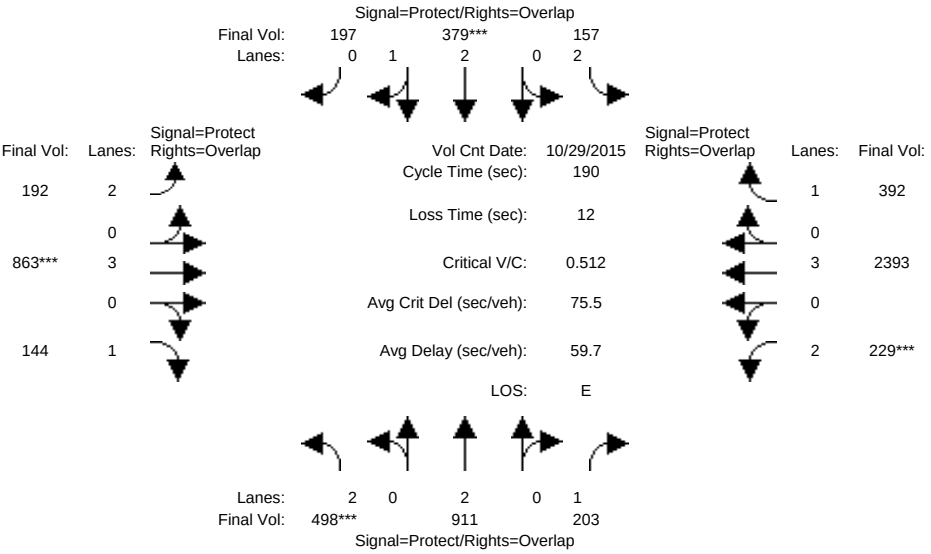
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	49	49	19	39	39	23	96	96	26	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	350	691	179	152	366	171	155	663	110	211	1885	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	691	179	152	366	171	155	663	110	211	1885	354
Added Vol:	0	0	0	0	0	0	0	9	0	0	47	6
ATI:	148	220	24	5	13	26	37	191	34	18	461	32
Initial Fut:	498	911	203	157	379	197	192	863	144	229	2393	392
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	498	911	203	157	379	197	192	863	144	229	2393	392
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	498	911	203	157	379	197	192	863	144	229	2393	392
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	498	911	203	157	379	197	192	863	144	229	2393	392
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.24	0.12	0.05	0.10	0.11	0.06	0.15	0.08	0.07	0.42	0.22
Crit Moves:	****				****			****			****	
Green Time:	27.3	46.1	70.5	17.9	36.7	58.3	21.6	90.3	117.6	24.5	93.1	111.0
Volume/Cap:	1.10	0.99	0.31	0.53	0.52	0.37	0.54	0.32	0.13	0.56	0.86	0.38
Delay/Veh:	159.0	103	45.4	89.0	73.5	54.8	86.0	26.4	8.5	84.5	38.2	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	159.0	103	45.4	89.0	73.5	54.8	86.0	26.4	8.5	84.5	38.2	14.0
LOS by Move:	F	F	D	F	E	D	F	C	A	F	D	B
HCM2k95thQ:	41	52	17	12	19	18	12	15	4	15	63	16

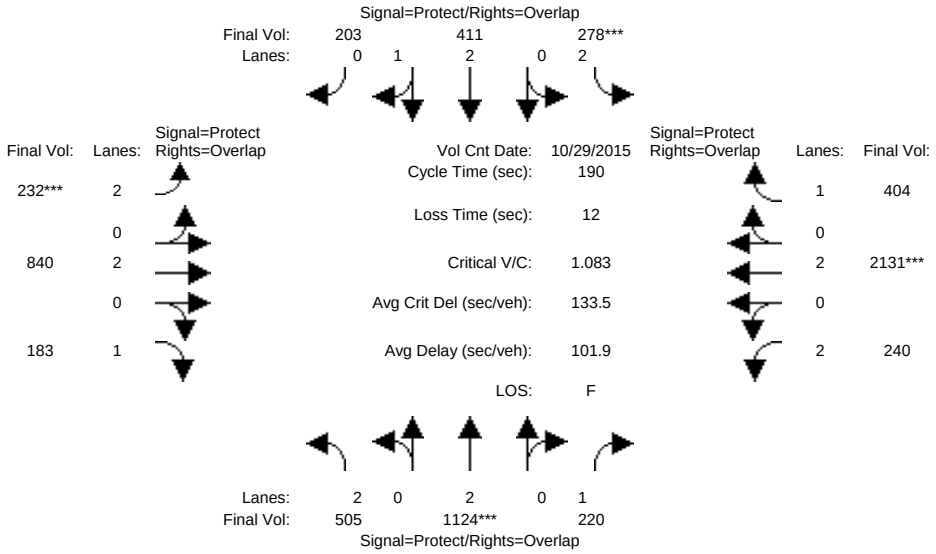
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	49	49	19	39	39	23	96	96	26	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	498	911	203	157	379	197	192	854	144	229	2346	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	498	911	203	157	379	197	192	854	144	229	2346	386
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	7	213	17	121	32	6	40	122	39	11	132	18
Initial Fut:	505	1124	220	278	411	203	232	976	183	240	2478	404
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:	505	1124	220	278	411	203	232	840	183	240	2131	404
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	1124	220	278	411	203	232	840	183	240	2131	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:	505	1124	220	278	411	203	232	840	183	240	2131	404
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3799	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.13	0.09	0.11	0.11	0.07	0.22	0.10	0.08	0.56	0.23
Crit Moves:		****			****			****			****	
Green Time:	27.3	46.1	70.5	17.9	36.7	58.3	21.6	90.3	117.6	24.5	93.1	111.0
Volume/Cap:	1.12	1.22	0.34	0.94	0.56	0.37	0.65	0.46	0.17	0.59	1.14	0.39
Delay/Veh:	164.4	185	46.0	126.8	74.4	54.8	89.7	28.9	8.7	85.3	112	14.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	164.4	185	46.0	126.8	74.4	54.8	89.7	28.9	8.7	85.3	112	14.1
LOS by Move:	F	F	D	F	E	D	F	C	A	F	F	B
HCM2k95thQ:	42	74	19	24	21	18	15	23	5	15	125	16

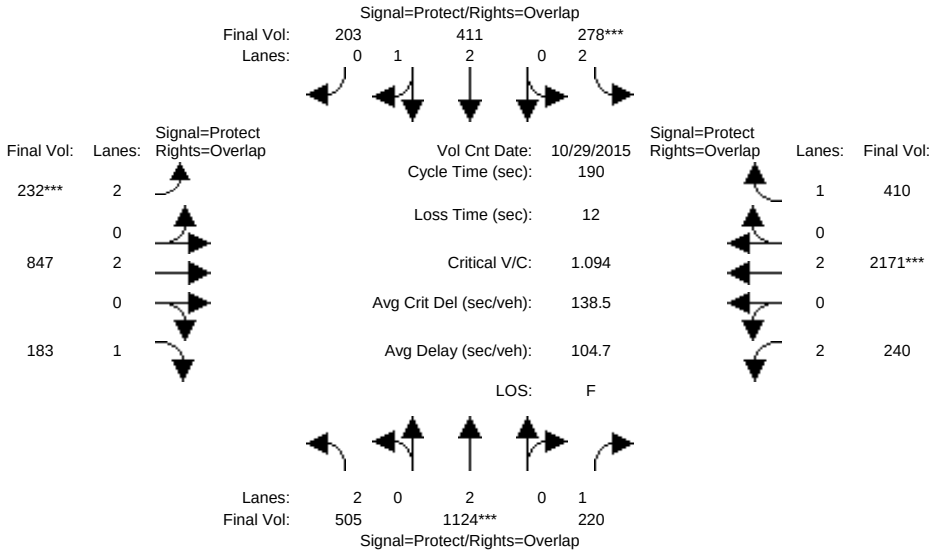
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	49	49	19	39	39	23	96	96	26	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	498	911	203	157	379	197	192	854	144	229	2346	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	498	911	203	157	379	197	192	854	144	229	2346	386
Added Vol:	0	0	0	0	0	0	0	9	0	0	47	6
ATI:	7	213	17	121	32	6	40	122	39	11	132	18
Initial Fut:	505	1124	220	278	411	203	232	985	183	240	2525	410
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:	505	1124	220	278	411	203	232	847	183	240	2171	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	1124	220	278	411	203	232	847	183	240	2171	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	505	1124	220	278	411	203	232	847	183	240	2171	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3799	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.13	0.09	0.11	0.11	0.07	0.22	0.10	0.08	0.57	0.23
Crit Moves:		****		****			****				****	
Green Time:	27.3	46.1	70.5	17.9	36.7	58.3	21.6	90.3	117.6	24.5	93.1	111.0
Volume/Cap:	1.12	1.22	0.34	0.94	0.56	0.37	0.65	0.47	0.17	0.59	1.17	0.40
Delay/Veh:	164.4	185	46.0	126.8	74.4	54.8	89.7	28.9	8.7	85.3	121	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	164.4	185	46.0	126.8	74.4	54.8	89.7	28.9	8.7	85.3	121	14.2
LOS by Move:	F	F	D	F	E	D	F	C	A	F	F	B
HCM2k95thQ:	42	74	19	24	21	18	15	24	5	15	129	16

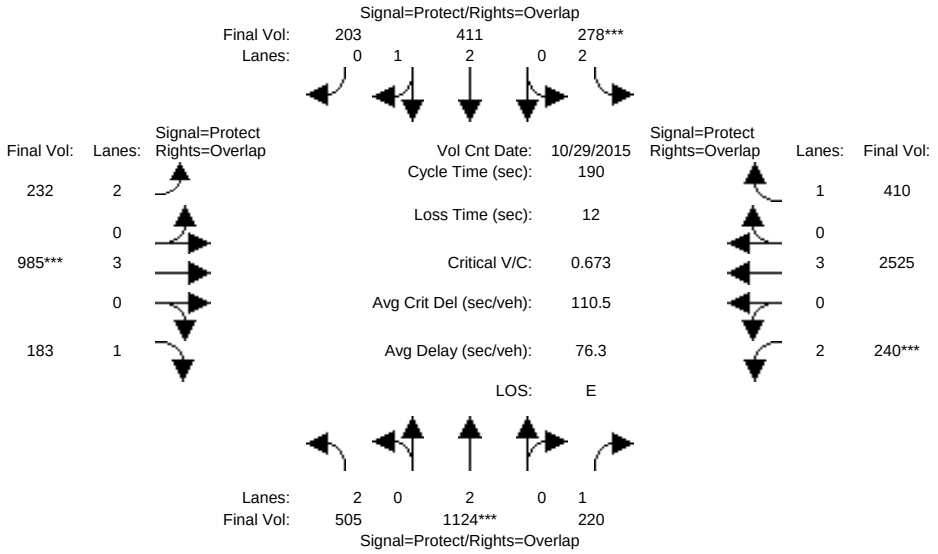
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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	49	49	19	39	39	23	96	96	26	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	498	911	203	157	379	197	192	854	144	229	2346	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	498	911	203	157	379	197	192	854	144	229	2346	386
Added Vol:	0	0	0	0	0	0	0	9	0	0	47	6
ATI:	7	213	17	121	32	6	40	122	39	11	132	18
Initial Fut:	505	1124	220	278	411	203	232	985	183	240	2525	410
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	505	1124	220	278	411	203	232	985	183	240	2525	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	1124	220	278	411	203	232	985	183	240	2525	410
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	505	1124	220	278	411	203	232	985	183	240	2525	410
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3799	1800	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.13	0.09	0.11	0.11	0.07	0.17	0.10	0.08	0.44	0.23
Crit Moves:		****		****				****		****		
Green Time:	27.3	46.1	70.5	17.9	36.7	58.3	21.6	90.3	117.6	24.5	93.1	111.0
Volume/Cap:	1.12	1.22	0.34	0.94	0.56	0.37	0.65	0.36	0.17	0.59	0.90	0.40
Delay/Veh:	164.4	185	46.0	126.8	74.4	54.8	89.7	27.1	8.7	85.3	41.5	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	164.4	185	46.0	126.8	74.4	54.8	89.7	27.1	8.7	85.3	41.5	14.2
LOS by Move:	F	F	D	F	E	D	F	C	A	F	D	B
HCM2k95thQ:	42	74	19	24	21	18	15	17	5	15	72	16

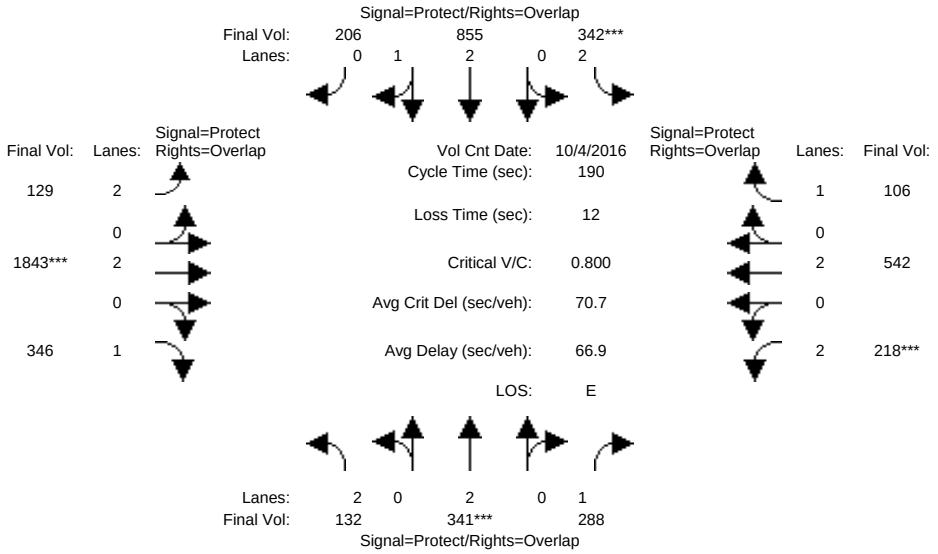
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	132	341	288	342	855	206	129	2490	346	218	616	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	341	288	342	855	206	129	2490	346	218	616	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	341	288	342	855	206	129	2490	346	218	616	106
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	341	288	342	855	206	129	1843	346	218	542	106
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	341	288	342	855	206	129	1843	346	218	542	106
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	341	288	342	855	206	129	1843	346	218	542	106
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.40	0.60	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4511	1087	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.16	0.11	0.19	0.19	0.04	0.48	0.20	0.07	0.14	0.06
Crit Moves:		****		****				****		****		
Green Time:	17.1	32.8	52.4	21.5	37.1	55.1	17.9	105	122.0	19.7	107	128.1
Volume/Cap:	0.46	0.52	0.60	0.96	0.97	0.65	0.43	0.88	0.31	0.67	0.25	0.09
Delay/Veh:	88.9	77.1	65.8	126.2	101	64.1	87.8	56.6	24.3	92.9	22.9	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.9	77.1	65.8	126.2	101	64.1	87.8	56.6	24.3	92.9	22.9	11.5
LOS by Move:	F	E	E	F	F	E	F	E	C	F	C	B
HCM2k95thQ:	10	18	29	28	43	33	9	78	25	15	15	5

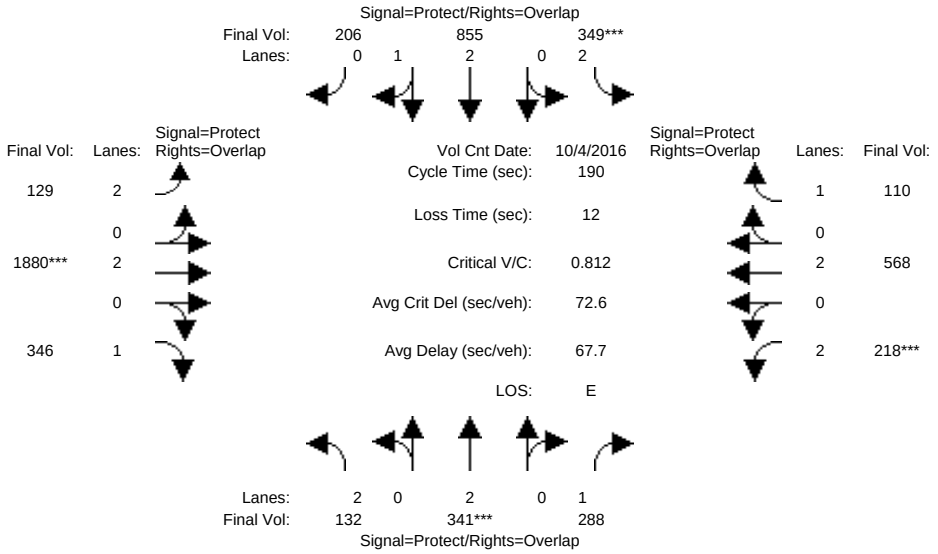
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	132	341	288	342	855	206	129	2490	346	218	616	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	341	288	342	855	206	129	2490	346	218	616	106
Added Vol:	0	0	0	7	0	0	0	50	0	0	30	4
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	341	288	349	855	206	129	2540	346	218	646	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	341	288	349	855	206	129	1880	346	218	568	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	341	288	349	855	206	129	1880	346	218	568	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	341	288	349	855	206	129	1880	346	218	568	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.40	0.60	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4511	1087	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.16	0.11	0.19	0.19	0.04	0.49	0.20	0.07	0.15	0.06
Crit Moves:		****		****				****		****		
Green Time:	17.1	32.8	52.4	21.5	37.1	55.1	17.9	105	122.0	19.7	107	128.1
Volume/Cap:	0.46	0.52	0.60	0.98	0.97	0.65	0.43	0.90	0.31	0.67	0.27	0.09
Delay/Veh:	88.9	77.1	65.8	131.3	101	64.1	87.8	58.5	24.3	92.9	23.1	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.9	77.1	65.8	131.3	101	64.1	87.8	58.5	24.3	92.9	23.1	11.5
LOS by Move:	F	E	E	F	F	E	F	E	C	F	C	B
HCM2k95thQ:	10	18	29	29	43	33	9	81	25	15	16	5

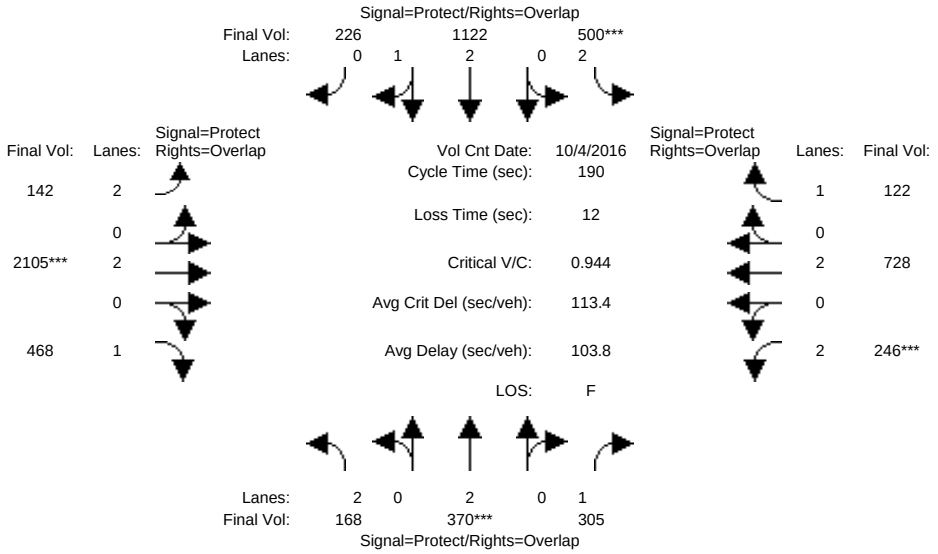
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	132	341	288	342	855	206	129	2490	346	218	616	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	341	288	342	855	206	129	2490	346	218	616	106
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	36	29	17	158	267	20	13	355	122	28	211	16
Initial Fut:	168	370	305	500	1122	226	142	2845	468	246	827	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	370	305	500	1122	226	142	2105	468	246	728	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	370	305	500	1122	226	142	2105	468	246	728	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	370	305	500	1122	226	142	2105	468	246	728	122
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.48	0.52	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4659	939	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.17	0.16	0.24	0.24	0.05	0.55	0.27	0.08	0.19	0.07
Crit Moves:		****		****				****		****		
Green Time:	16.8	32.8	52.4	21.5	37.4	55.4	17.9	105	121.7	19.7	107	128.1
Volume/Cap:	0.60	0.56	0.63	1.40	1.22	0.83	0.48	1.00	0.42	0.75	0.34	0.10
Delay/Veh:	92.7	78.2	67.2	286.5	190	70.8	88.4	80.3	26.8	98.1	24.3	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.7	78.2	67.2	286.5	190	70.8	88.4	80.3	26.8	98.1	24.3	11.6
LOS by Move:	F	E	E	F	F	E	F	F	C	F	C	B
HCM2k95thQ:	13	20	31	49	63	45	9	96	34	17	21	6

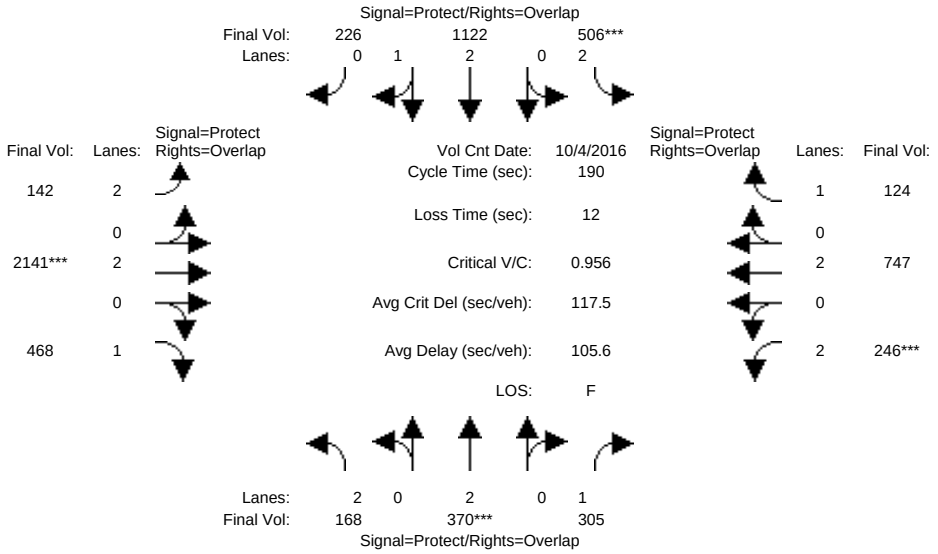
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	132	341	288	342	855	206	129	2490	346	218	616	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	341	288	342	855	206	129	2490	346	218	616	106
Added Vol:	0	0	0	6	0	0	0	49	0	0	22	2
ATI:	36	29	17	158	267	20	13	355	122	28	211	16
Initial Fut:	168	370	305	506	1122	226	142	2894	468	246	849	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	370	305	506	1122	226	142	2141	468	246	747	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	370	305	506	1122	226	142	2141	468	246	747	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	370	305	506	1122	226	142	2141	468	246	747	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.48	0.52	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4659	939	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.17	0.16	0.24	0.24	0.05	0.56	0.27	0.08	0.20	0.07
Crit Moves:		****		****				****		****		
Green Time:	16.8	32.8	52.4	21.5	37.4	55.4	17.9	105	121.7	19.7	107	128.1
Volume/Cap:	0.60	0.56	0.63	1.42	1.22	0.83	0.48	1.02	0.42	0.75	0.35	0.10
Delay/Veh:	92.7	78.2	67.2	293.6	190	70.8	88.4	84.9	26.8	98.1	24.5	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.7	78.2	67.2	293.6	190	70.8	88.4	84.9	26.8	98.1	24.5	11.6
LOS by Move:	F	E	E	F	F	E	F	F	C	F	C	B
HCM2k95thQ:	13	20	31	50	63	45	9	100	34	17	22	6

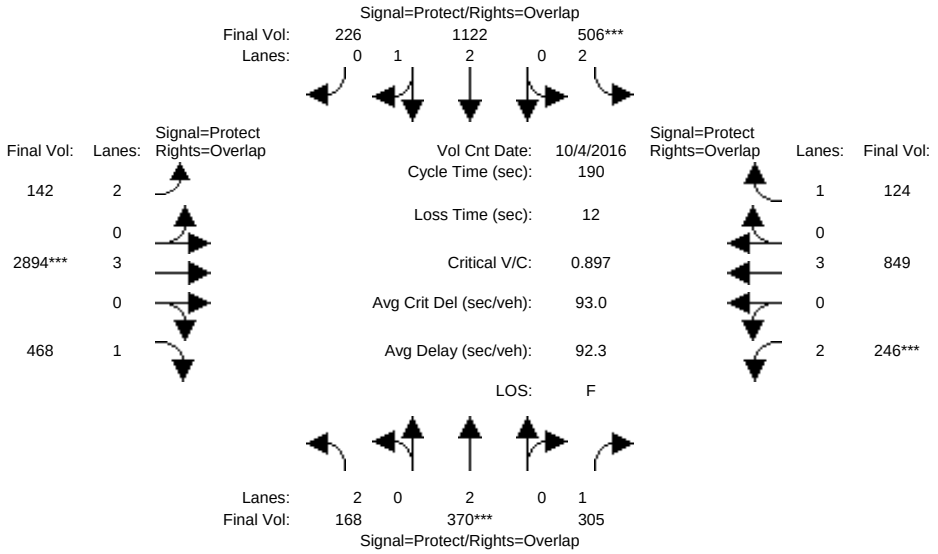
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	132	341	288	342	855	206	129	2490	346	218	616	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	341	288	342	855	206	129	2490	346	218	616	106
Added Vol:	0	0	0	6	0	0	0	49	0	0	22	2
ATI:	36	29	17	158	267	20	13	355	122	28	211	16
Initial Fut:	168	370	305	506	1122	226	142	2894	468	246	849	124
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	370	305	506	1122	226	142	2894	468	246	849	124
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	370	305	506	1122	226	142	2894	468	246	849	124
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	370	305	506	1122	226	142	2894	468	246	849	124
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.48	0.52	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4659	939	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.17	0.16	0.24	0.24	0.05	0.51	0.27	0.08	0.15	0.07
Crit Moves:		****		****				****		****		
Green Time:	16.8	32.8	52.4	21.5	37.4	55.4	17.9	105	121.7	19.7	107	128.1
Volume/Cap:	0.60	0.56	0.63	1.42	1.22	0.83	0.48	0.92	0.42	0.75	0.27	0.10
Delay/Veh:	92.7	78.2	67.2	293.6	190	70.8	88.4	59.4	26.8	98.1	23.0	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.7	78.2	67.2	293.6	190	70.8	88.4	59.4	26.8	98.1	23.0	11.6
LOS by Move:	F	E	E	F	F	E	F	E	C	F	C	B
HCM2k95thQ:	13	20	31	50	63	45	9	83	34	17	16	6

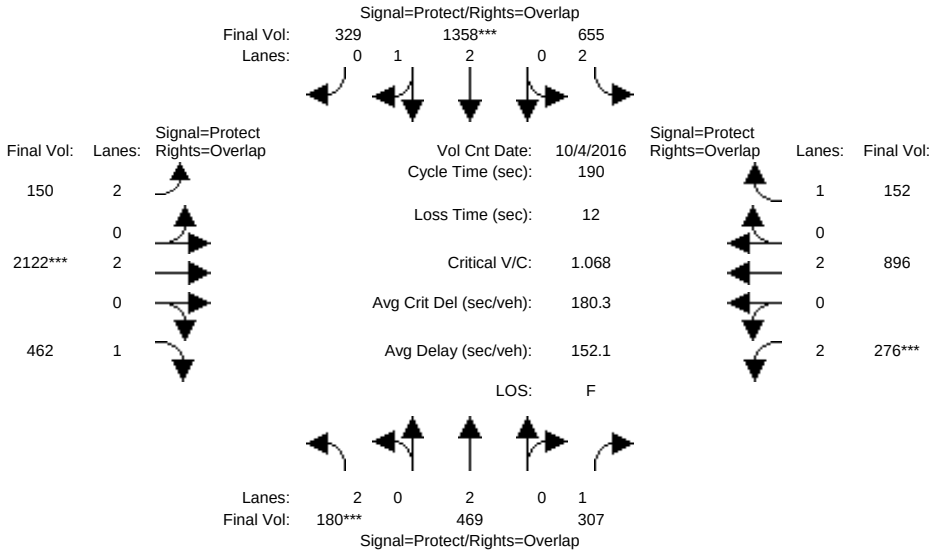
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	168	370	305	500	1122	226	142	2845	468	246	827	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	370	305	500	1122	226	142	2845	468	246	827	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	12	99	2	155	236	103	8	22	-6	30	192	30
Initial Fut:	180	469	307	655	1358	329	150	2867	462	276	1019	152
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	469	307	655	1358	329	150	2122	462	276	896	152
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	469	307	655	1358	329	150	2122	462	276	896	152
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	469	307	655	1358	329	150	2122	462	276	896	152
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.39	0.61	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4506	1092	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.18	0.21	0.30	0.30	0.05	0.56	0.26	0.09	0.24	0.09
Crit Moves:	****				****			****			****	
Green Time:	16.8	32.8	52.4	21.5	37.4	55.4	17.9	105	121.7	19.7	107	128.1
Volume/Cap:	0.65	0.72	0.64	1.83	1.53	1.03	0.50	1.01	0.41	0.85	0.42	0.13
Delay/Veh:	94.6	83.1	67.4	476.5	325	103.7	88.8	82.3	26.7	107.5	25.8	11.8
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:	94.6	83.1	67.4	476.5	325	103.7	88.8	82.3	26.7	107.5	25.8	11.8
LOS by Move:	F	F	E	F	F	F	F	F	C	F	C	B
HCM2k95thQ:	14	26	31	72	91	66	10	98	34	20	27	7

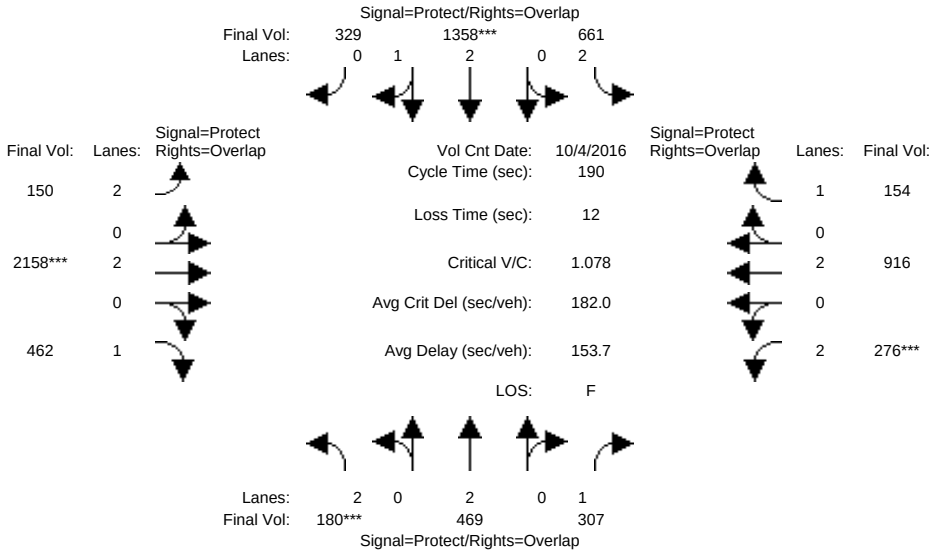
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	168	370	305	500	1122	226	142	2845	468	246	827	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	370	305	500	1122	226	142	2845	468	246	827	122
Added Vol:	0	0	0	6	0	0	0	49	0	0	22	2
ATI:	12	99	2	155	236	103	8	22	-6	30	192	30
Initial Fut:	180	469	307	661	1358	329	150	2916	462	276	1041	154
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	469	307	661	1358	329	150	2158	462	276	916	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	469	307	661	1358	329	150	2158	462	276	916	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:	180	469	307	661	1358	329	150	2158	462	276	916	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	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.39	0.61	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4506	1092	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.18	0.21	0.30	0.30	0.05	0.57	0.26	0.09	0.24	0.09
Crit Moves:	****				****			****			****	
Green Time:	16.8	32.8	52.4	21.5	37.4	55.4	17.9	105	121.7	19.7	107	128.1
Volume/Cap:	0.65	0.72	0.64	1.85	1.53	1.03	0.50	1.03	0.41	0.85	0.43	0.13
Delay/Veh:	94.6	83.1	67.4	483.9	325	103.7	88.8	87.2	26.7	107.5	25.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.6	83.1	67.4	483.9	325	103.7	88.8	87.2	26.7	107.5	25.9	11.9
LOS by Move:	F	F	E	F	F	F	F	F	C	F	C	B
HCM2k95thQ:	14	26	31	73	91	66	10	101	34	20	28	7

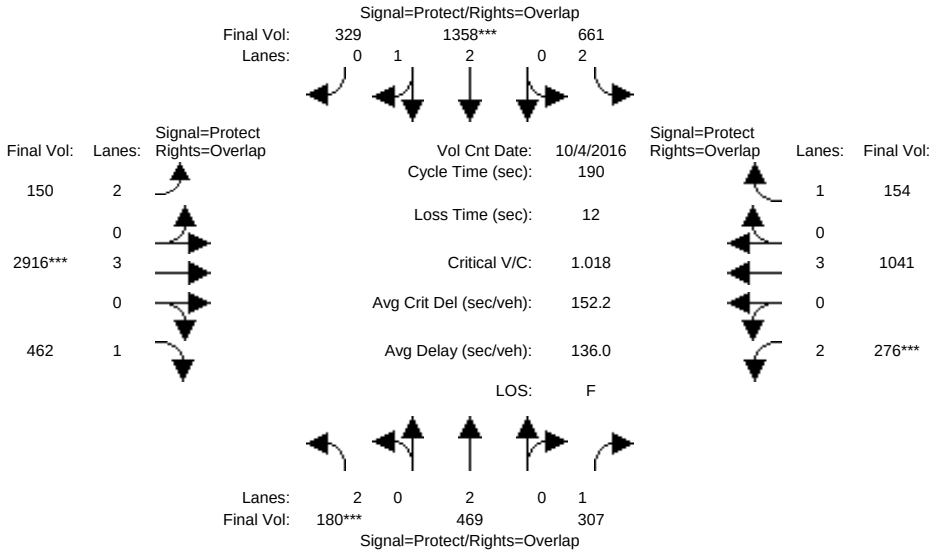
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	168	370	305	500	1122	226	142	2845	468	246	827	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	370	305	500	1122	226	142	2845	468	246	827	122
Added Vol:	0	0	0	6	0	0	0	49	0	0	22	2
ATI:	12	99	2	155	236	103	8	22	-6	30	192	30
Initial Fut:	180	469	307	661	1358	329	150	2916	462	276	1041	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:	180	469	307	661	1358	329	150	2916	462	276	1041	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	469	307	661	1358	329	150	2916	462	276	1041	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:	180	469	307	661	1358	329	150	2916	462	276	1041	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	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.39	0.61	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4506	1092	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.18	0.21	0.30	0.30	0.05	0.51	0.26	0.09	0.18	0.09
Crit Moves:	****				****			****			****	
Green Time:	16.8	32.8	52.4	21.5	37.4	55.4	17.9	105	121.7	19.7	107	128.1
Volume/Cap:	0.65	0.72	0.64	1.85	1.53	1.03	0.50	0.93	0.41	0.85	0.33	0.13
Delay/Veh:	94.6	83.1	67.4	483.9	325	103.7	88.8	60.3	26.7	107.5	24.0	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.6	83.1	67.4	483.9	325	103.7	88.8	60.3	26.7	107.5	24.0	11.9
LOS by Move:	F	F	E	F	F	F	F	E	C	F	C	B
HCM2k95thQ:	14	26	31	73	91	66	10	84	34	20	20	7

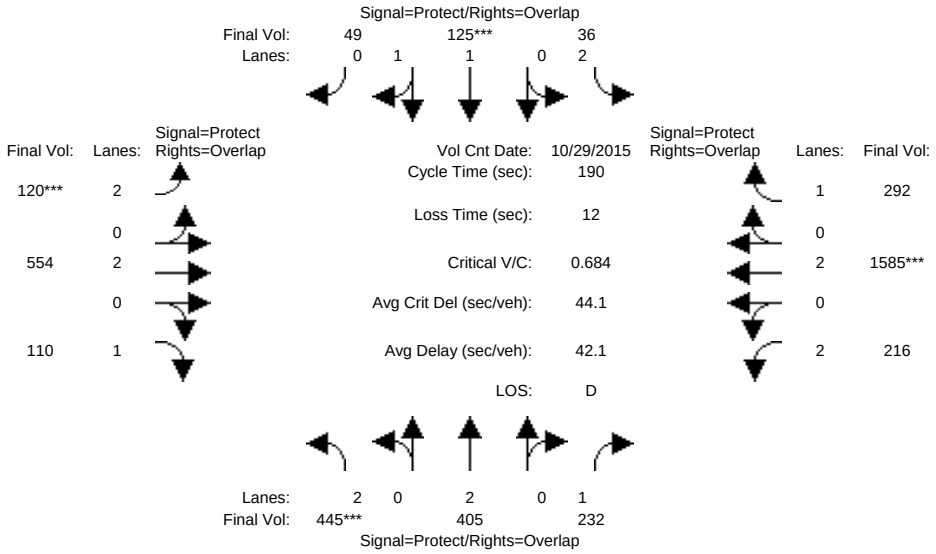
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT 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:	30	41	41	11	22	22	16	110	110	27	122	122
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	445	405	232	36	125	49	120	644	110	216	1843	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	405	232	36	125	49	120	644	110	216	1843	292
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	445	405	232	36	125	49	120	644	110	216	1843	292
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:	445	405	232	36	125	49	120	554	110	216	1585	292
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	405	232	36	125	49	120	554	110	216	1585	292
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	445	405	232	36	125	49	120	554	110	216	1585	292
Saturation Flow 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	1.42	0.58	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2657	1042	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.13	0.01	0.05	0.05	0.04	0.15	0.06	0.07	0.42	0.17
Crit Moves:	****				****		****				****	
Green Time:	28.2	38.6	64.1	10.3	20.7	35.7	15.0	104	132.4	25.6	115	125.1
Volume/Cap:	0.95	0.53	0.39	0.21	0.43	0.25	0.48	0.27	0.09	0.51	0.69	0.25
Delay/Veh:	114.8	72.5	51.5	92.0	84.9	70.1	90.5	16.6	2.7	82.2	16.3	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:	114.8	72.5	51.5	92.0	84.9	70.1	90.5	16.6	2.7	82.2	16.3	5.9
LOS by Move:	F	E	D	F	F	E	F	B	A	F	B	A
HCM2k95thQ:	32	20	21	3	11	9	9	11	1	13	35	6

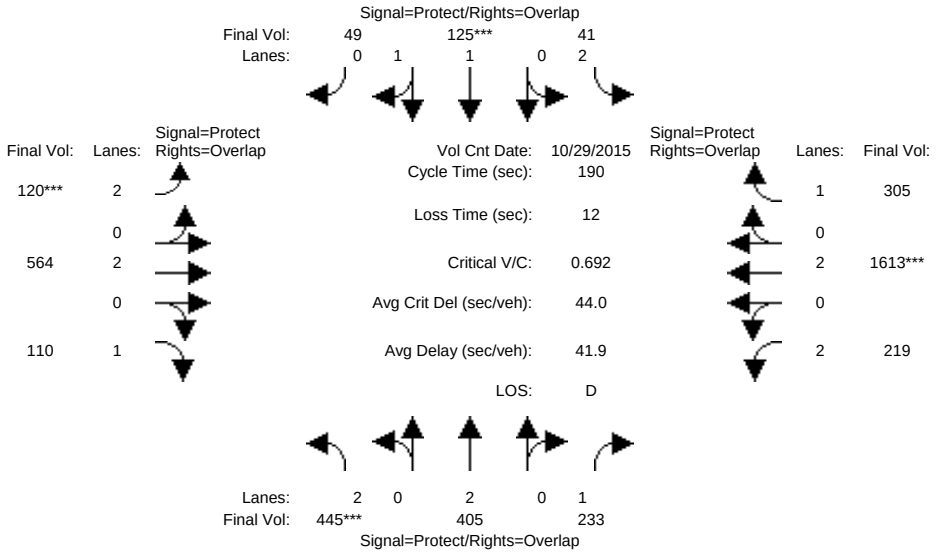
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT 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:	30	41	41	11	22	22	16	110	110	27	122	122
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	445	405	232	36	125	49	120	644	110	216	1843	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	405	232	36	125	49	120	644	110	216	1843	292
Added Vol:	0	0	1	5	0	0	0	12	0	3	33	13
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	445	405	233	41	125	49	120	656	110	219	1876	305
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:	445	405	233	41	125	49	120	564	110	219	1613	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	405	233	41	125	49	120	564	110	219	1613	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	445	405	233	41	125	49	120	564	110	219	1613	305
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.42	0.58	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2657	1042	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.13	0.01	0.05	0.05	0.04	0.15	0.06	0.07	0.42	0.17
Crit Moves:	****				****		****				****	
Green Time:	28.2	38.6	64.1	10.3	20.7	35.7	15.0	104	132.4	25.6	115	125.1
Volume/Cap:	0.95	0.53	0.39	0.24	0.43	0.25	0.48	0.27	0.09	0.52	0.70	0.26
Delay/Veh:	114.8	72.5	51.6	92.2	84.9	70.1	90.5	16.6	2.7	82.4	16.6	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.8	72.5	51.6	92.2	84.9	70.1	90.5	16.6	2.7	82.4	16.6	6.0
LOS by Move:	F	E	D	F	F	E	F	B	A	F	B	A
HCM2k95thQ:	32	20	21	3	11	9	9	11	1	13	36	6

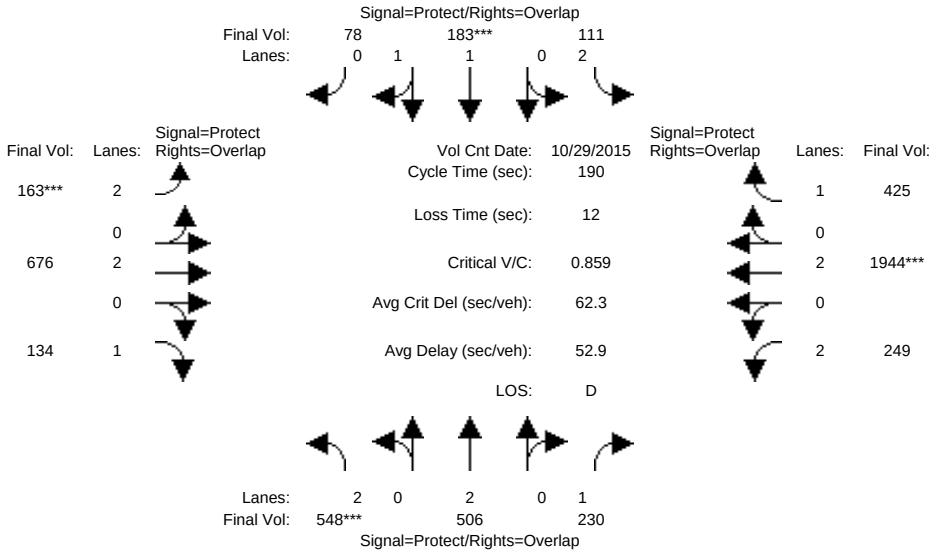
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT 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:	30	41	41	11	22	22	16	110	110	27	122	122
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	445	405	232	36	125	49	120	644	110	216	1843	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	405	232	36	125	49	120	644	110	216	1843	292
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	103	101	-1	75	58	29	43	142	24	33	417	133
Initial Fut:	548	506	230	111	183	78	163	786	134	249	2260	425
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:	548	506	230	111	183	78	163	676	134	249	1944	425
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	548	506	230	111	183	78	163	676	134	249	1944	425
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	548	506	230	111	183	78	163	676	134	249	1944	425
Saturation Flow 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	1.39	0.61	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2594	1105	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.13	0.13	0.04	0.07	0.07	0.05	0.18	0.08	0.08	0.51	0.24
Crit Moves:	****				****		****				****	
Green Time:	28.2	38.6	64.1	10.3	20.7	35.7	15.0	104	132.4	25.6	115	125.1
Volume/Cap:	1.17	0.66	0.39	0.65	0.65	0.37	0.65	0.32	0.11	0.59	0.85	0.37
Delay/Veh:	183.7	76.1	51.5	101.8	89.9	72.0	96.4	17.2	2.7	84.3	21.5	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	183.7	76.1	51.5	101.8	89.9	72.0	96.4	17.2	2.7	84.3	21.5	6.6
LOS by Move:	F	E	D	F	F	E	F	B	A	F	C	A
HCM2k95thQ:	44	25	20	10	16	14	13	14	2	15	54	9

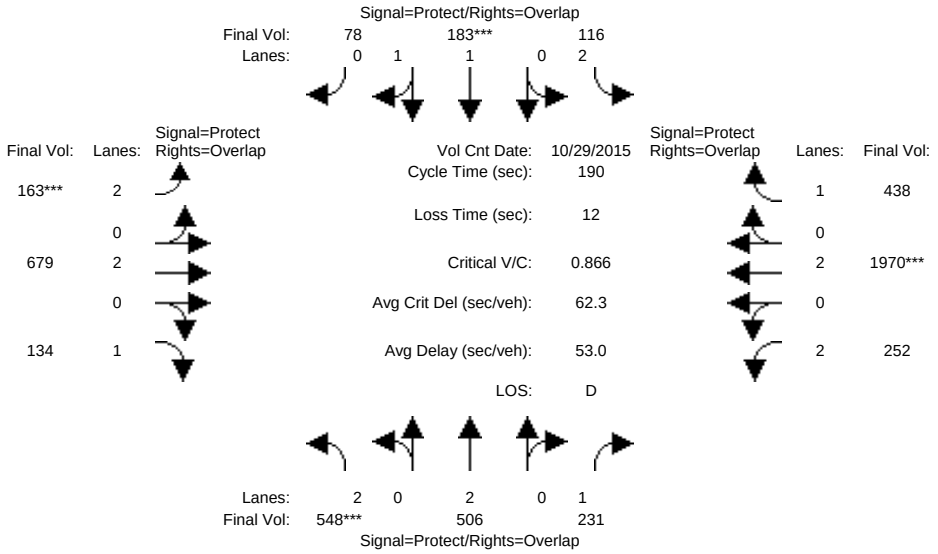
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT 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:	30	41	41	11	22	22	16	110	110	27	122	122
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	445	405	232	36	125	49	120	644	110	216	1843	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	405	232	36	125	49	120	644	110	216	1843	292
Added Vol:	0	0	1	5	0	0	0	3	0	3	31	13
ATI:	103	101	-1	75	58	29	43	142	24	33	417	133
Initial Fut:	548	506	231	116	183	78	163	789	134	252	2291	438
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:	548	506	231	116	183	78	163	679	134	252	1970	438
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	548	506	231	116	183	78	163	679	134	252	1970	438
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	548	506	231	116	183	78	163	679	134	252	1970	438
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	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	1.39	0.61	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2594	1105	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.13	0.13	0.04	0.07	0.07	0.05	0.18	0.08	0.08	0.52	0.25
Crit Moves:	****				****		****				****	
Green Time:	28.2	38.6	64.1	10.3	20.7	35.7	15.0	104	132.4	25.6	115	125.1
Volume/Cap:	1.17	0.66	0.39	0.67	0.65	0.37	0.65	0.33	0.11	0.59	0.86	0.38
Delay/Veh:	183.7	76.1	51.5	103.9	89.9	72.0	96.4	17.2	2.7	84.5	22.1	6.7
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:	183.7	76.1	51.5	103.9	89.9	72.0	96.4	17.2	2.7	84.5	22.1	6.7
LOS by Move:	F	E	D	F	F	E	F	B	A	F	C	A
HCM2k95thQ:	44	25	21	10	16	14	13	14	2	15	56	10

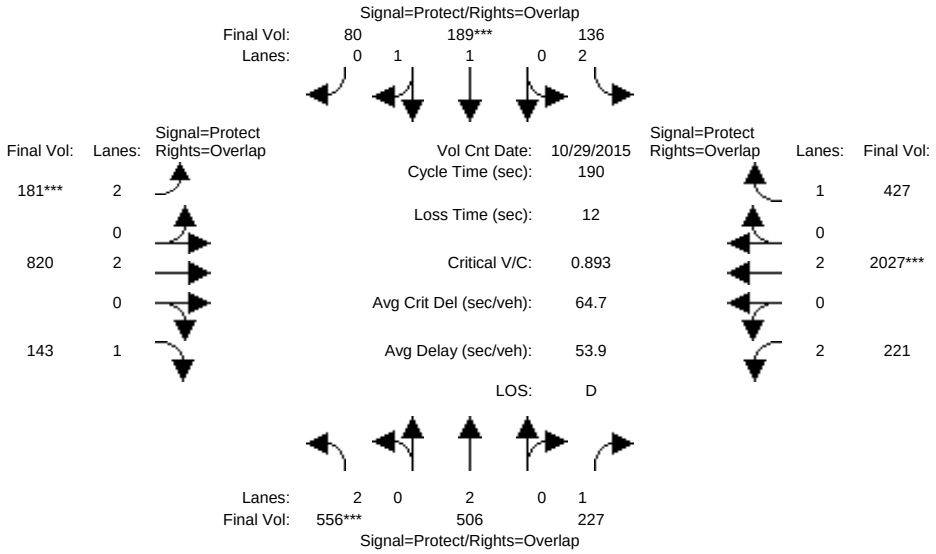
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT 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:	30	41	41	11	22	22	16	110	110	27	122	122
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	548	506	230	111	183	78	163	786	134	249	2260	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	548	506	230	111	183	78	163	786	134	249	2260	425
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	8	0	-2	25	6	2	18	167	9	-27	97	2
Initial Fut:	556	506	227	136	189	80	181	953	143	221	2357	427
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:	556	506	227	136	189	80	181	820	143	221	2027	427
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	556	506	227	136	189	80	181	820	143	221	2027	427
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	556	506	227	136	189	80	181	820	143	221	2027	427
Saturation Flow 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	1.39	0.61	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2600	1099	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.13	0.13	0.04	0.07	0.07	0.06	0.22	0.08	0.07	0.53	0.24
Crit Moves:	****				****		****				****	
Green Time:	28.2	38.6	64.1	10.3	20.7	35.7	15.0	104	132.4	25.6	115	125.1
Volume/Cap:	1.19	0.66	0.38	0.79	0.67	0.39	0.73	0.39	0.12	0.52	0.88	0.37
Delay/Veh:	190.3	76.1	51.3	116.0	90.7	72.1	101.1	18.1	2.7	82.5	23.7	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	190.3	76.1	51.3	116.0	90.7	72.1	101.1	18.1	2.7	82.5	23.7	6.6
LOS by Move:	F	E	D	F	F	E	F	B	A	F	C	A
HCM2k95thQ:	45	25	20	13	17	14	15	17	2	13	61	9

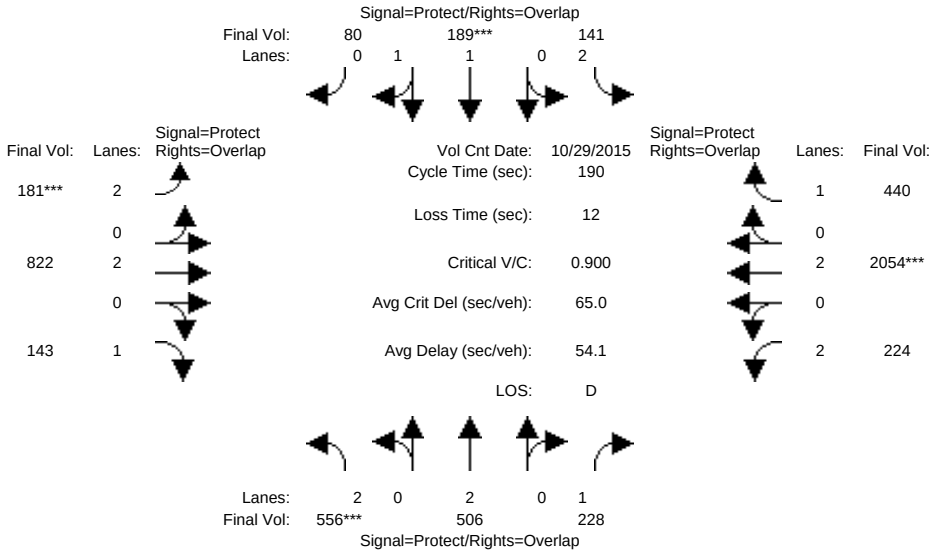
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT 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:	30	41	41	11	22	22	16	110	110	27	122	122
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	548	506	230	111	183	78	163	786	134	249	2260	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	548	506	230	111	183	78	163	786	134	249	2260	425
Added Vol:	0	0	1	5	0	0	0	3	0	3	31	13
ATI:	8	0	-2	25	6	2	18	167	9	-27	97	2
Initial Fut:	556	506	228	141	189	80	181	956	143	224	2388	440
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:	556	506	228	141	189	80	181	822	143	224	2054	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	556	506	228	141	189	80	181	822	143	224	2054	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	556	506	228	141	189	80	181	822	143	224	2054	440
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	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	1.39	0.61	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2600	1099	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.13	0.13	0.04	0.07	0.07	0.06	0.22	0.08	0.07	0.54	0.25
Crit Moves:	****				****		****				****	
Green Time:	28.2	38.6	64.1	10.3	20.7	35.7	15.0	104	132.4	25.6	115	125.1
Volume/Cap:	1.19	0.66	0.39	0.82	0.67	0.39	0.73	0.39	0.12	0.53	0.89	0.38
Delay/Veh:	190.3	76.1	51.4	120.4	90.7	72.1	101.1	18.1	2.7	82.7	24.5	6.7
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:	190.3	76.1	51.4	120.4	90.7	72.1	101.1	18.1	2.7	82.7	24.5	6.7
LOS by Move:	F	E	D	F	F	E	F	B	A	F	C	A
HCM2k95thQ:	45	25	20	13	17	14	15	17	2	13	64	10

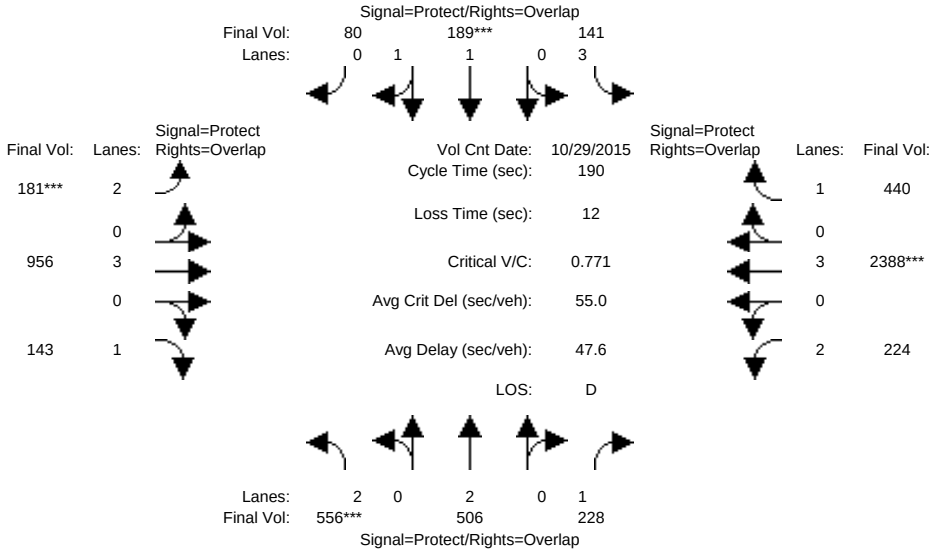
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT 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:	30	41	41	11	22	22	16	110	110	27	122	122
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	548	506	230	111	183	78	163	786	134	249	2260	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	548	506	230	111	183	78	163	786	134	249	2260	425
Added Vol:	0	0	1	5	0	0	0	3	0	3	31	13
ATI:	8	0	-2	25	6	2	18	167	9	-27	97	2
Initial Fut:	556	506	228	141	189	80	181	956	143	224	2388	440
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	556	506	228	141	189	80	181	956	143	224	2388	440
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	556	506	228	141	189	80	181	956	143	224	2388	440
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	556	506	228	141	189	80	181	956	143	224	2388	440
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	3.00	1.39	0.61	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	4551	2600	1099	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.13	0.13	0.03	0.07	0.07	0.06	0.17	0.08	0.07	0.42	0.25
Crit Moves:	****				****		****				****	
Green Time:	28.2	38.6	64.1	10.3	20.7	35.7	15.0	104	132.4	25.6	115	125.1
Volume/Cap:	1.19	0.66	0.39	0.57	0.67	0.39	0.73	0.31	0.12	0.53	0.69	0.38
Delay/Veh:	190.3	76.1	51.4	96.3	90.7	72.1	101.1	17.0	2.7	82.7	16.0	6.7
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:	190.3	76.1	51.4	96.3	90.7	72.1	101.1	17.0	2.7	82.7	16.0	6.7
LOS by Move:	F	E	D	F	F	E	F	B	A	F	B	A
HCM2k95thQ:	45	25	20	9	17	14	15	13	2	13	35	10

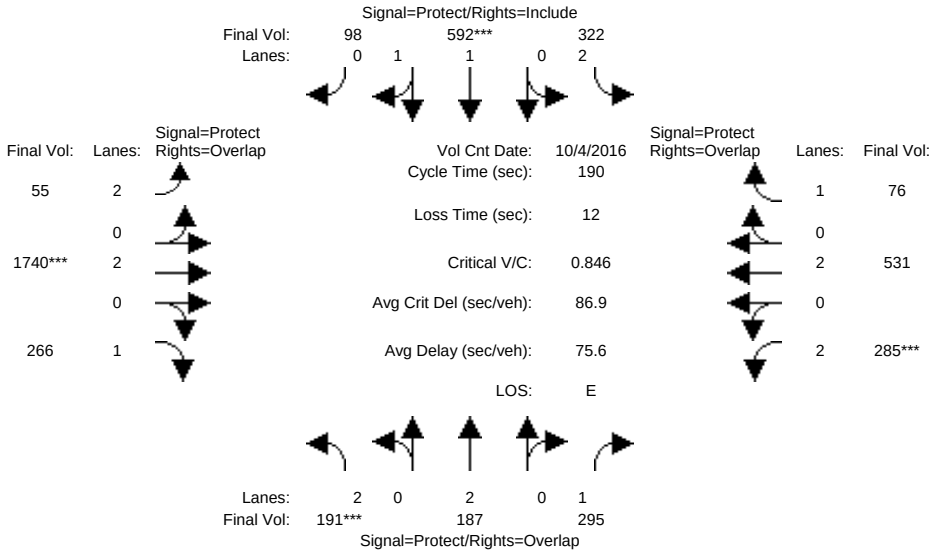
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT 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:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	191	187	295	322	592	98	55	2351	266	285	603	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	187	295	322	592	98	55	2351	266	285	603	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	187	295	322	592	98	55	2351	266	285	603	76
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	187	295	322	592	98	55	1740	266	285	531	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	187	295	322	592	98	55	1740	266	285	531	76
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	187	295	322	592	98	55	1740	266	285	531	76
Saturation Flow 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	1.71	0.29	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3174	525	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.17	0.10	0.19	0.19	0.02	0.46	0.15	0.09	0.14	0.04
Crit Moves:	****				****			****			****	
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.44	0.24	0.52	1.03	1.11	1.11	0.19	0.88	0.23	0.79	0.26	0.07
Delay/Veh:	80.5	66.8	56.8	150.6	153	153.4	84.7	59.3	21.3	98.8	17.5	6.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.5	66.8	56.8	150.6	153	153.4	84.7	59.3	21.3	98.8	17.5	6.5
LOS by Move:	F	E	E	F	F	F	F	E	C	F	B	A
HCM2k95thQ:	12	9	27	28	47	47	4	79	19	20	11	2

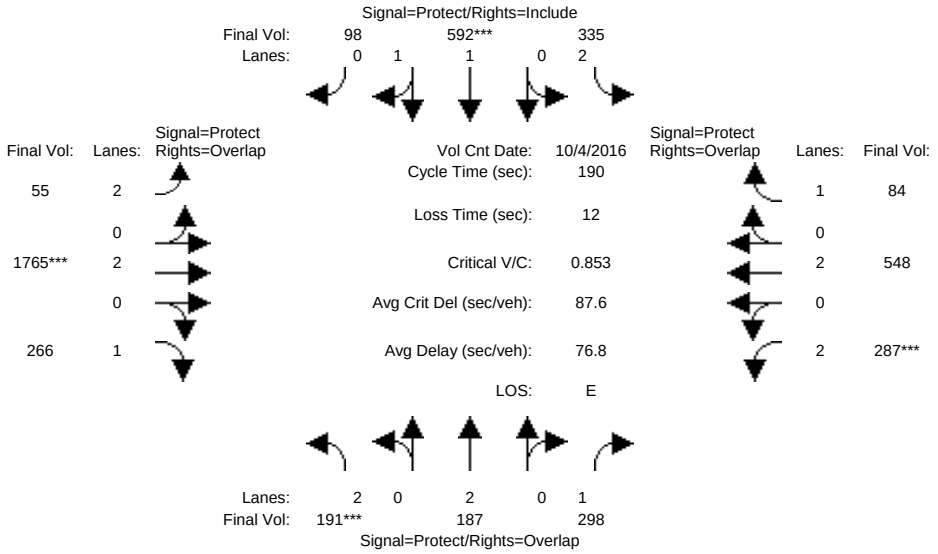
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT 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:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	191	187	295	322	592	98	55	2351	266	285	603	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	187	295	322	592	98	55	2351	266	285	603	76
Added Vol:	0	0	3	13	0	0	0	34	0	2	20	8
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	187	298	335	592	98	55	2385	266	287	623	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	187	298	335	592	98	55	1765	266	287	548	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	187	298	335	592	98	55	1765	266	287	548	84
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	191	187	298	335	592	98	55	1765	266	287	548	84
Saturation Flow 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	1.71	0.29	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3174	525	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.17	0.11	0.19	0.19	0.02	0.46	0.15	0.09	0.14	0.05
Crit Moves:	****				****			****			****	
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.44	0.24	0.53	1.07	1.11	1.11	0.19	0.89	0.23	0.80	0.27	0.08
Delay/Veh:	80.5	66.8	56.9	163.1	153	153.4	84.7	60.7	21.3	99.3	17.6	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.5	66.8	56.9	163.1	153	153.4	84.7	60.7	21.3	99.3	17.6	6.6
LOS by Move:	F	E	E	F	F	F	F	E	C	F	B	A
HCM2k95thQ:	12	9	28	30	47	47	4	81	19	20	11	2

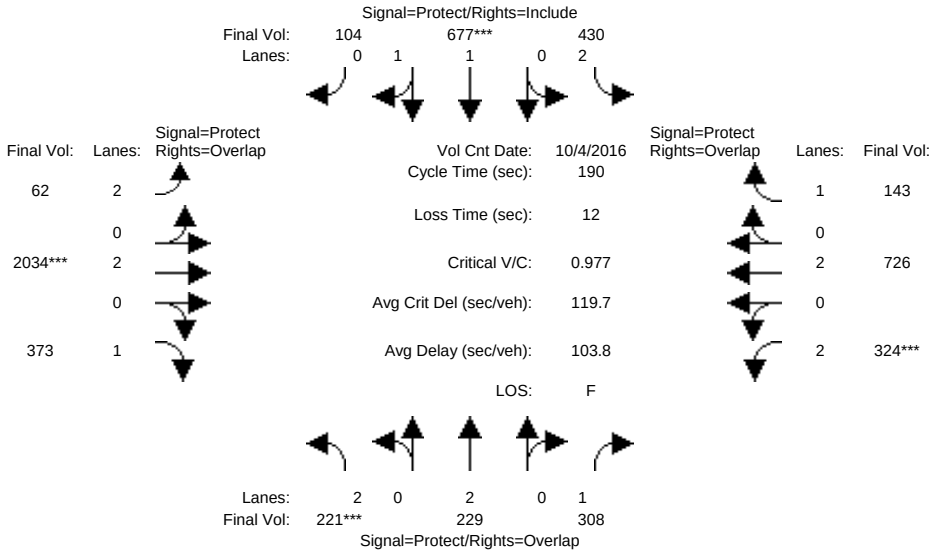
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT 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:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	191	187	295	322	592	98	55	2351	266	285	603	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	187	295	322	592	98	55	2351	266	285	603	76
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	30	42	13	108	85	6	7	398	107	39	222	67
Initial Fut:	221	229	308	430	677	104	62	2749	373	324	825	143
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	229	308	430	677	104	62	2034	373	324	726	143
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	229	308	430	677	104	62	2034	373	324	726	143
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	229	308	430	677	104	62	2034	373	324	726	143
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3209	491	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.18	0.14	0.21	0.21	0.02	0.54	0.21	0.10	0.19	0.08
Crit Moves:	****				****			****			****	
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.51	0.29	0.55	1.38	1.25	1.25	0.21	1.03	0.32	0.90	0.35	0.13
Delay/Veh:	81.5	67.6	57.5	281.0	211	211.2	84.9	89.7	23.0	113.5	18.7	6.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.5	67.6	57.5	281.0	211	211.2	84.9	89.7	23.0	113.5	18.7	6.8
LOS by Move:	F	E	E	F	F	F	F	F	C	F	B	A
HCM2k95thQ:	14	11	29	43	57	57	5	106	27	23	16	3

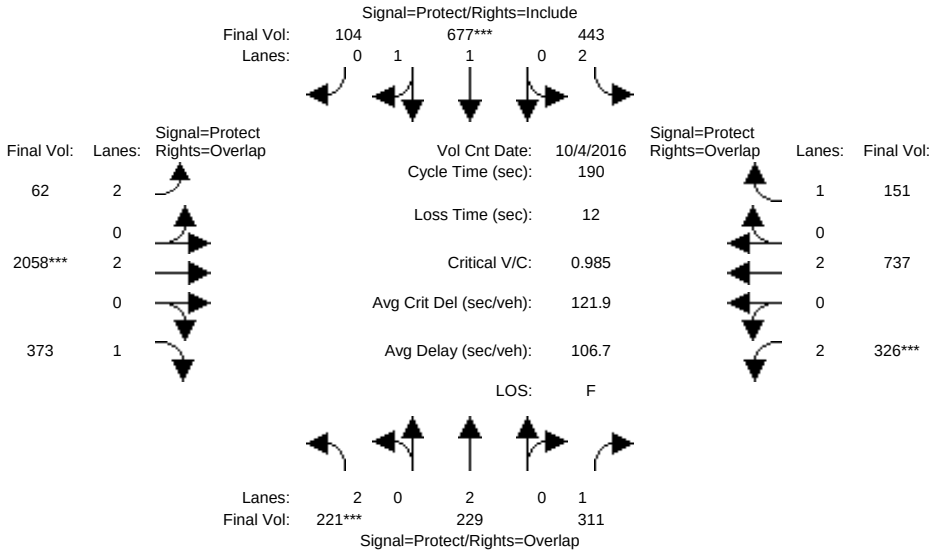
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT 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:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	191	187	295	322	592	98	55	2351	266	285	603	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	187	295	322	592	98	55	2351	266	285	603	76
Added Vol:	0	0	3	13	0	0	0	32	0	2	12	8
ATI:	30	42	13	108	85	6	7	398	107	39	222	67
Initial Fut:	221	229	311	443	677	104	62	2781	373	326	837	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	229	311	443	677	104	62	2058	373	326	737	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	229	311	443	677	104	62	2058	373	326	737	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:	221	229	311	443	677	104	62	2058	373	326	737	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	0.83	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	1.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3209	491	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.18	0.14	0.21	0.21	0.02	0.54	0.21	0.10	0.19	0.09
Crit Moves:	****				****			****			****	
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.51	0.29	0.55	1.42	1.25	1.25	0.21	1.04	0.32	0.91	0.36	0.14
Delay/Veh:	81.5	67.6	57.7	298.7	211	211.2	84.9	93.5	23.0	114.6	18.7	6.9
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:	81.5	67.6	57.7	298.7	211	211.2	84.9	93.5	23.0	114.6	18.7	6.9
LOS by Move:	F	E	E	F	F	F	F	F	C	F	B	A
HCM2k95thQ:	14	11	29	45	57	57	5	109	27	23	16	4

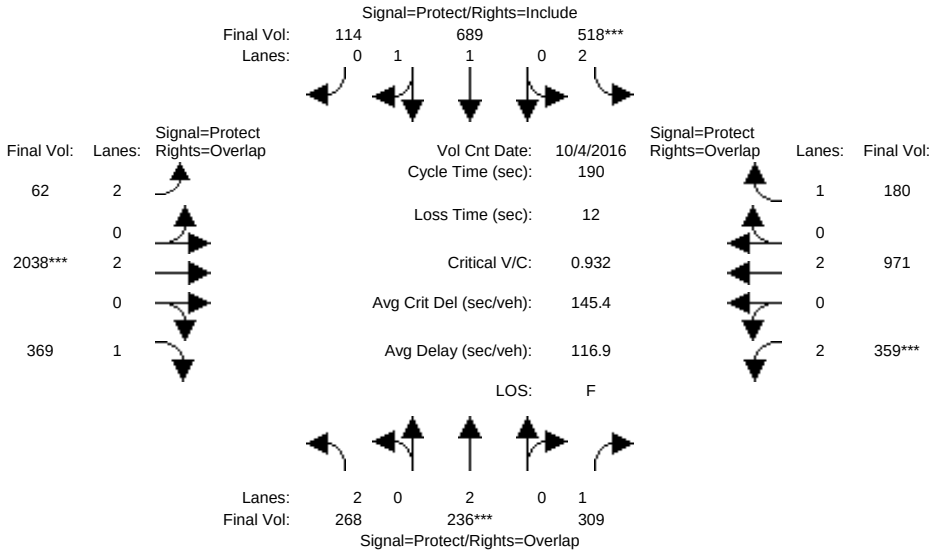
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT 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:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	221	229	308	430	677	104	62	2749	373	324	825	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	229	308	430	677	104	62	2749	373	324	825	143
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	47	7	1	88	12	10	0	5	-4	35	278	37
Initial Fut:	268	236	309	518	689	114	62	2754	369	359	1103	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	236	309	518	689	114	62	2038	369	359	971	180
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	236	309	518	689	114	62	2038	369	359	971	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:	268	236	309	518	689	114	62	2038	369	359	971	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	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	1.71	0.29	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3176	523	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.18	0.16	0.22	0.22	0.02	0.54	0.21	0.11	0.26	0.10
Crit Moves:		****		****				****		****		
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.61	0.30	0.55	1.66	1.29	1.29	0.21	1.03	0.32	1.00	0.47	0.16
Delay/Veh:	84.5	67.8	57.6	402.9	226	226.1	84.9	90.2	23.0	137.3	20.3	7.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.5	67.8	57.6	402.9	226	226.1	84.9	90.2	23.0	137.3	20.3	7.0
LOS by Move:	F	E	E	F	F	F	F	F	C	F	C	A
HCM2k95thQ:	17	11	29	56	60	60	5	107	27	27	23	4

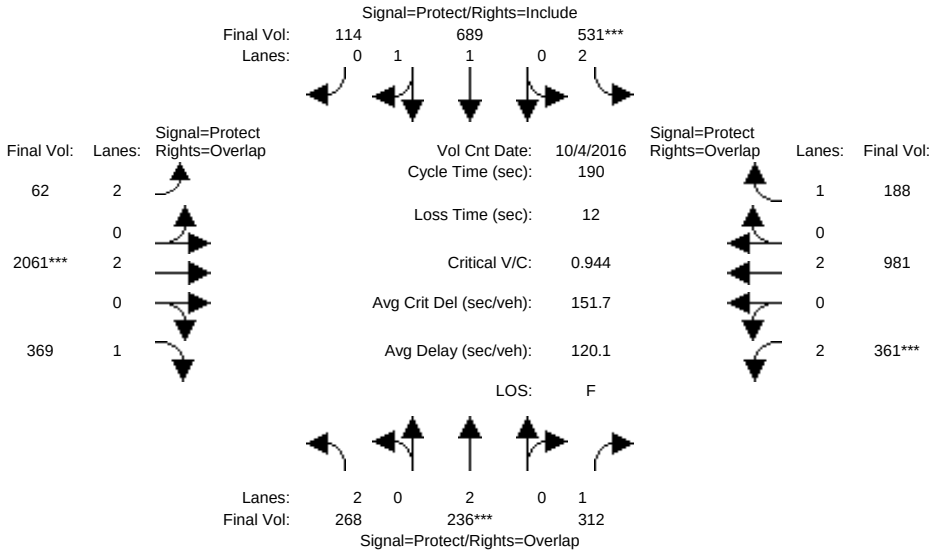
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT 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:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	221	229	308	430	677	104	62	2749	373	324	825	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	229	308	430	677	104	62	2749	373	324	825	143
Added Vol:	0	0	3	13	0	0	0	32	0	2	12	8
ATI:	47	7	1	88	12	10	0	5	-4	35	278	37
Initial Fut:	268	236	312	531	689	114	62	2786	369	361	1115	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	236	312	531	689	114	62	2061	369	361	981	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	236	312	531	689	114	62	2061	369	361	981	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	236	312	531	689	114	62	2061	369	361	981	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	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	1.71	0.29	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3176	523	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.18	0.17	0.22	0.22	0.02	0.54	0.21	0.11	0.26	0.11
Crit Moves:		****		****				****		****		
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.61	0.30	0.55	1.70	1.29	1.29	0.21	1.04	0.32	1.01	0.48	0.17
Delay/Veh:	84.5	67.8	57.8	421.2	226	226.1	84.9	94.1	23.0	138.7	20.4	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.5	67.8	57.8	421.2	226	226.1	84.9	94.1	23.0	138.7	20.4	7.1
LOS by Move:	F	E	E	F	F	F	F	F	C	F	C	A
HCM2k95thQ:	17	11	29	58	60	60	5	109	27	27	23	5

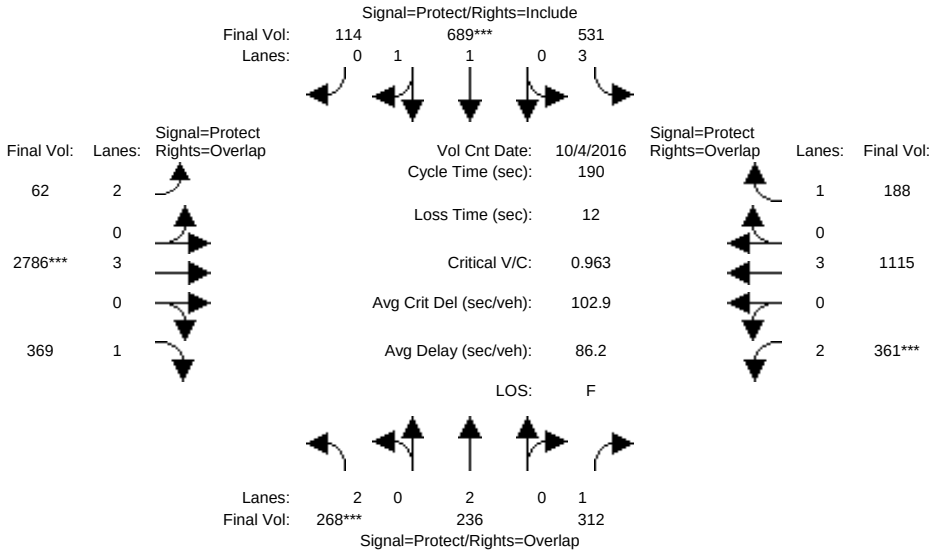
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT 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:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	221	229	308	430	677	104	62	2749	373	324	825	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	229	308	430	677	104	62	2749	373	324	825	143
Added Vol:	0	0	3	13	0	0	0	32	0	2	12	8
ATI:	47	7	1	88	12	10	0	5	-4	35	278	37
Initial Fut:	268	236	312	531	689	114	62	2786	369	361	1115	188
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	236	312	531	689	114	62	2786	369	361	1115	188
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	236	312	531	689	114	62	2786	369	361	1115	188
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	236	312	531	689	114	62	2786	369	361	1115	188
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	3.00	1.71	0.29	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	4551	3176	523	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.18	0.12	0.22	0.22	0.02	0.49	0.21	0.11	0.20	0.11
Crit Moves:	****				****			****			****	
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.61	0.30	0.55	1.18	1.29	1.29	0.21	0.94	0.32	1.01	0.36	0.17
Delay/Veh:	84.5	67.8	57.8	192.6	226	226.1	84.9	64.5	23.0	138.7	18.7	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.5	67.8	57.8	192.6	226	226.1	84.9	64.5	23.0	138.7	18.7	7.1
LOS by Move:	F	E	E	F	F	F	F	E	C	F	B	A
HCM2k95thQ:	17	11	29	34	60	60	5	89	27	28	16	5

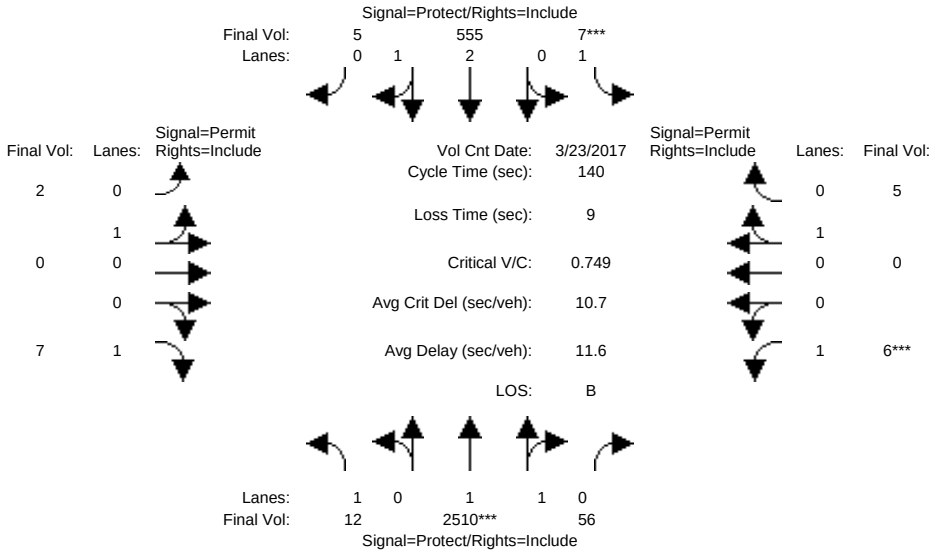
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3411: AVIATION/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Mar 2017 <<												
Base Vol:	12	2510	56	7	555	5	2	0	7	6	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	2510	56	7	555	5	2	0	7	6	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	2510	56	7	555	5	2	0	7	6	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	2510	56	7	555	5	2	0	7	6	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	2510	56	7	555	5	2	0	7	6	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	2510	56	7	555	5	2	0	7	6	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	2.97	0.03	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3619	81	1750	5550	50	1800	0	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.69	0.69	0.00	0.10	0.10	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	40.3	114	114.0	7.0	80.7	80.7	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.02	0.85	0.85	0.08	0.17	0.17	0.02	0.00	0.06	0.05	0.00	0.04
Delay/Veh:	35.7	10.4	10.4	63.8	14.0	14.0	60.5	0.0	60.8	60.7	0.0	60.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.7	10.4	10.4	63.8	14.0	14.0	60.5	0.0	60.8	60.7	0.0	60.6
LOS by Move:	D	B	B	E	B	B	E	A	E	E	A	E
HCM2k95thQ:	1	57	57	1	7	7	0	0	1	1	0	0

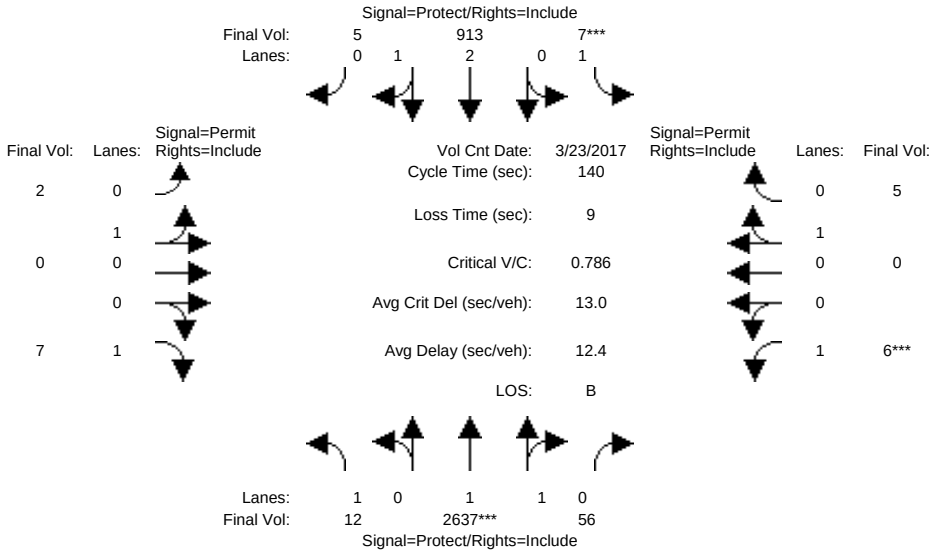
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3411: AVIATION/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Mar 2017 <<												
Base Vol:	12	2510	56	7	555	5	2	0	7	6	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	2510	56	7	555	5	2	0	7	6	0	5
Added Vol:	0	127	0	0	358	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	2637	56	7	913	5	2	0	7	6	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	2637	56	7	913	5	2	0	7	6	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	2637	56	7	913	5	2	0	7	6	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	2637	56	7	913	5	2	0	7	6	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	2.98	0.02	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3623	77	1750	5569	31	1800	0	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.73	0.73	0.00	0.16	0.16	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	28.3	114	114.0	7.0	92.7	92.7	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.03	0.89	0.89	0.08	0.25	0.25	0.02	0.00	0.06	0.05	0.00	0.04
Delay/Veh:	44.9	12.7	12.7	63.8	9.6	9.6	60.5	0.0	60.8	60.7	0.0	60.6
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:	44.9	12.7	12.7	63.8	9.6	9.6	60.5	0.0	60.8	60.7	0.0	60.6
LOS by Move:	D	B	B	E	A	A	E	A	E	E	A	E
HCM2k95thQ:	1	67	67	1	10	10	0	0	1	1	0	0

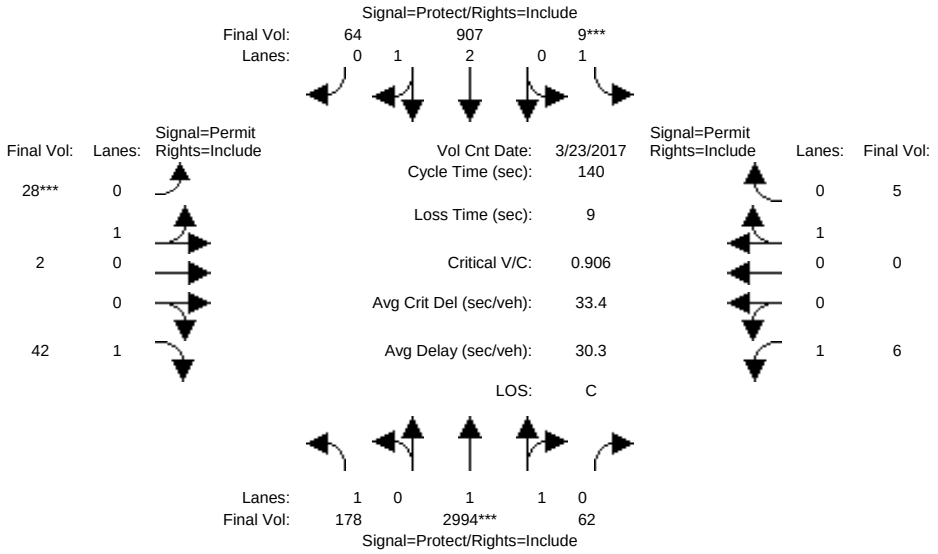
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3411: AVIATION/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Mar 2017 <<												
Base Vol:	12	2510	56	7	555	5	2	0	7	6	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	2510	56	7	555	5	2	0	7	6	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	166	484	6	2	352	59	26	2	35	0	0	0
Initial Fut:	178	2994	62	9	907	64	28	2	42	6	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	2994	62	9	907	64	28	2	42	6	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	2994	62	9	907	64	28	2	42	6	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	2994	62	9	907	64	28	2	42	6	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	2.79	0.21	0.93	0.07	1.00	1.00	0.00	1.00
Final Sat.:	1750	3625	75	1750	5230	369	1680	120	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.83	0.83	0.01	0.17	0.17	0.02	0.02	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	44.7	114	114.0	7.0	76.3	76.3	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.32	1.01	1.01	0.10	0.32	0.32	0.23	0.23	0.34	0.05	0.00	0.04
Delay/Veh:	36.4	33.1	33.1	64.0	17.6	17.6	62.3	62.3	63.4	60.7	0.0	60.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.4	33.1	33.1	64.0	17.6	17.6	62.3	62.3	63.4	60.7	0.0	60.6
LOS by Move:	D	C	C	E	B	B	E	E	E	E	A	E
HCM2k95thQ:	11	113	113	1	14	14	3	3	4	1	0	0

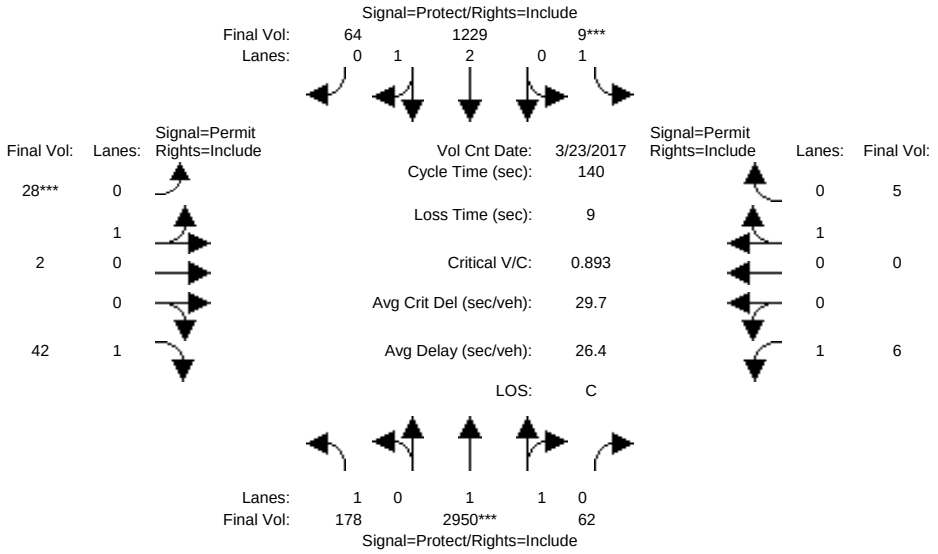
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3411: AVIATION/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Mar 2017 <<												
Base Vol:	12	2510	56	7	555	5	2	0	7	6	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	2510	56	7	555	5	2	0	7	6	0	5
Added Vol:	0	-44	0	0	322	0	0	0	0	0	0	0
ATI:	166	484	6	2	352	59	26	2	35	0	0	0
Initial Fut:	178	2950	62	9	1229	64	28	2	42	6	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	2950	62	9	1229	64	28	2	42	6	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	2950	62	9	1229	64	28	2	42	6	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	2950	62	9	1229	64	28	2	42	6	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	2.85	0.15	0.93	0.07	1.00	1.00	0.00	1.00
Final Sat.:	1750	3624	76	1750	5322	277	1680	120	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.81	0.81	0.01	0.23	0.23	0.02	0.02	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	37.0	114	114.0	7.0	84.0	84.0	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.38	1.00	1.00	0.10	0.38	0.38	0.23	0.23	0.34	0.05	0.00	0.04
Delay/Veh:	42.7	29.3	29.3	64.0	14.6	14.6	62.3	62.3	63.4	60.7	0.0	60.6
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:	42.7	29.3	29.3	64.0	14.6	14.6	62.3	62.3	63.4	60.7	0.0	60.6
LOS by Move:	D	C	C	E	B	B	E	E	E	E	A	E
HCM2k95thQ:	12	109	109	1	18	18	3	3	4	1	0	0

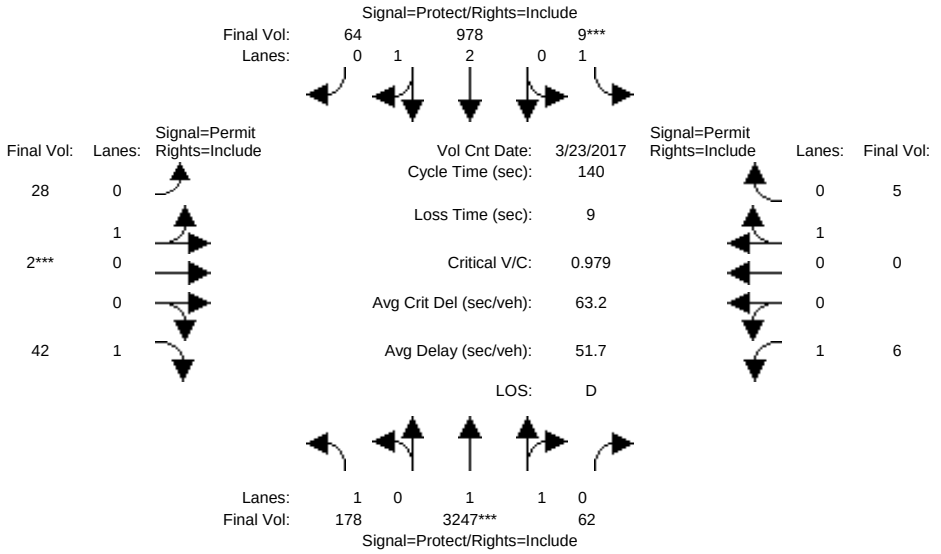
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3411: AVIATION/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Mar 2017 <<												
Base Vol:	178	2994	62	9	907	64	28	2	42	6	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	2994	62	9	907	64	28	2	42	6	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	253	0	0	71	0	0	0	0	0	0	0
Initial Fut:	178	3247	62	9	978	64	28	2	42	6	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	3247	62	9	978	64	28	2	42	6	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	3247	62	9	978	64	28	2	42	6	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	3247	62	9	978	64	28	2	42	6	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	2.81	0.19	0.93	0.07	1.00	1.00	0.00	1.00
Final Sat.:	1750	3631	69	1750	5256	344	1680	120	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.89	0.89	0.01	0.19	0.19	0.02	0.02	0.02	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	42.8	114	114.0	7.0	78.2	78.2	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.33	1.10	1.10	0.10	0.33	0.33	0.23	0.23	0.34	0.05	0.00	0.04
Delay/Veh:	38.0	63.2	63.2	64.0	16.8	16.8	62.3	62.3	63.4	60.7	0.0	60.6
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:	38.0	63.2	63.2	64.0	16.8	16.8	62.3	62.3	63.4	60.7	0.0	60.6
LOS by Move:	D	E	E	E	B	B	E	E	E	E	A	E
HCM2k95thQ:	12	137	137	1	15	15	3	3	4	1	0	0

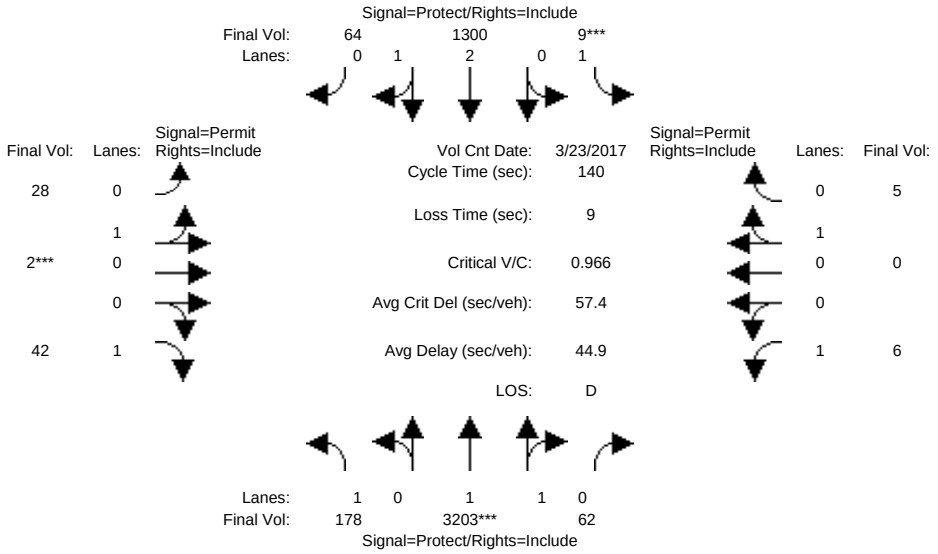
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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3411: AVIATION/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Mar 2017 <<												
Base Vol:	178	2994	62	9	907	64	28	2	42	6	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	2994	62	9	907	64	28	2	42	6	0	5
Added Vol:	0	-44	0	0	322	0	0	0	0	0	0	0
ATI:	0	253	0	0	71	0	0	0	0	0	0	0
Initial Fut:	178	3203	62	9	1300	64	28	2	42	6	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	3203	62	9	1300	64	28	2	42	6	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	3203	62	9	1300	64	28	2	42	6	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	3203	62	9	1300	64	28	2	42	6	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	2.85	0.15	0.93	0.07	1.00	1.00	0.00	1.00
Final Sat.:	1750	3630	70	1750	5337	263	1680	120	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.88	0.88	0.01	0.24	0.24	0.02	0.02	0.02	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	35.6	114	114.0	7.0	85.4	85.4	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.40	1.08	1.08	0.10	0.40	0.40	0.23	0.23	0.34	0.05	0.00	0.04
Delay/Veh:	43.9	57.3	57.3	64.0	14.2	14.2	62.3	62.3	63.4	60.7	0.0	60.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.9	57.3	57.3	64.0	14.2	14.2	62.3	62.3	63.4	60.7	0.0	60.6
LOS by Move:	D	E	E	E	B	B	E	E	E	E	A	E
HCM2k95thQ:	12	132	132	1	18	18	3	3	4	1	0	0

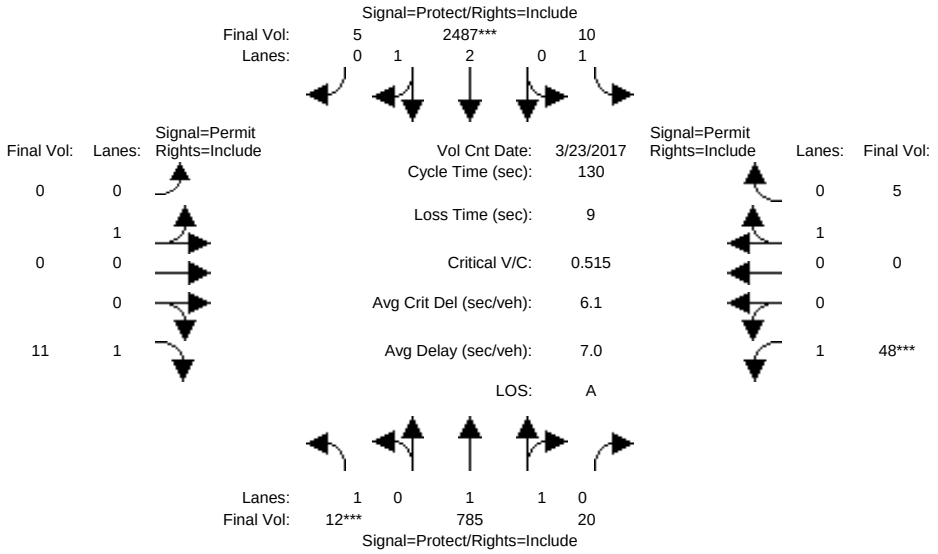
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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3411: AVIATION/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Mar 2017 <<												
Base Vol:	12	785	20	10	2487	5	0	0	11	48	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	785	20	10	2487	5	0	0	11	48	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	785	20	10	2487	5	0	0	11	48	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	785	20	10	2487	5	0	0	11	48	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	785	20	10	2487	5	0	0	11	48	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	785	20	10	2487	5	0	0	11	48	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.95	0.05	1.00	2.99	0.01	0.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3608	92	1750	5589	11	0	1800	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.22	0.22	0.01	0.45	0.45	0.00	0.00	0.01	0.03	0.00	0.00
Crit Moves:	****				****					****		
Green Time:	7.0	89.0	89.0	22.0	104	104.0	0.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.13	0.32	0.32	0.03	0.56	0.56	0.00	0.00	0.08	0.36	0.00	0.04
Delay/Veh:	59.2	8.3	8.3	45.1	4.8	4.8	0.0	0.0	56.0	58.6	0.0	55.6
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:	59.2	8.3	8.3	45.1	4.8	4.8	0.0	0.0	56.0	58.6	0.0	55.6
LOS by Move:	E	A	A	D	A	A	A	A	E	E	A	E
HCM2k95thQ:	1	12	12	1	22	22	0	0	1	5	0	0

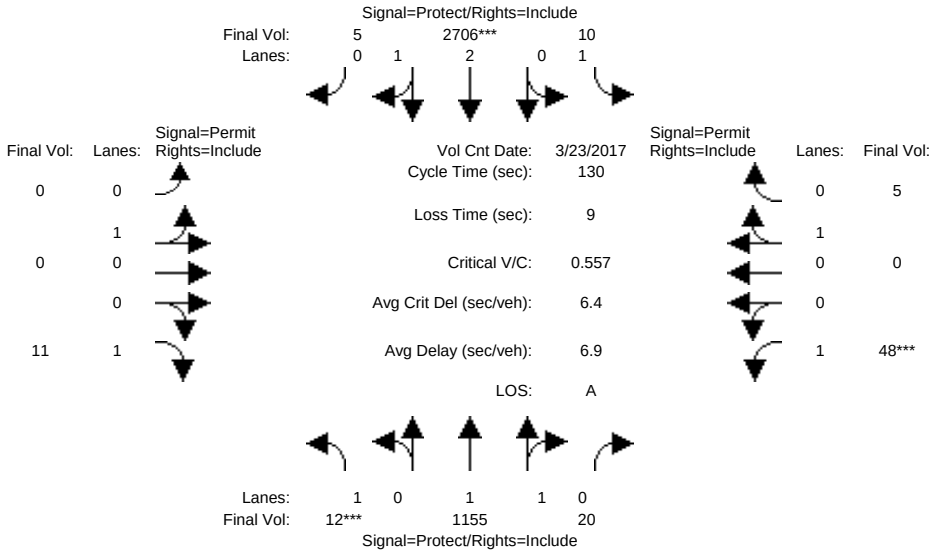
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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3411: AVIATION/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Mar 2017 <<												
Base Vol:	12	785	20	10	2487	5	0	0	11	48	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	785	20	10	2487	5	0	0	11	48	0	5
Added Vol:	0	370	0	0	219	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	1155	20	10	2706	5	0	0	11	48	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1155	20	10	2706	5	0	0	11	48	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1155	20	10	2706	5	0	0	11	48	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	1155	20	10	2706	5	0	0	11	48	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.97	0.03	1.00	2.99	0.01	0.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3637	63	1750	5590	10	0	1800	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.32	0.32	0.01	0.48	0.48	0.00	0.00	0.01	0.03	0.00	0.00
Crit Moves:	****				****					****		
Green Time:	7.0	94.9	94.9	16.1	104	104.0	0.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.13	0.43	0.43	0.05	0.61	0.61	0.00	0.00	0.08	0.36	0.00	0.04
Delay/Veh:	59.2	7.1	7.1	50.3	5.3	5.3	0.0	0.0	56.0	58.6	0.0	55.6
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:	59.2	7.1	7.1	50.3	5.3	5.3	0.0	0.0	56.0	58.6	0.0	55.6
LOS by Move:	E	A	A	D	A	A	A	A	E	E	A	E
HCM2k95thQ:	1	17	17	1	26	26	0	0	1	5	0	0

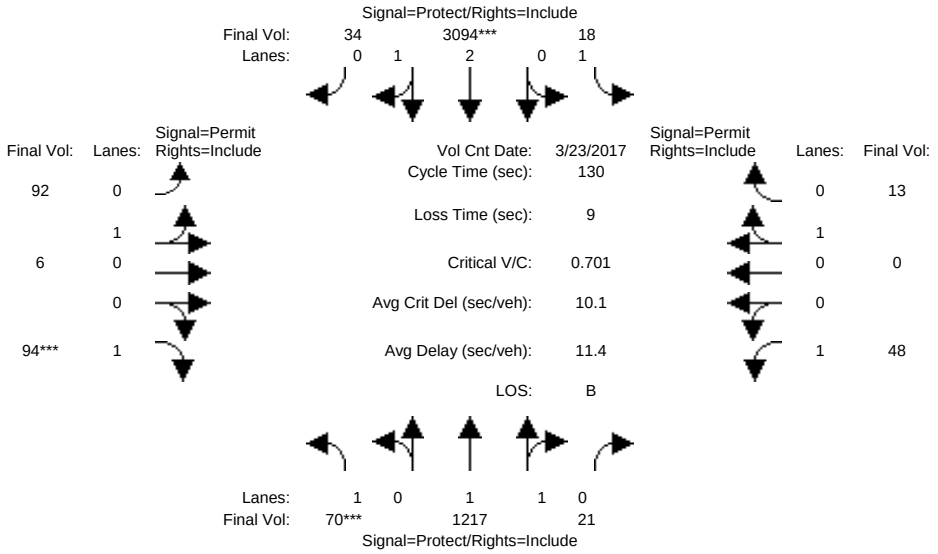
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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3411: AVIATION/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Mar 2017 <<												
Base Vol:	12	785	20	10	2487	5	0	0	11	48	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	785	20	10	2487	5	0	0	11	48	0	5
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	58	432	1	8	607	29	92	6	83	0	0	8
Initial Fut:	70	1217	21	18	3094	34	92	6	94	48	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1217	21	18	3094	34	92	6	94	48	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1217	21	18	3094	34	92	6	94	48	0	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1217	21	18	3094	34	92	6	94	48	0	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.97	0.03	1.00	2.97	0.03	0.94	0.06	1.00	1.00	0.00	1.00
Final Sat.:	1750	3637	63	1750	5539	61	1690	110	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.33	0.33	0.01	0.56	0.56	0.05	0.05	0.05	0.03	0.00	0.01
Crit Moves:	****				****				****			
Green Time:	7.4	95.6	95.6	15.4	104	103.6	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.70	0.45	0.45	0.09	0.70	0.70	0.71	0.71	0.70	0.36	0.00	0.09
Delay/Veh:	80.1	7.0	7.0	51.2	6.6	6.6	74.1	74.1	73.5	58.6	0.0	56.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.1	7.0	7.0	51.2	6.6	6.6	74.1	74.1	73.5	58.6	0.0	56.1
LOS by Move:	F	A	A	D	A	A	E	E	E	E	A	E
HCM2k95thQ:	6	18	18	1	34	34	11	11	10	5	0	1

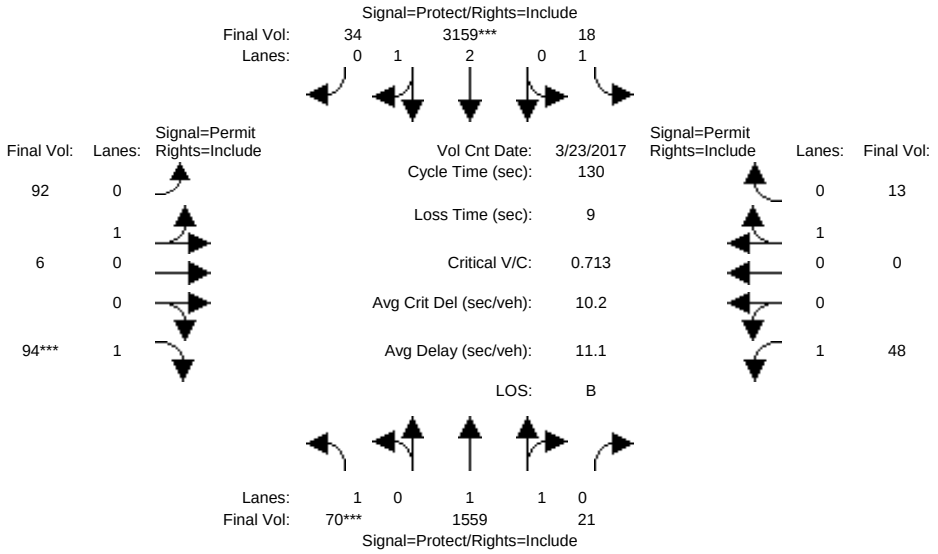
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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3411: AVIATION/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Mar 2017 <<												
Base Vol:	12	785	20	10	2487	5	0	0	11	48	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	785	20	10	2487	5	0	0	11	48	0	5
Added Vol:	0	342	0	0	65	0	0	0	0	0	0	0
ATI:	58	432	1	8	607	29	92	6	83	0	0	8
Initial Fut:	70	1559	21	18	3159	34	92	6	94	48	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1559	21	18	3159	34	92	6	94	48	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1559	21	18	3159	34	92	6	94	48	0	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1559	21	18	3159	34	92	6	94	48	0	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.97	0.03	1.00	2.97	0.03	0.94	0.06	1.00	1.00	0.00	1.00
Final Sat.:	1750	3651	49	1750	5540	60	1690	110	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.43	0.43	0.01	0.57	0.57	0.05	0.05	0.05	0.03	0.00	0.01
Crit Moves:	****				****				****			
Green Time:	7.3	98.6	98.6	12.4	104	103.7	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.71	0.56	0.56	0.11	0.71	0.71	0.71	0.71	0.70	0.36	0.00	0.09
Delay/Veh:	82.4	6.9	6.9	54.0	6.7	6.7	74.1	74.1	73.5	58.6	0.0	56.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.4	6.9	6.9	54.0	6.7	6.7	74.1	74.1	73.5	58.6	0.0	56.1
LOS by Move:	F	A	A	D	A	A	E	E	E	E	A	E
HCM2k95thQ:	6	24	24	1	35	35	11	11	10	5	0	1

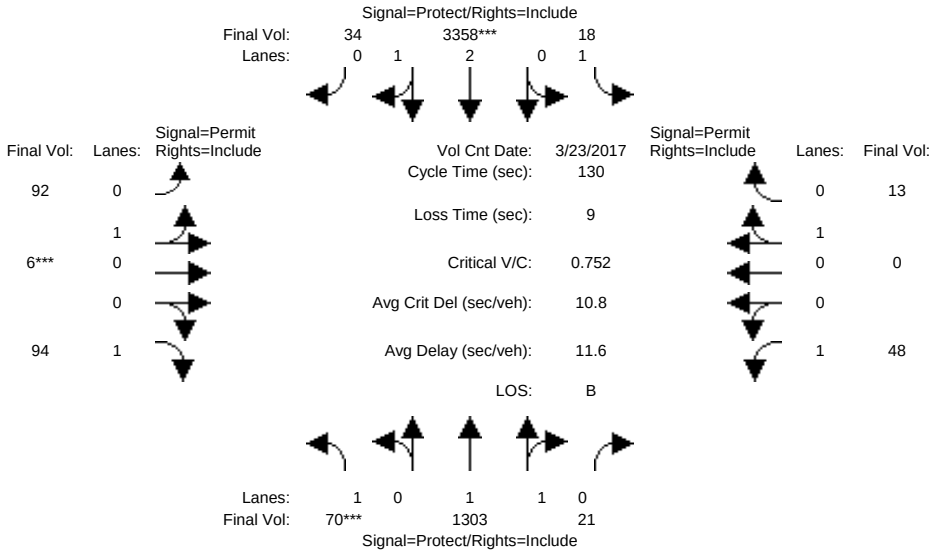
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3411: AVIATION/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Mar 2017 <<												
Base Vol:	70	1217	21	18	3094	34	92	6	94	48	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1217	21	18	3094	34	92	6	94	48	0	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	86	0	0	264	0	0	0	0	0	0	0
Initial Fut:	70	1303	21	18	3358	34	92	6	94	48	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1303	21	18	3358	34	92	6	94	48	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1303	21	18	3358	34	92	6	94	48	0	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1303	21	18	3358	34	92	6	94	48	0	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.97	0.03	1.00	2.97	0.03	0.94	0.06	1.00	1.00	0.00	1.00
Final Sat.:	1750	3641	59	1750	5544	56	1690	110	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.01	0.61	0.61	0.05	0.05	0.05	0.03	0.00	0.01
Crit Moves:	****				****			****				
Green Time:	7.0	96.5	96.5	14.5	104	104.0	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.74	0.48	0.48	0.09	0.76	0.76	0.71	0.71	0.70	0.36	0.00	0.09
Delay/Veh:	87.5	6.9	6.9	52.0	7.4	7.4	74.1	74.1	73.5	58.6	0.0	56.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.5	6.9	6.9	52.0	7.4	7.4	74.1	74.1	73.5	58.6	0.0	56.1
LOS by Move:	F	A	A	D	A	A	E	E	E	E	A	E
HCM2k95thQ:	6	20	20	1	40	40	11	11	10	5	0	1

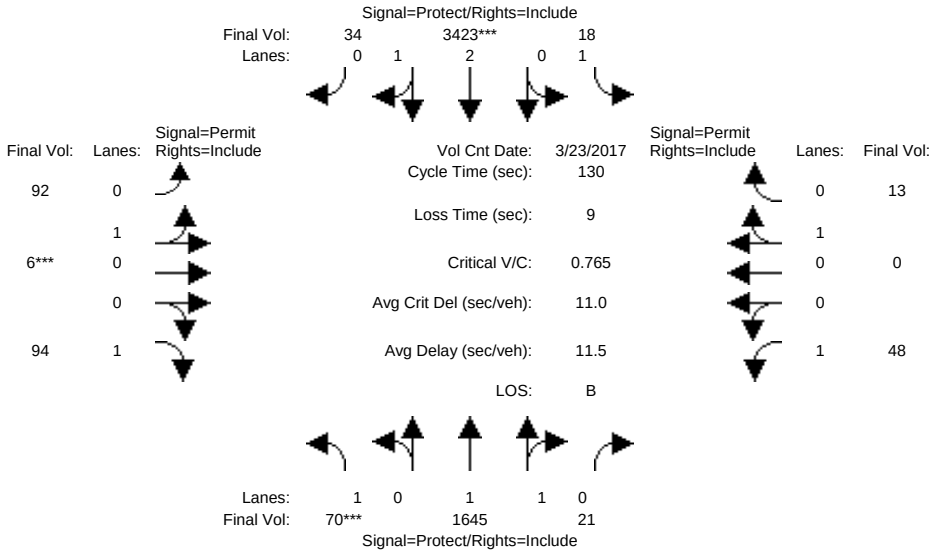
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3411: AVIATION/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Mar 2017 <<												
Base Vol:	70	1217	21	18	3094	34	92	6	94	48	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1217	21	18	3094	34	92	6	94	48	0	13
Added Vol:	0	342	0	0	65	0	0	0	0	0	0	0
ATI:	0	86	0	0	264	0	0	0	0	0	0	0
Initial Fut:	70	1645	21	18	3423	34	92	6	94	48	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1645	21	18	3423	34	92	6	94	48	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1645	21	18	3423	34	92	6	94	48	0	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1645	21	18	3423	34	92	6	94	48	0	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.97	0.03	1.00	2.97	0.03	0.94	0.06	1.00	1.00	0.00	1.00
Final Sat.:	1750	3653	47	1750	5545	55	1690	110	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.45	0.45	0.01	0.62	0.62	0.05	0.05	0.05	0.03	0.00	0.01
Crit Moves:	****				****			****				
Green Time:	7.0	99.1	99.1	11.9	104	104.0	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.74	0.59	0.59	0.11	0.77	0.77	0.71	0.71	0.70	0.36	0.00	0.09
Delay/Veh:	87.5	7.0	7.0	54.6	7.7	7.7	74.1	74.1	73.5	58.6	0.0	56.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.5	7.0	7.0	54.6	7.7	7.7	74.1	74.1	73.5	58.6	0.0	56.1
LOS by Move:	F	A	A	D	A	A	E	E	E	E	A	E
HCM2k95thQ:	6	26	26	1	42	42	11	11	10	5	0	1

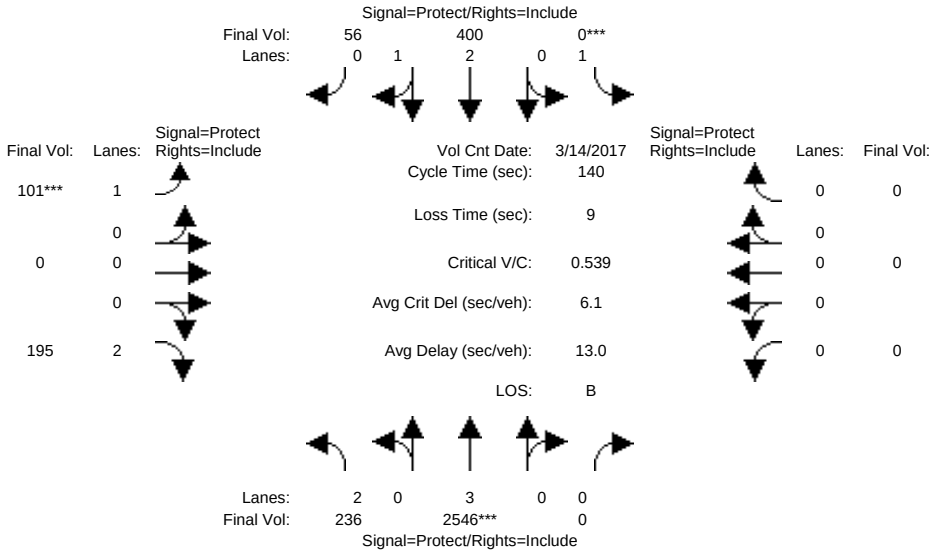
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4047: COLEMAN/NEWHALL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	236	2546	0	0	400	56	101	0	195	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:	236	2546	0	0	400	56	101	0	195	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:	236	2546	0	0	400	56	101	0	195	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	2546	0	0	400	56	101	0	195	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	2546	0	0	400	56	101	0	195	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	2546	0	0	400	56	101	0	195	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.62	0.38	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	4911	688	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.45	0.00	0.00	0.08	0.08	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	55.6	116	0.0	0.0	60.4	60.4	15.0	0.0	15.0	0.0	0.0	0.0
Volume/Cap:	0.19	0.54	0.00	0.00	0.19	0.19	0.54	0.00	0.58	0.00	0.00	0.00
Delay/Veh:	27.6	3.8	0.0	0.0	24.7	24.7	62.4	0.0	62.0	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:	27.6	3.8	0.0	0.0	24.7	24.7	62.4	0.0	62.0	0.0	0.0	0.0
LOS by Move:	C	A	A	A	C	C	E	A	E	A	A	A
HCM2k95thQ:	8	21	0	0	8	8	10	0	11	0	0	0

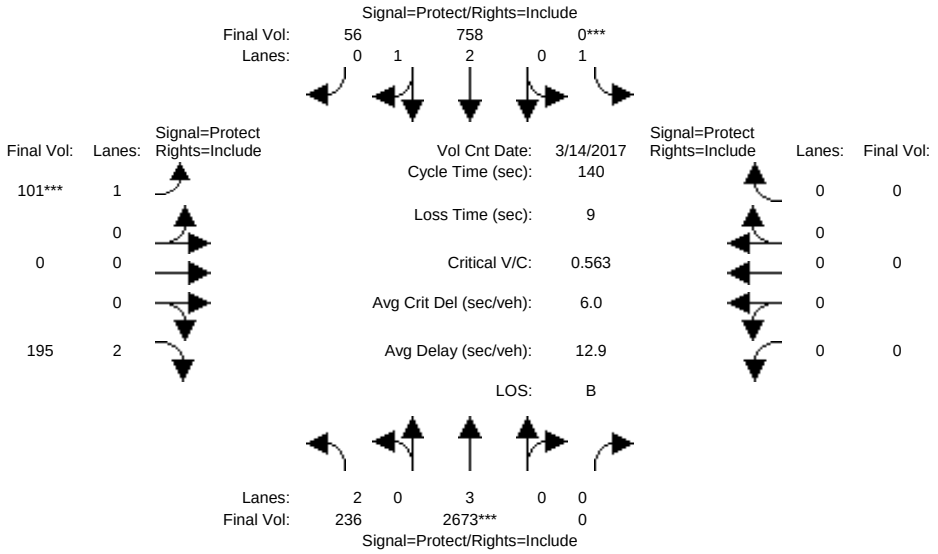
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4047: COLEMAN/NEWHALL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	236	2546	0	0	400	56	101	0	195	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:	236	2546	0	0	400	56	101	0	195	0	0	0
Added Vol:	0	127	0	0	358	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	2673	0	0	758	56	101	0	195	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	2673	0	0	758	56	101	0	195	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	2673	0	0	758	56	101	0	195	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	2673	0	0	758	56	101	0	195	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.79	0.21	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5214	385	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.47	0.00	0.00	0.15	0.15	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	39.7	117	0.0	0.0	77.0	77.0	14.4	0.0	14.4	0.0	0.0	0.0
Volume/Cap:	0.26	0.56	0.00	0.00	0.26	0.26	0.56	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	39.0	3.8	0.0	0.0	16.6	16.6	63.9	0.0	63.3	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:	39.0	3.8	0.0	0.0	16.6	16.6	63.9	0.0	63.3	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	E	A	E	A	A	A
HCM2k95thQ:	9	22	0	0	12	12	10	0	11	0	0	0

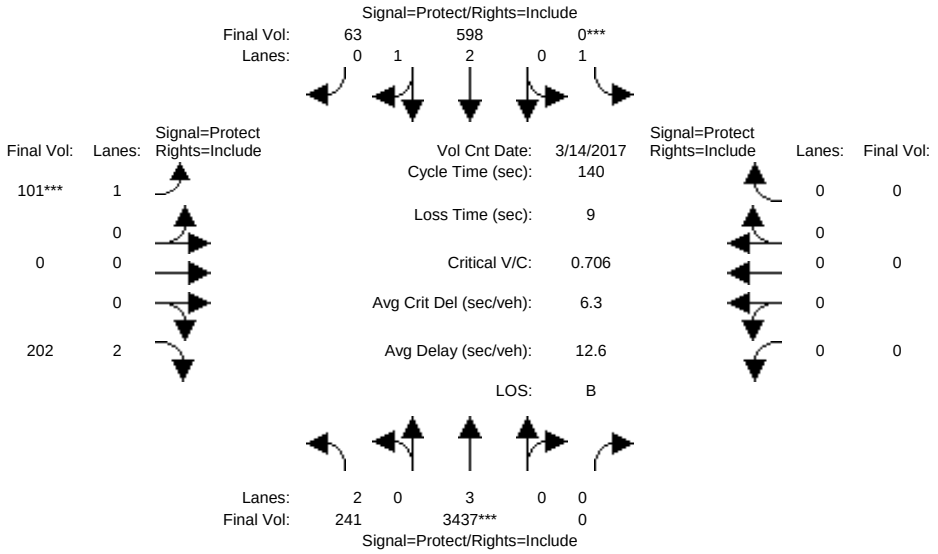
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4047: COLEMAN/NEWHALL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	236	2546	0	0	400	56	101	0	195	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:	236	2546	0	0	400	56	101	0	195	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	891	0	0	198	7	0	0	7	0	0	0
Initial Fut:	241	3437	0	0	598	63	101	0	202	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	3437	0	0	598	63	101	0	202	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	3437	0	0	598	63	101	0	202	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	3437	0	0	598	63	101	0	202	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.70	0.30	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5066	534	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.60	0.00	0.00	0.12	0.12	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	47.0	120	0.0	0.0	72.5	72.5	11.4	0.0	11.4	0.0	0.0	0.0
Volume/Cap:	0.23	0.71	0.00	0.00	0.23	0.23	0.71	0.00	0.78	0.00	0.00	0.00
Delay/Veh:	33.5	4.2	0.0	0.0	18.5	18.5	77.5	0.0	77.6	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:	33.5	4.2	0.0	0.0	18.5	18.5	77.5	0.0	77.6	0.0	0.0	0.0
LOS by Move:	C	A	A	A	B	B	E	A	E	A	A	A
HCM2k95thQ:	9	32	0	0	10	10	12	0	13	0	0	0

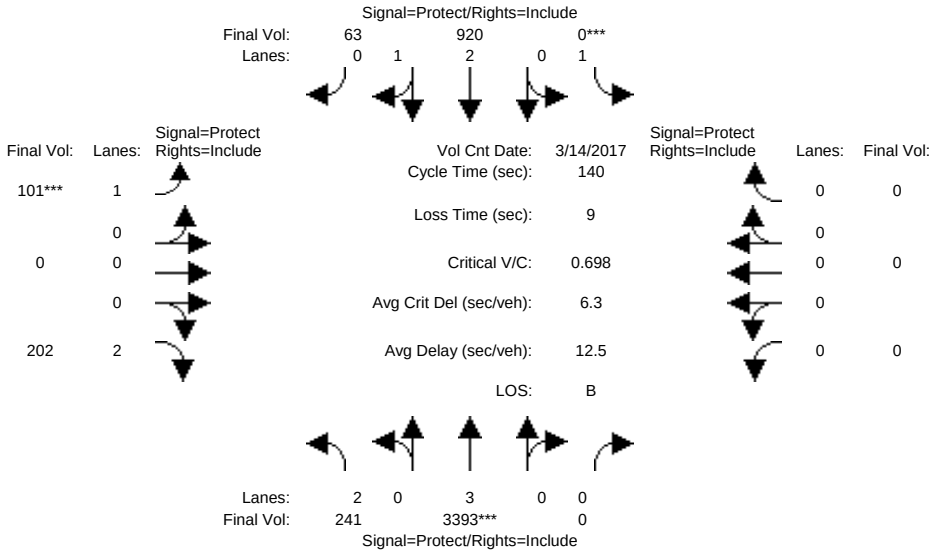
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4047: COLEMAN/NEWHALL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	236	2546	0	0	400	56	101	0	195	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:	236	2546	0	0	400	56	101	0	195	0	0	0
Added Vol:	0	-44	0	0	322	0	0	0	0	0	0	0
ATI:	5	891	0	0	198	7	0	0	7	0	0	0
Initial Fut:	241	3393	0	0	920	63	101	0	202	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	3393	0	0	920	63	101	0	202	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	3393	0	0	920	63	101	0	202	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	3393	0	0	920	63	101	0	202	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.80	0.20	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5241	359	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.60	0.00	0.00	0.18	0.18	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	36.2	119	0.0	0.0	83.2	83.2	11.6	0.0	11.6	0.0	0.0	0.0
Volume/Cap:	0.30	0.70	0.00	0.00	0.30	0.30	0.70	0.00	0.78	0.00	0.00	0.00
Delay/Veh:	41.8	4.2	0.0	0.0	14.0	14.0	76.5	0.0	76.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	41.8	4.2	0.0	0.0	14.0	14.0	76.5	0.0	76.5	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	E	A	E	A	A	A
HCM2k95thQ:	10	31	0	0	13	13	11	0	13	0	0	0

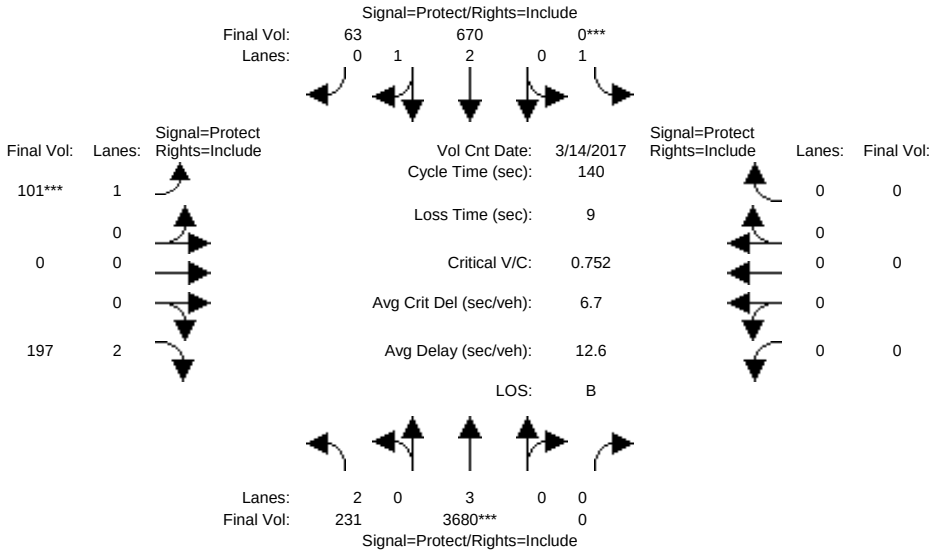
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4047: COLEMAN/NEWHALL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	241	3437	0	0	598	63	101	0	202	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:	241	3437	0	0	598	63	101	0	202	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	-10	243	0	0	72	0	0	0	-5	0	0	0
Initial Fut:	231	3680	0	0	670	63	101	0	197	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	3680	0	0	670	63	101	0	197	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	3680	0	0	670	63	101	0	197	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	3680	0	0	670	63	101	0	197	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.73	0.27	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5118	481	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.65	0.00	0.00	0.13	0.13	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	43.2	120	0.0	0.0	77.1	77.1	10.7	0.0	10.7	0.0	0.0	0.0
Volume/Cap:	0.24	0.75	0.00	0.00	0.24	0.24	0.75	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	36.3	4.6	0.0	0.0	16.3	16.3	84.2	0.0	82.4	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.3	4.6	0.0	0.0	16.3	16.3	84.2	0.0	82.4	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	F	A	F	A	A	A
HCM2k95thQ:	9	37	0	0	10	10	12	0	13	0	0	0

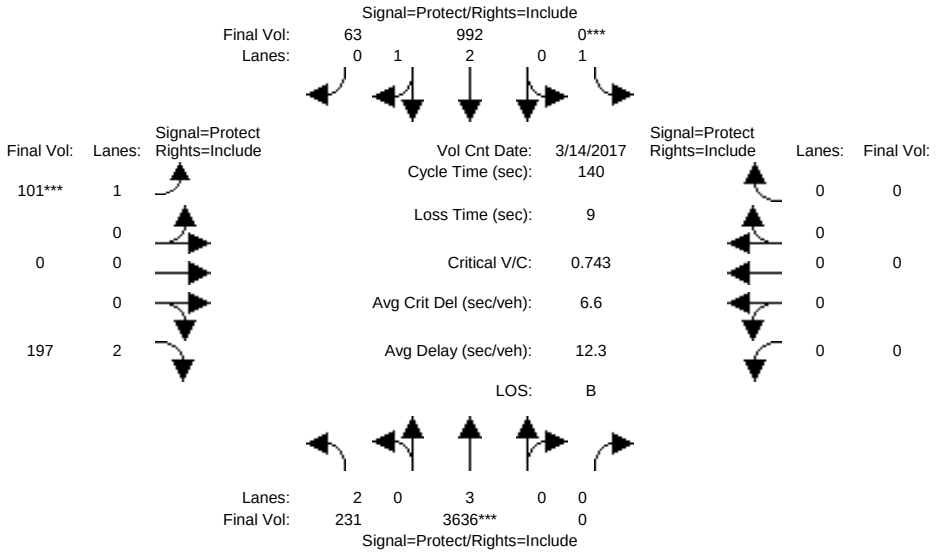
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4047: COLEMAN/NEWHALL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	241	3437	0	0	598	63	101	0	202	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:	241	3437	0	0	598	63	101	0	202	0	0	0
Added Vol:	0	-44	0	0	322	0	0	0	0	0	0	0
ATI:	-10	243	0	0	72	0	0	0	-5	0	0	0
Initial Fut:	231	3636	0	0	992	63	101	0	197	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	3636	0	0	992	63	101	0	197	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	3636	0	0	992	63	101	0	197	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	3636	0	0	992	63	101	0	197	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.81	0.19	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5265	334	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.64	0.00	0.00	0.19	0.19	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	33.7	120	0.0	0.0	86.5	86.5	10.9	0.0	10.9	0.0	0.0	0.0
Volume/Cap:	0.31	0.74	0.00	0.00	0.31	0.31	0.74	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	43.8	4.5	0.0	0.0	12.7	12.7	82.9	0.0	81.0	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:	43.8	4.5	0.0	0.0	12.7	12.7	82.9	0.0	81.0	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	F	A	F	A	A	A
HCM2k95thQ:	10	36	0	0	13	13	12	0	13	0	0	0

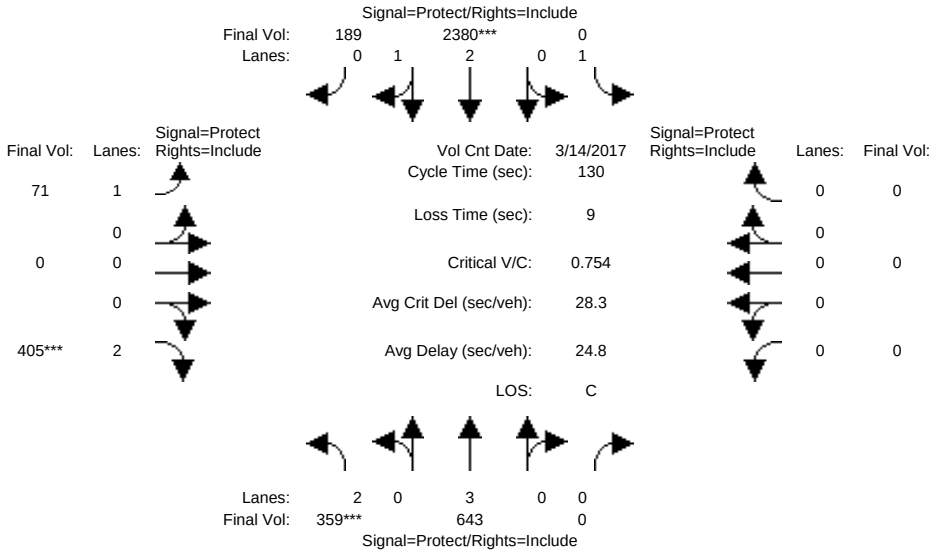
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4047: COLEMAN/NEWHALL



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10		0	0	10		10	10		0	10	0		0	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<																
Base Vol:	359	643		0	0	2380		189	71		0	405	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:	359	643		0	0	2380		189	71		0	405	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:	359	643		0	0	2380		189	71		0	405	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	359	643		0	0	2380		189	71		0	405	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	359	643		0	0	2380		189	71		0	405	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	359	643		0	0	2380		189	71		0	405	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83	1.00		0.92	0.92	0.99		0.95	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	2.00	3.00		0.00	1.00	2.77		0.23	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	3150	5700		0	1750	5187		412	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.11	0.11		0.00	0.00	0.46		0.46	0.04		0.00	0.13	0.00		0.00	0.00
Crit Moves:	****					****						****				
Green Time:	19.7	98.8		0.0	0.0	79.2		79.2	22.2		0.0	22.2	0.0		0.0	0.0
Volume/Cap:	0.75	0.15		0.00	0.00	0.75		0.75	0.24		0.00	0.75	0.00		0.00	0.00
Delay/Veh:	59.5	4.2		0.0	0.0	19.4		19.4	47.0		0.0	57.3	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:	59.5	4.2		0.0	0.0	19.4		19.4	47.0		0.0	57.3	0.0		0.0	0.0
LOS by Move:	E	A		A	A	B		B	D		A	E	A		A	A
HCM2k95thQ:	18	5		0	0	41		41	5		0	20	0		0	0

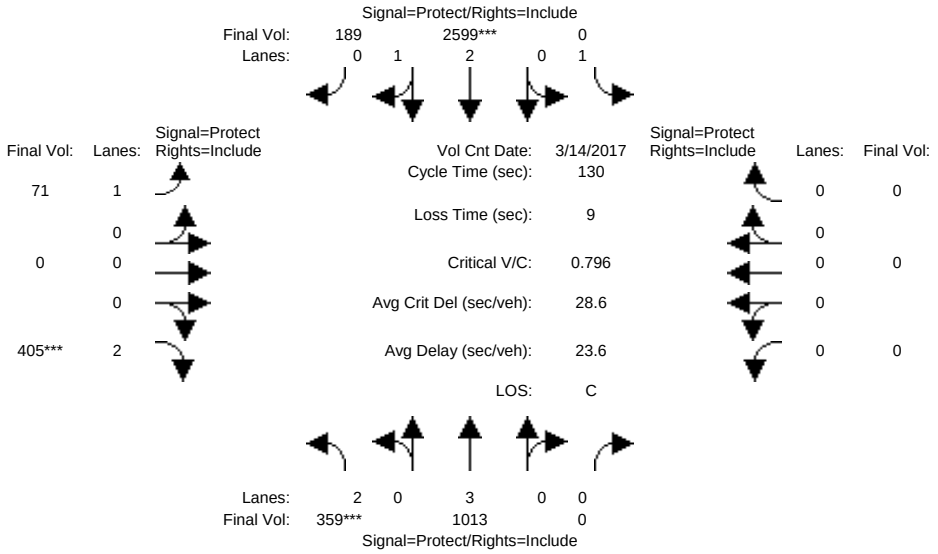
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4047: COLEMAN/NEWHALL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	359	643	0	0	2380	189	71	0	405	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:	359	643	0	0	2380	189	71	0	405	0	0	0
Added Vol:	0	370	0	0	219	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	359	1013	0	0	2599	189	71	0	405	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	359	1013	0	0	2599	189	71	0	405	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	359	1013	0	0	2599	189	71	0	405	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	359	1013	0	0	2599	189	71	0	405	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.79	0.21	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5220	380	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.00	0.00	0.50	0.50	0.04	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	18.6	xxxx	0.0	0.0	81.4	81.4	21.0	0.0	21.0	0.0	0.0	0.0
Volume/Cap:	0.80	0.23	0.00	0.00	0.80	0.80	0.25	0.00	0.80	0.00	0.00	0.00
Delay/Veh:	63.3	4.2	0.0	0.0	19.4	19.4	48.1	0.0	60.9	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:	63.3	4.2	0.0	0.0	19.4	19.4	48.1	0.0	60.9	0.0	0.0	0.0
LOS by Move:	E	A	A	A	B	B	D	A	E	A	A	A
HCM2k95thQ:	19	7	0	0	46	46	6	0	21	0	0	0

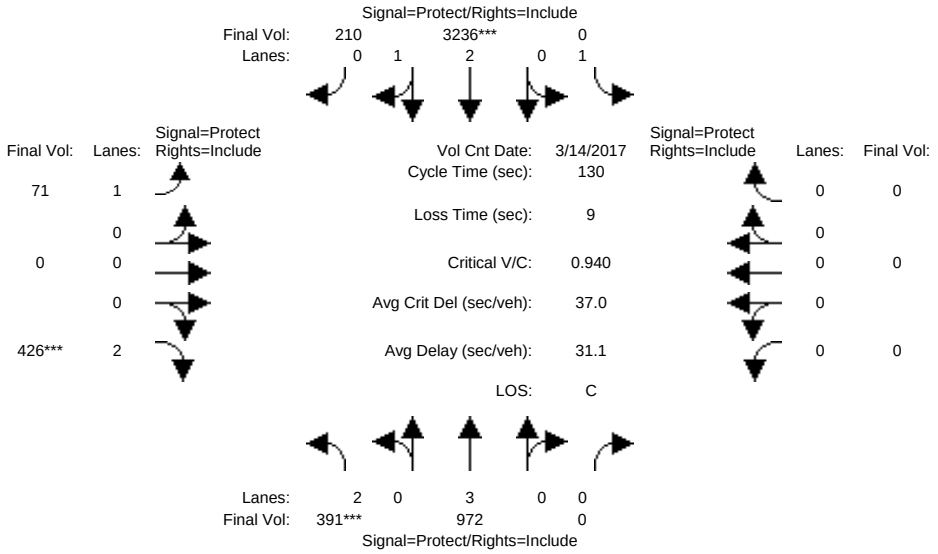
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4047: COLEMAN/NEWHALL



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		10	0	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 14 Mar 2017 <<																
Base Vol:	359	643	0		0	2380	189		71	0	405		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:	359	643	0		0	2380	189		71	0	405		0	0	0	
Added Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
ATI:	32	329	0		0	856	21		0	0	21		0	0	0	
Initial Fut:	391	972	0		0	3236	210		71	0	426		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	391	972	0		0	3236	210		71	0	426		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	391	972	0		0	3236	210		71	0	426		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	391	972	0		0	3236	210		71	0	426		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	0.98	0.95		0.92	1.00	0.83		0.92	1.00	0.92	
Lanes:	2.00	3.00	0.00		1.00	2.81	0.19		1.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	3150	5700	0		1750	5258	341		1750	0	3150		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.17	0.00		0.00	0.62	0.62		0.04	0.00	0.14		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green Time:	17.2	102	0.0		0.0	85.1	85.1		18.7	0.0	18.7		0.0	0.0	0.0	
Volume/Cap:	0.94	0.22	0.00		0.00	0.94	0.94		0.28	0.00	0.94		0.00	0.00	0.00	
Delay/Veh:	85.2	3.6	0.0		0.0	25.9	25.9		50.3	0.0	82.8		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	85.2	3.6	0.0		0.0	25.9	25.9		50.3	0.0	82.8		0.0	0.0	0.0	
LOS by Move:	F	A	A		A	C	C		D	A	F		A	A	A	
HCM2k95thQ:	23	7	0		0	68	68		6	0	25		0	0	0	

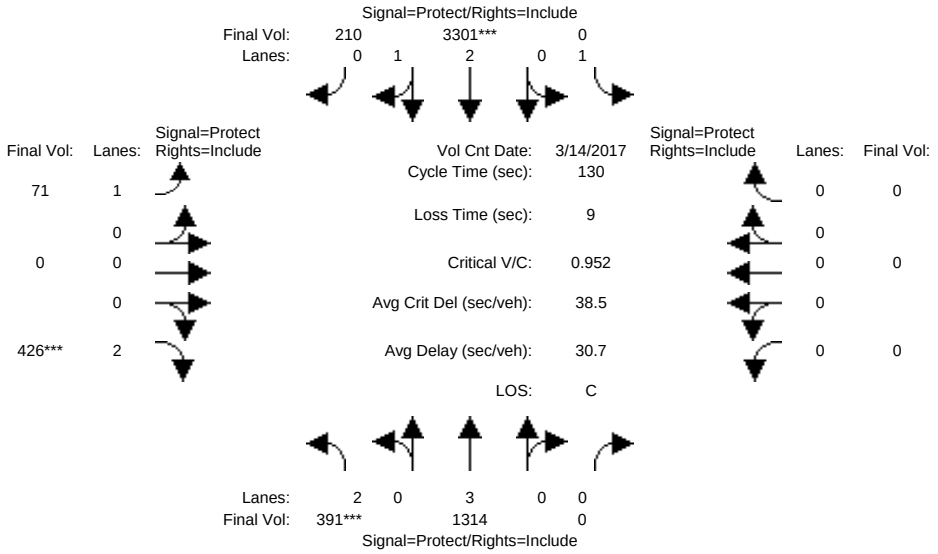
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4047: COLEMAN/NEWHALL



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10		0	0	10		10	10		0	10	0	0		0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 14 Mar 2017 <<																
Base Vol:	359	643		0	2380	189		71	0		405	0	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:	359	643		0	2380	189		71	0		405	0	0	0		0
Added Vol:	0	342		0	65	0		0	0		0	0	0	0		0
ATI:	32	329		0	856	21		0	0		21	0	0	0		0
Initial Fut:	391	1314		0	3301	210		71	0		426	0	0	0		0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
PHF Volume:	391	1314		0	3301	210		71	0		426	0	0	0		0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0	0		0
Reduced Vol:	391	1314		0	3301	210		71	0		426	0	0	0		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
FinalVolume:	391	1314		0	3301	210		71	0		426	0	0	0		0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900	1900		1900
Adjustment:	0.83	1.00		0.92	0.92	0.98		0.95	0.92		1.00	0.83	0.92	1.00		0.92
Lanes:	2.00	3.00		0.00	1.00	2.81		0.19	1.00		0.00	2.00	0.00	0.00		0.00
Final Sat.:	3150	5700		0	1750	5265		335	1750		0	3150	0	0		0
Capacity Analysis Module:																
Vol/Sat:	0.12	0.23		0.00	0.00	0.63		0.63	0.04		0.00	0.14	0.00	0.00		0.00
Crit Moves:	****					****						****				
Green Time:	16.9	103		0.0	0.0	85.6		85.6	18.5		0.0	18.5	0.0	0.0		0.0
Volume/Cap:	0.95	0.29		0.00	0.00	0.95		0.95	0.29		0.00	0.95	0.00	0.00		0.00
Delay/Veh:	88.4	3.8		0.0	0.0	27.2		27.2	50.5		0.0	85.9	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:	88.4	3.8		0.0	0.0	27.2		27.2	50.5		0.0	85.9	0.0	0.0		0.0
LOS by Move:	F	A		A	A	C		C	D		A	F	A	A		A
HCM2k95thQ:	24	9		0	0	71		71	6		0	25	0	0		0

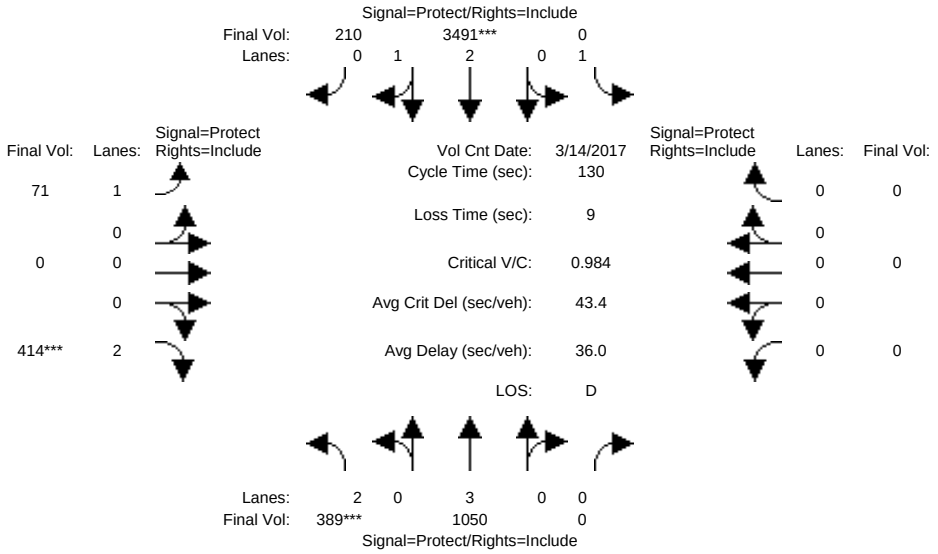
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4047: COLEMAN/NEWHALL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	391	972	0	0	3236	210	71	0	426	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:	391	972	0	0	3236	210	71	0	426	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	-2	78	0	0	255	0	0	0	-12	0	0	0
Initial Fut:	389	1050	0	0	3491	210	71	0	414	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	389	1050	0	0	3491	210	71	0	414	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	389	1050	0	0	3491	210	71	0	414	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	389	1050	0	0	3491	210	71	0	414	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.82	0.18	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5282	318	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.18	0.00	0.00	0.66	0.66	0.04	0.00	0.13	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	16.3	104	0.0	0.0	87.3	87.3	17.4	0.0	17.4	0.0	0.0	0.0
Volume/Cap:	0.98	0.23	0.00	0.00	0.98	0.98	0.30	0.00	0.98	0.00	0.00	0.00
Delay/Veh:	97.6	3.3	0.0	0.0	31.9	31.9	51.6	0.0	95.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	97.6	3.3	0.0	0.0	31.9	31.9	51.6	0.0	95.7	0.0	0.0	0.0
LOS by Move:	F	A	A	A	C	C	D	A	F	A	A	A
HCM2k95thQ:	24	7	0	0	80	80	6	0	25	0	0	0

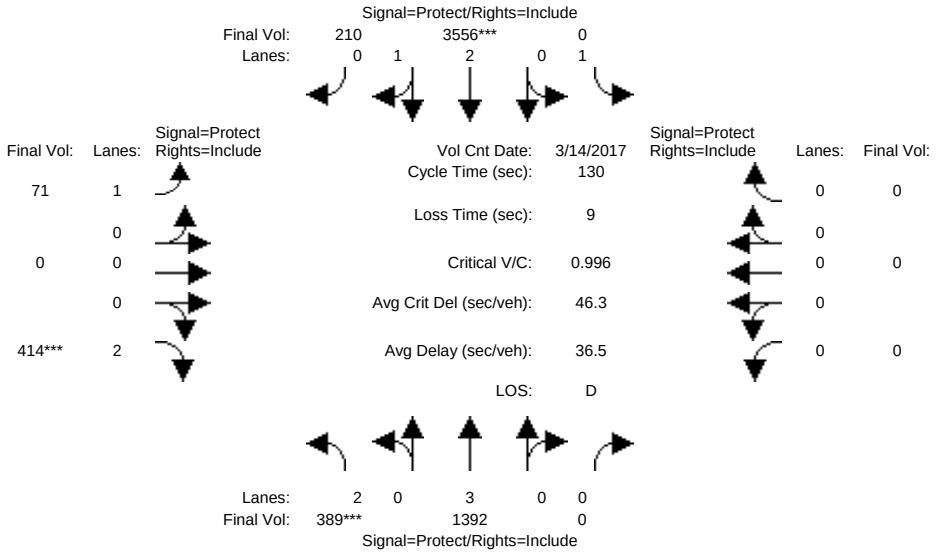
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4047: COLEMAN/NEWHALL



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		10	0	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 14 Mar 2017 <<																
Base Vol:	391	972	0		0	3236	210		71	0	426		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:	391	972	0		0	3236	210		71	0	426		0	0	0	
Added Vol:	0	342	0		0	65	0		0	0	0		0	0	0	
ATI:	-2	78	0		0	255	0		0	0	-12		0	0	0	
Initial Fut:	389	1392	0		0	3556	210		71	0	414		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	389	1392	0		0	3556	210		71	0	414		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	389	1392	0		0	3556	210		71	0	414		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	389	1392	0		0	3556	210		71	0	414		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	0.98	0.95		0.92	1.00	0.83		0.92	1.00	0.92	
Lanes:	2.00	3.00	0.00		1.00	2.83	0.17		1.00	0.00	2.00		0.00	0.00	0.00	
Final Sat.:	3150	5700	0		1750	5287	312		1750	0	3150		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.12	0.24	0.00		0.00	0.67	0.67		0.04	0.00	0.13		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green Time:	16.1	104	0.0		0.0	87.7	87.7		17.1	0.0	17.1		0.0	0.0	0.0	
Volume/Cap:	1.00	0.31	0.00		0.00	1.00	1.00		0.31	0.00	1.00		0.00	0.00	0.00	
Delay/Veh:	101.5	3.5	0.0		0.0	34.8	34.8		51.8	0.0	99.6		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:	101.5	3.5	0.0		0.0	34.8	34.8		51.8	0.0	99.6		0.0	0.0	0.0	
LOS by Move:	F	A	A		A	C	C		D	A	F		A	A	A	
HCM2k95thQ:	25	10	0		0	84	84		6	0	26		0	0	0	

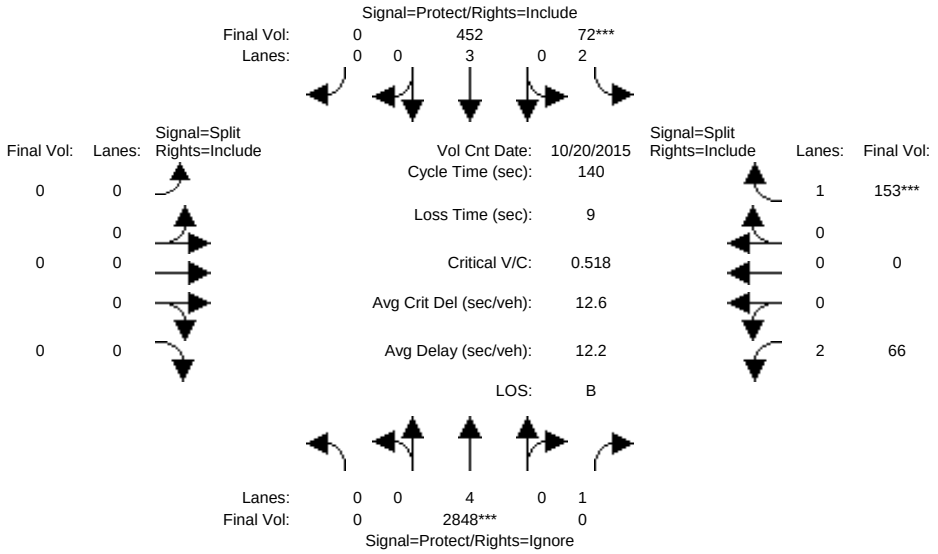
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3223: AIRPORT/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40AM												
Base Vol:	0	2848	653	72	452	0	0	0	0	66	0	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2848	653	72	452	0	0	0	0	66	0	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2848	653	72	452	0	0	0	0	66	0	153
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2848	0	72	452	0	0	0	0	66	0	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2848	0	72	452	0	0	0	0	66	0	153
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2848	0	72	452	0	0	0	0	66	0	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.37	0.00	0.02	0.08	0.00	0.00	0.00	0.00	0.02	0.00	0.09
Crit Moves:		****		****								****
Green Time:	0.0	101	0.0	7.0	108	0.0	0.0	0.0	0.0	23.5	0.0	23.5
Volume/Cap:	0.00	0.52	0.00	0.46	0.10	0.00	0.00	0.00	0.00	0.13	0.00	0.52
Delay/Veh:	0.0	9.0	0.0	66.8	4.1	0.0	0.0	0.0	0.0	49.7	0.0	54.8
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	9.0	0.0	66.8	4.1	0.0	0.0	0.0	0.0	49.7	0.0	54.8
LOS by Move:	A	A	A	E	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	23	0	5	3	0	0	0	0	3	0	13

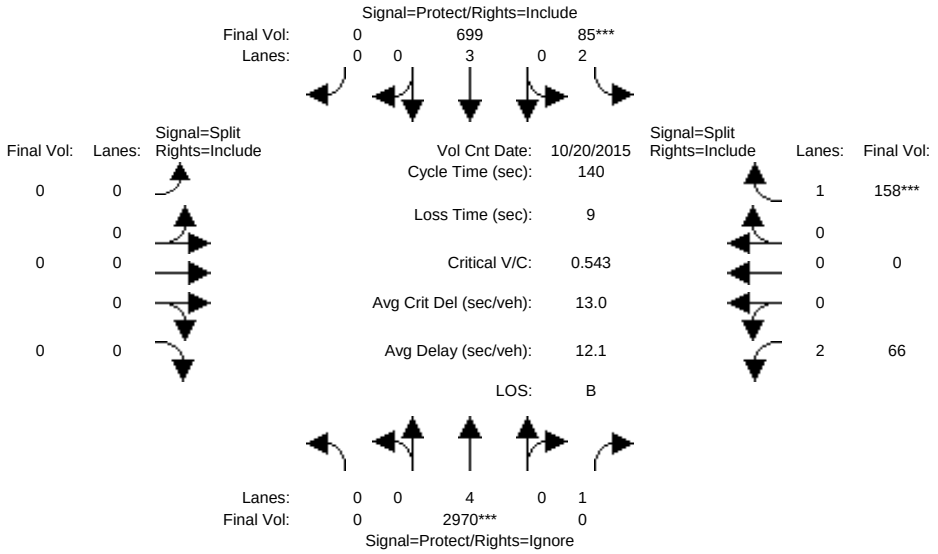
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3223: AIRPORT/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40AM												
Base Vol:	0	2848	653	72	452	0	0	0	0	66	0	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2848	653	72	452	0	0	0	0	66	0	153
Added Vol:	0	122	0	13	247	0	0	0	0	0	0	5
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2970	653	85	699	0	0	0	0	66	0	158
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2970	0	85	699	0	0	0	0	66	0	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2970	0	85	699	0	0	0	0	66	0	158
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2970	0	85	699	0	0	0	0	66	0	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.03	0.12	0.00	0.00	0.00	0.00	0.02	0.00	0.09
Crit Moves:		****		****								****
Green Time:	0.0	101	0.0	7.0	108	0.0	0.0	0.0	0.0	23.3	0.0	23.3
Volume/Cap:	0.00	0.54	0.00	0.54	0.16	0.00	0.00	0.00	0.00	0.13	0.00	0.54
Delay/Veh:	0.0	9.2	0.0	68.7	4.3	0.0	0.0	0.0	0.0	49.8	0.0	55.6
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	9.2	0.0	68.7	4.3	0.0	0.0	0.0	0.0	49.8	0.0	55.6
LOS by Move:	A	A	A	E	A	A	A	A	A	D	A	E
HCM2k95thQ:	0	24	0	6	5	0	0	0	0	3	0	14

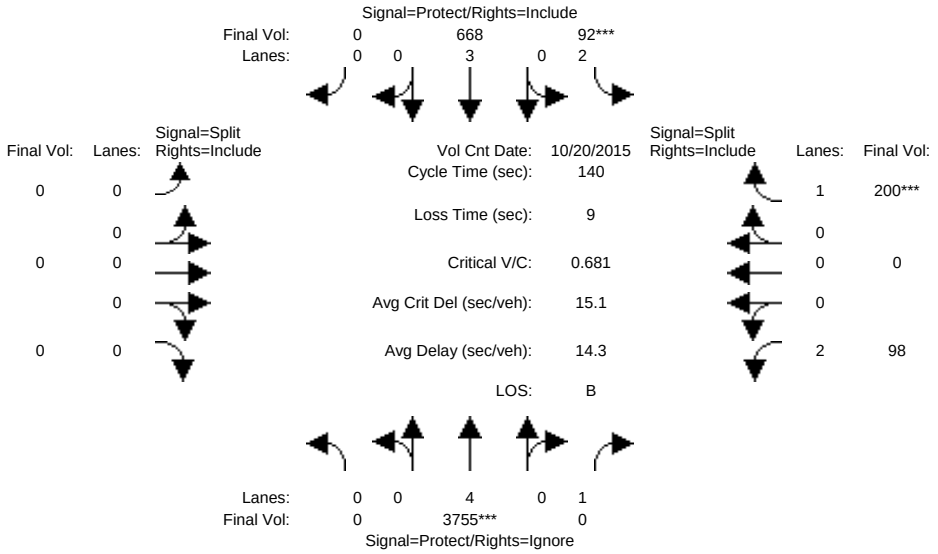
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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3223: AIRPORT/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40AM												
Base Vol:	0	2848	653	72	452	0	0	0	0	66	0	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2848	653	72	452	0	0	0	0	66	0	153
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	907	22	20	216	0	0	0	0	32	0	47
Initial Fut:	0	3755	675	92	668	0	0	0	0	98	0	200
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3755	0	92	668	0	0	0	0	98	0	200
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3755	0	92	668	0	0	0	0	98	0	200
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3755	0	92	668	0	0	0	0	98	0	200
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.00	0.03	0.12	0.00	0.00	0.00	0.00	0.03	0.00	0.11
Crit Moves:		****		****								****
Green Time:	0.0	101	0.0	7.0	108	0.0	0.0	0.0	0.0	23.3	0.0	23.3
Volume/Cap:	0.00	0.69	0.00	0.58	0.15	0.00	0.00	0.00	0.00	0.19	0.00	0.69
Delay/Veh:	0.0	11.3	0.0	70.6	4.2	0.0	0.0	0.0	0.0	50.4	0.0	61.6
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	11.3	0.0	70.6	4.2	0.0	0.0	0.0	0.0	50.4	0.0	61.6
LOS by Move:	A	B	A	E	A	A	A	A	A	D	A	E
HCM2k95thQ:	0	35	0	7	5	0	0	0	0	4	0	18

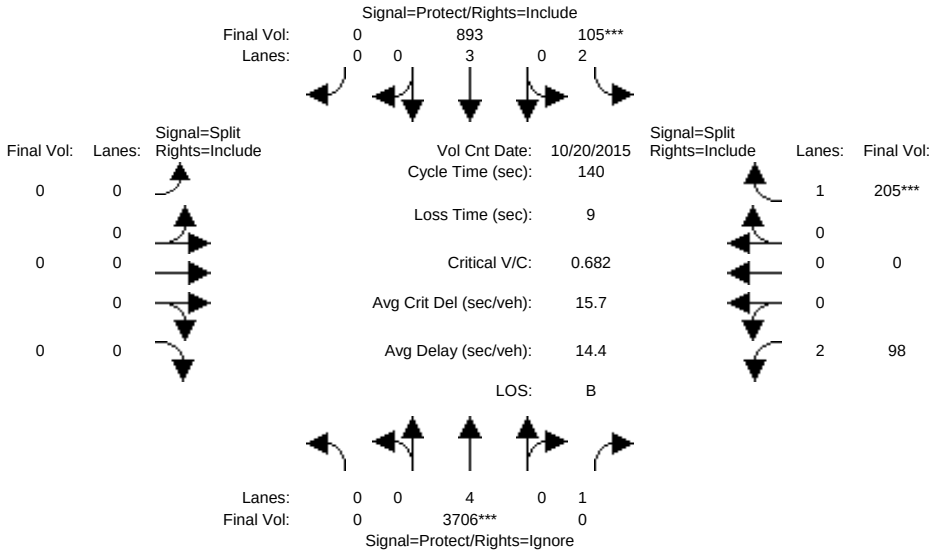
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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3223: AIRPORT/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40AM												
Base Vol:	0	2848	653	72	452	0	0	0	0	66	0	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2848	653	72	452	0	0	0	0	66	0	153
Added Vol:	0	-49	0	13	225	0	0	0	0	0	0	5
ATI:	0	907	22	20	216	0	0	0	0	32	0	47
Initial Fut:	0	3706	675	105	893	0	0	0	0	98	0	205
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3706	0	105	893	0	0	0	0	98	0	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3706	0	105	893	0	0	0	0	98	0	205
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3706	0	105	893	0	0	0	0	98	0	205
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.00	0.03	0.16	0.00	0.00	0.00	0.00	0.03	0.00	0.12
Crit Moves:		****		****								****
Green Time:	0.0	xxxx	0.0	7.0	107	0.0	0.0	0.0	0.0	24.0	0.0	24.0
Volume/Cap:	0.00	0.68	0.00	0.67	0.21	0.00	0.00	0.00	0.00	0.18	0.00	0.68
Delay/Veh:	0.0	11.5	0.0	75.8	4.6	0.0	0.0	0.0	0.0	49.7	0.0	60.7
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	11.5	0.0	75.8	4.6	0.0	0.0	0.0	0.0	49.7	0.0	60.7
LOS by Move:	A	B	A	E	A	A	A	A	A	D	A	E
HCM2k95thQ:	0	34	0	8	7	0	0	0	0	4	0	18

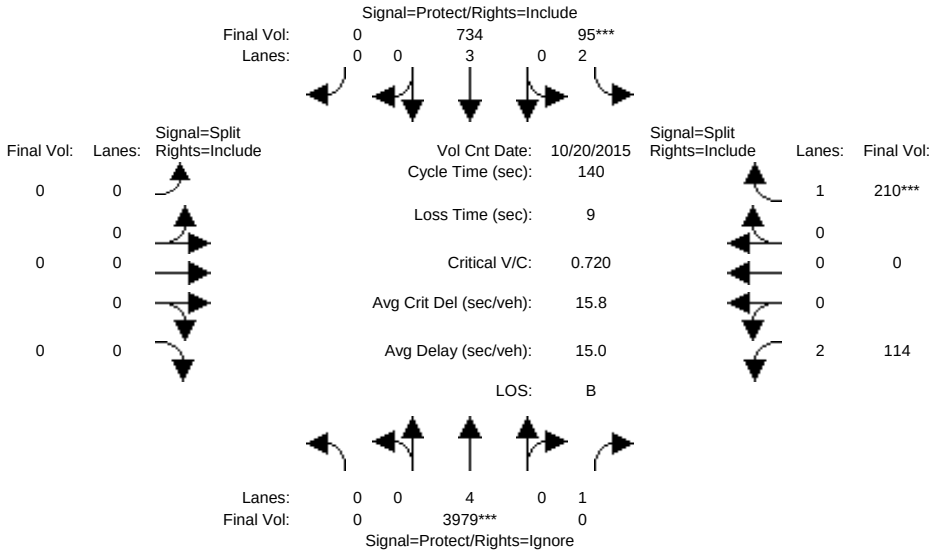
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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3223: AIRPORT/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40AM												
Base Vol:	0	3755	675	92	668	0	0	0	0	98	0	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:	0	3755	675	92	668	0	0	0	0	98	0	200
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	224	8	3	66	0	0	0	0	16	0	10
Initial Fut:	0	3979	683	95	734	0	0	0	0	114	0	210
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3979	0	95	734	0	0	0	0	114	0	210
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3979	0	95	734	0	0	0	0	114	0	210
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3979	0	95	734	0	0	0	0	114	0	210
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.00	0.03	0.13	0.00	0.00	0.00	0.00	0.04	0.00	0.12
Crit Moves:		****		****								****
Green Time:	0.0	101	0.0	7.0	108	0.0	0.0	0.0	0.0	23.1	0.0	23.1
Volume/Cap:	0.00	0.73	0.00	0.60	0.17	0.00	0.00	0.00	0.00	0.22	0.00	0.73
Delay/Veh:	0.0	12.0	0.0	71.7	4.2	0.0	0.0	0.0	0.0	50.9	0.0	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:	0.0	12.0	0.0	71.7	4.2	0.0	0.0	0.0	0.0	50.9	0.0	64.4
LOS by Move:	A	B	A	E	A	A	A	A	A	D	A	E
HCM2k95thQ:	0	38	0	7	5	0	0	0	0	5	0	19

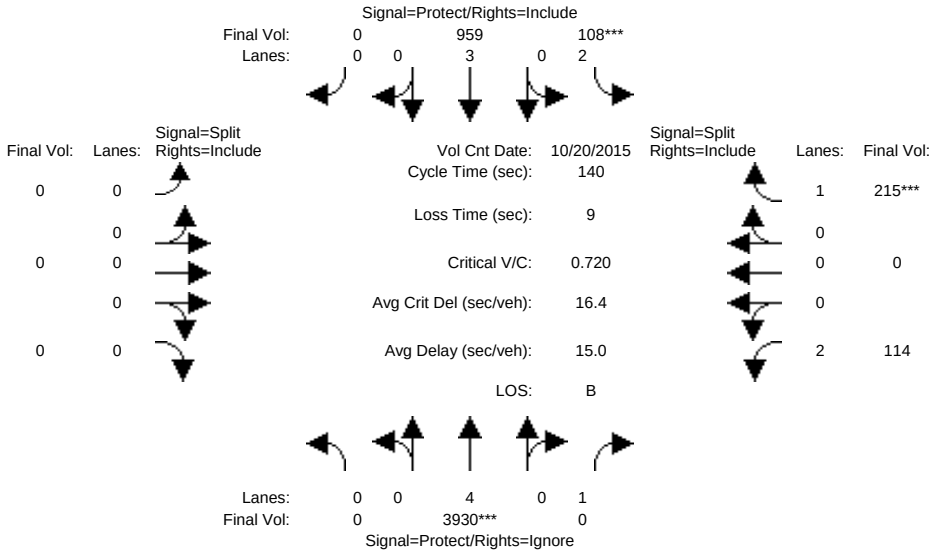
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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3223: AIRPORT/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40AM												
Base Vol:	0	3755	675	92	668	0	0	0	0	98	0	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:	0	3755	675	92	668	0	0	0	0	98	0	200
Added Vol:	0	-49	0	13	225	0	0	0	0	0	0	5
ATI:	0	224	8	3	66	0	0	0	0	16	0	10
Initial Fut:	0	3930	683	108	959	0	0	0	0	114	0	215
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3930	0	108	959	0	0	0	0	114	0	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3930	0	108	959	0	0	0	0	114	0	215
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3930	0	108	959	0	0	0	0	114	0	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.00	0.03	0.17	0.00	0.00	0.00	0.00	0.04	0.00	0.12
Crit Moves:		****		****								****
Green Time:	0.0	100	0.0	7.0	107	0.0	0.0	0.0	0.0	23.8	0.0	23.8
Volume/Cap:	0.00	0.72	0.00	0.69	0.22	0.00	0.00	0.00	0.00	0.21	0.00	0.72
Delay/Veh:	0.0	12.2	0.0	77.4	4.6	0.0	0.0	0.0	0.0	50.3	0.0	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:	0.0	12.2	0.0	77.4	4.6	0.0	0.0	0.0	0.0	50.3	0.0	63.4
LOS by Move:	A	B	A	E	A	A	A	A	A	D	A	E
HCM2k95thQ:	0	38	0	8	8	0	0	0	0	5	0	20

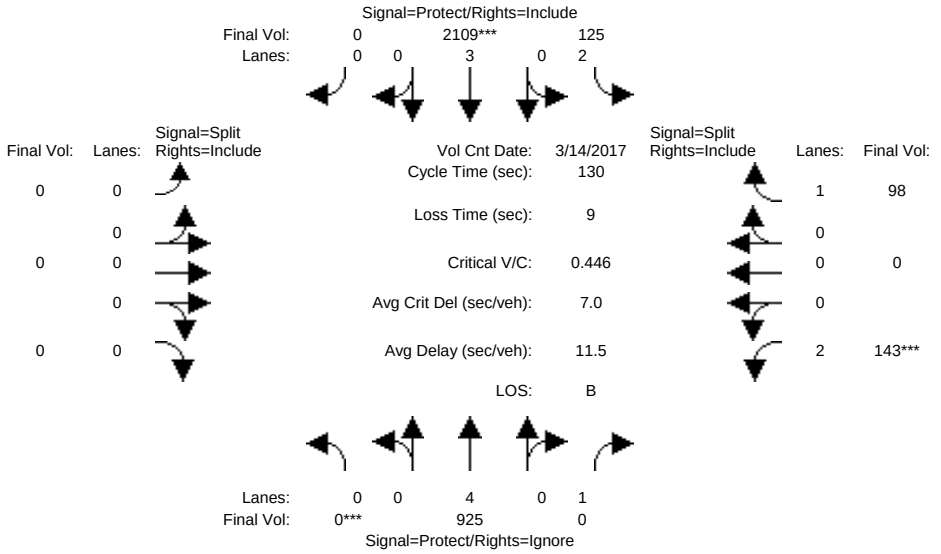
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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3223: AIRPORT/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	0	925	241	125	2109	0	0	0	0	143	0	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	925	241	125	2109	0	0	0	0	143	0	98
Added Vol:	0	0	0	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	925	241	125	2109	0	0	0	0	143	0	98
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	925	0	125	2109	0	0	0	0	143	0	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	925	0	125	2109	0	0	0	0	143	0	98
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	925	0	125	2109	0	0	0	0	143	0	98
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.12	0.00	0.04	0.37	0.00	0.00	0.00	0.00	0.05	0.00	0.06
Crit Moves:	****				****					****		
Green Time:	0.0	72.9	0.0	32.2	105	0.0	0.0	0.0	0.0	15.9	0.0	15.9
Volume/Cap:	0.00	0.22	0.00	0.16	0.46	0.00	0.00	0.00	0.00	0.37	0.00	0.46
Delay/Veh:	0.0	14.3	0.0	38.4	3.9	0.0	0.0	0.0	0.0	53.1	0.0	54.6
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	14.3	0.0	38.4	3.9	0.0	0.0	0.0	0.0	53.1	0.0	54.6
LOS by Move:	A	B	A	D	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	9	0	5	16	0	0	0	0	7	0	9

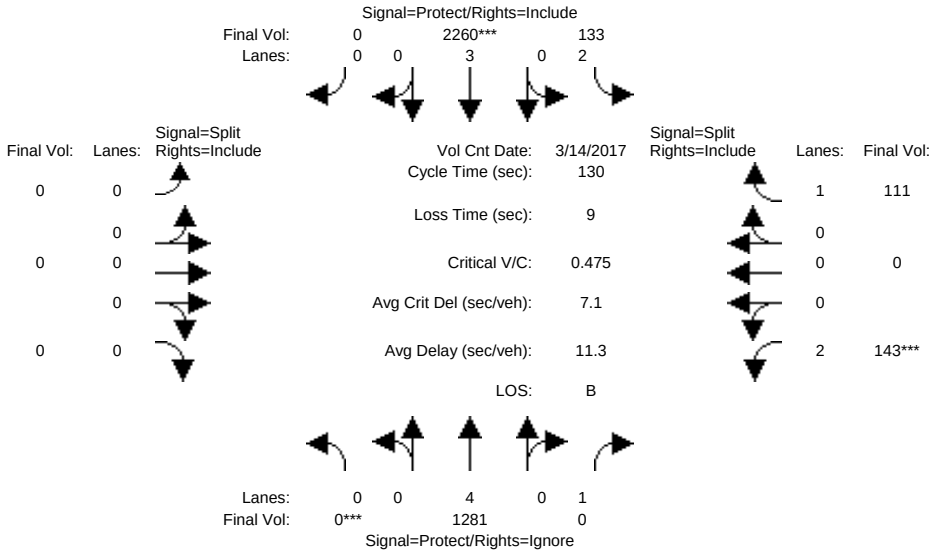
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3223: AIRPORT/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	0	925	241	125	2109	0	0	0	0	143	0	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	925	241	125	2109	0	0	0	0	143	0	98
Added Vol:	0	356	0	8	151	0	0	0	0	0	0	13
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1281	241	133	2260	0	0	0	0	143	0	111
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1281	0	133	2260	0	0	0	0	143	0	111
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1281	0	133	2260	0	0	0	0	143	0	111
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1281	0	133	2260	0	0	0	0	143	0	111
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.04	0.40	0.00	0.00	0.00	0.00	0.05	0.00	0.06
Crit Moves:	****				****					****		
Green Time:	0.0	79.1	0.0	25.3	104	0.0	0.0	0.0	0.0	16.7	0.0	16.7
Volume/Cap:	0.00	0.28	0.00	0.22	0.49	0.00	0.00	0.00	0.00	0.35	0.00	0.49
Delay/Veh:	0.0	12.0	0.0	44.2	4.3	0.0	0.0	0.0	0.0	52.3	0.0	54.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.0	0.0	44.2	4.3	0.0	0.0	0.0	0.0	52.3	0.0	54.4
LOS by Move:	A	B	A	D	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	11	0	5	18	0	0	0	0	7	0	10

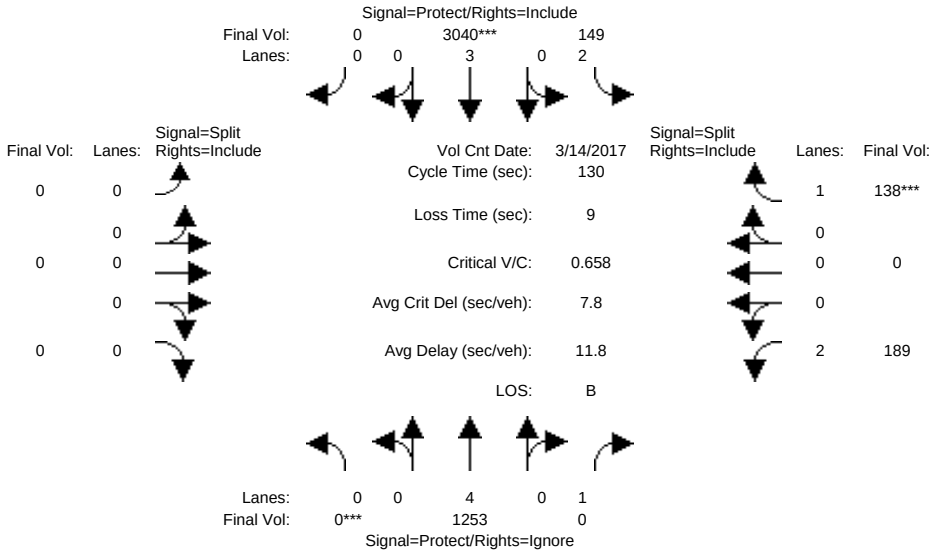
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3223: AIRPORT/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	0	925	241	125	2109	0	0	0	0	143	0	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	925	241	125	2109	0	0	0	0	143	0	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	328	26	24	931	0	0	0	0	46	0	40
Initial Fut:	0	1253	267	149	3040	0	0	0	0	189	0	138
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1253	0	149	3040	0	0	0	0	189	0	138
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1253	0	149	3040	0	0	0	0	189	0	138
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1253	0	149	3040	0	0	0	0	189	0	138
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.05	0.53	0.00	0.00	0.00	0.00	0.06	0.00	0.08
Crit Moves:	****				****							****
Green Time:	0.0	79.5	0.0	26.0	105	0.0	0.0	0.0	0.0	15.6	0.0	15.6
Volume/Cap:	0.00	0.27	0.00	0.24	0.66	0.00	0.00	0.00	0.00	0.50	0.00	0.66
Delay/Veh:	0.0	11.8	0.0	43.9	5.3	0.0	0.0	0.0	0.0	54.6	0.0	62.1
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	11.8	0.0	43.9	5.3	0.0	0.0	0.0	0.0	54.6	0.0	62.1
LOS by Move:	A	B	A	D	A	A	A	A	A	D	A	E
HCM2k95thQ:	0	11	0	6	29	0	0	0	0	9	0	13

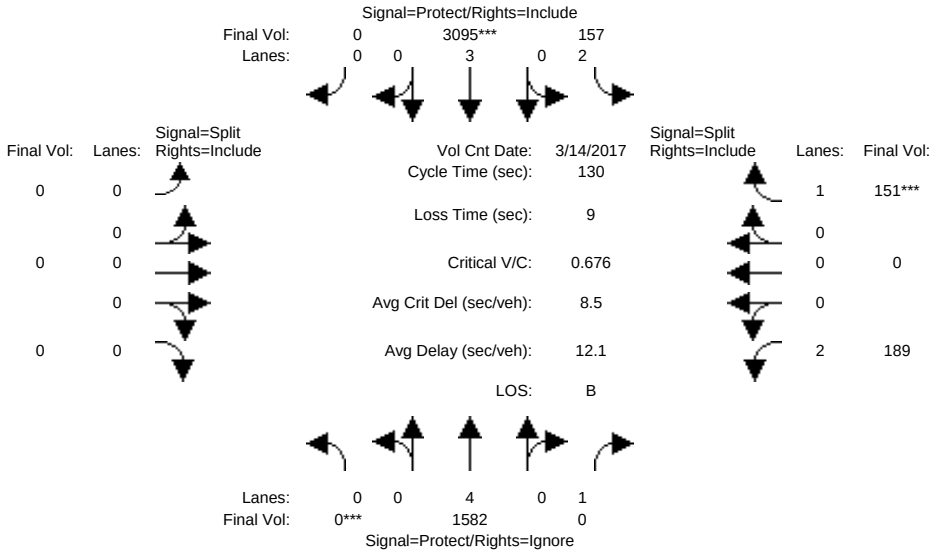
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3223: AIRPORT/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	0	925	241	125	2109	0	0	0	0	143	0	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	925	241	125	2109	0	0	0	0	143	0	98
Added Vol:	0	329	0	8	55	0	0	0	0	0	0	13
ATI:	0	328	26	24	931	0	0	0	0	46	0	40
Initial Fut:	0	1582	267	157	3095	0	0	0	0	189	0	151
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1582	0	157	3095	0	0	0	0	189	0	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1582	0	157	3095	0	0	0	0	189	0	151
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1582	0	157	3095	0	0	0	0	189	0	151
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.05	0.54	0.00	0.00	0.00	0.00	0.06	0.00	0.09
Crit Moves:	****				****							****
Green Time:	0.0	83.0	0.0	21.5	104	0.0	0.0	0.0	0.0	16.6	0.0	16.6
Volume/Cap:	0.00	0.33	0.00	0.30	0.68	0.00	0.00	0.00	0.00	0.47	0.00	0.68
Delay/Veh:	0.0	10.8	0.0	48.0	5.9	0.0	0.0	0.0	0.0	53.5	0.0	62.1
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	10.8	0.0	48.0	5.9	0.0	0.0	0.0	0.0	53.5	0.0	62.1
LOS by Move:	A	B	A	D	A	A	A	A	A	D	A	E
HCM2k95thQ:	0	13	0	7	31	0	0	0	0	9	0	14

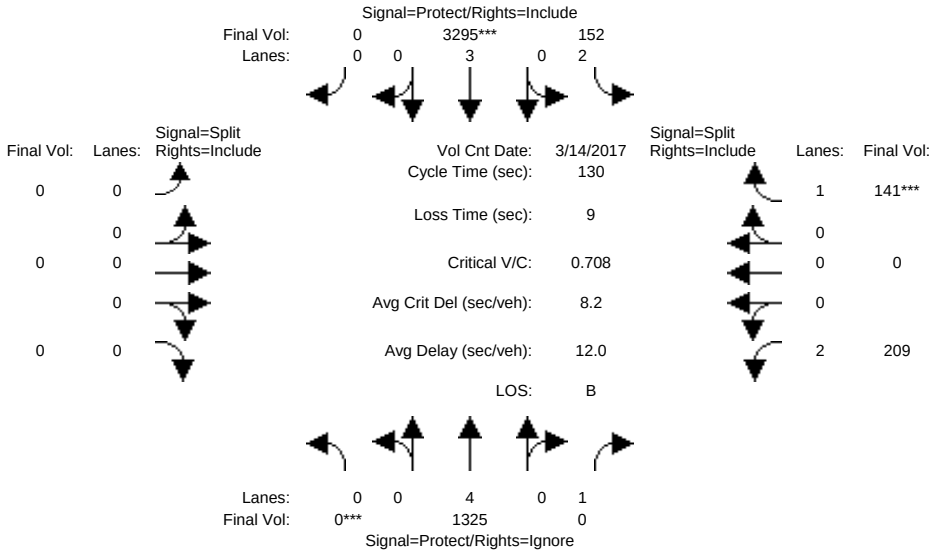
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3223: AIRPORT/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	0	1253	267	149	3040	0	0	0	0	189	0	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1253	267	149	3040	0	0	0	0	189	0	138
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	72	2	3	255	0	0	0	0	20	0	3
Initial Fut:	0	1325	269	152	3295	0	0	0	0	209	0	141
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1325	0	152	3295	0	0	0	0	209	0	141
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1325	0	152	3295	0	0	0	0	209	0	141
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1325	0	152	3295	0	0	0	0	209	0	141
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.17	0.00	0.05	0.58	0.00	0.00	0.00	0.00	0.07	0.00	0.08
Crit Moves:	****				****							****
Green Time:	0.0	81.1	0.0	25.0	106	0.0	0.0	0.0	0.0	14.8	0.0	14.8
Volume/Cap:	0.00	0.28	0.00	0.25	0.71	0.00	0.00	0.00	0.00	0.58	0.00	0.71
Delay/Veh:	0.0	11.2	0.0	44.7	5.7	0.0	0.0	0.0	0.0	57.0	0.0	66.6
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	11.2	0.0	44.7	5.7	0.0	0.0	0.0	0.0	57.0	0.0	66.6
LOS by Move:	A	B	A	D	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	11	0	6	33	0	0	0	0	11	0	14

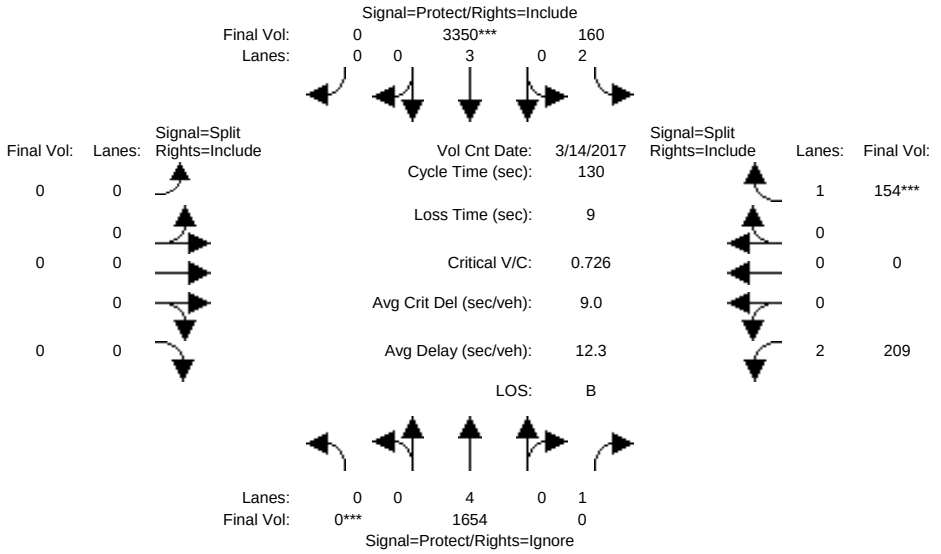
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3223: AIRPORT/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	0	1253	267	149	3040	0	0	0	0	189	0	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1253	267	149	3040	0	0	0	0	189	0	138
Added Vol:	0	329	0	8	55	0	0	0	0	0	0	13
ATI:	0	72	2	3	255	0	0	0	0	20	0	3
Initial Fut:	0	1654	269	160	3350	0	0	0	0	209	0	154
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1654	0	160	3350	0	0	0	0	209	0	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1654	0	160	3350	0	0	0	0	209	0	154
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1654	0	160	3350	0	0	0	0	209	0	154
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.22	0.00	0.05	0.59	0.00	0.00	0.00	0.00	0.07	0.00	0.09
Crit Moves:	****				****							****
Green Time:	0.0	84.3	0.0	20.9	105	0.0	0.0	0.0	0.0	15.8	0.0	15.8
Volume/Cap:	0.00	0.34	0.00	0.32	0.73	0.00	0.00	0.00	0.00	0.54	0.00	0.73
Delay/Veh:	0.0	10.3	0.0	48.6	6.3	0.0	0.0	0.0	0.0	55.3	0.0	66.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.3	0.0	48.6	6.3	0.0	0.0	0.0	0.0	55.3	0.0	66.8
LOS by Move:	A	B	A	D	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	13	0	7	36	0	0	0	0	10	0	15

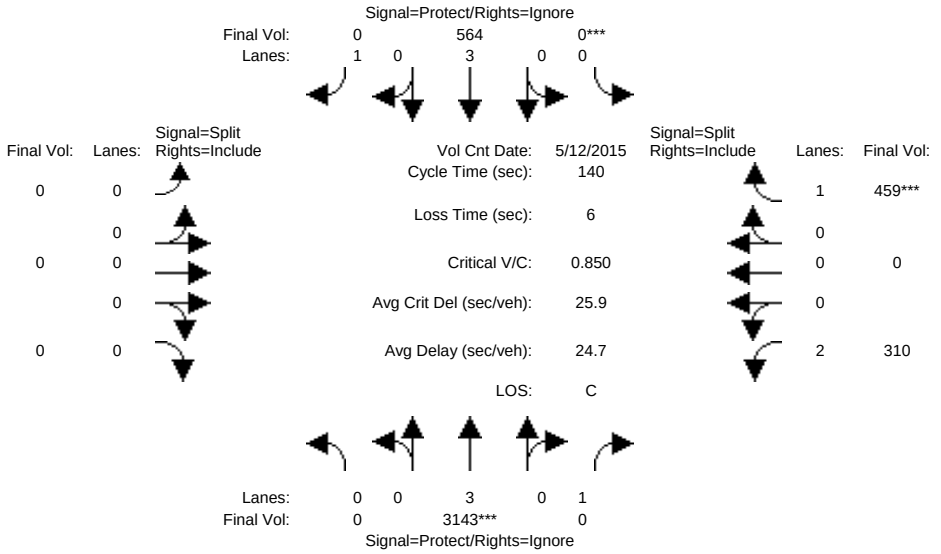
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (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:	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: 12 May 2015 << 8:00-9:00AM												
Base Vol:	0	3143	178	0	564	183	0	0	0	310	0	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3143	178	0	564	183	0	0	0	310	0	459
Added Vol:	0	0	0	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	3143	178	0	564	183	0	0	0	310	0	459
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	3143	0	0	564	0	0	0	0	310	0	459
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3143	0	0	564	0	0	0	0	310	0	459
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	3143	0	0	564	0	0	0	0	310	0	459
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.55	0.00	0.00	0.10	0.00	0.00	0.00	0.00	0.10	0.00	0.26
Crit Moves:		****		****								****
Green Time:	0.0	90.8	0.0	0.0	90.8	0.0	0.0	0.0	0.0	43.2	0.0	43.2
Volume/Cap:	0.00	0.85	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.32	0.00	0.85
Delay/Veh:	0.0	21.3	0.0	0.0	9.6	0.0	0.0	0.0	0.0	37.3	0.0	57.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	21.3	0.0	0.0	9.6	0.0	0.0	0.0	0.0	37.3	0.0	57.5
LOS by Move:	A	C	A	A	A	A	A	A	A	D	A	E
HCM2k95thQ:	0	54	0	0	6	0	0	0	0	12	0	37

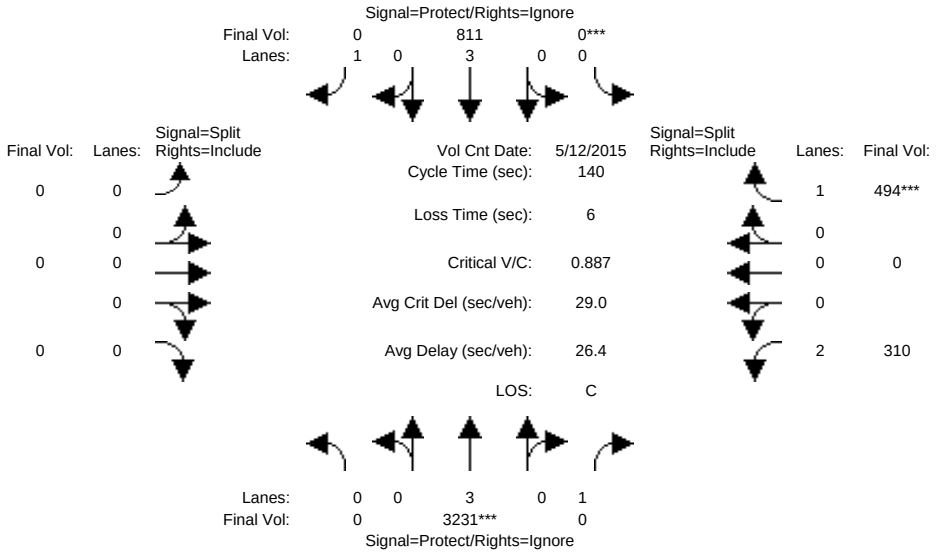
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (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:	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: 12 May 2015 << 8:00-9:00AM												
Base Vol:	0	3143	178	0	564	183	0	0	0	310	0	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3143	178	0	564	183	0	0	0	310	0	459
Added Vol:	0	88	0	0	247	0	0	0	0	0	0	35
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3231	178	0	811	183	0	0	0	310	0	494
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	3231	0	0	811	0	0	0	0	310	0	494
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3231	0	0	811	0	0	0	0	310	0	494
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	3231	0	0	811	0	0	0	0	310	0	494
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.57	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.10	0.00	0.28
Crit Moves:		****		****								****
Green Time:	0.0	89.5	0.0	0.0	89.5	0.0	0.0	0.0	0.0	44.5	0.0	44.5
Volume/Cap:	0.00	0.89	0.00	0.00	0.22	0.00	0.00	0.00	0.00	0.31	0.00	0.89
Delay/Veh:	0.0	24.1	0.0	0.0	10.7	0.0	0.0	0.0	0.0	36.3	0.0	61.2
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	24.1	0.0	0.0	10.7	0.0	0.0	0.0	0.0	36.3	0.0	61.2
LOS by Move:	A	C	A	A	B	A	A	A	A	D	A	E
HCM2k95thQ:	0	58	0	0	9	0	0	0	0	11	0	41

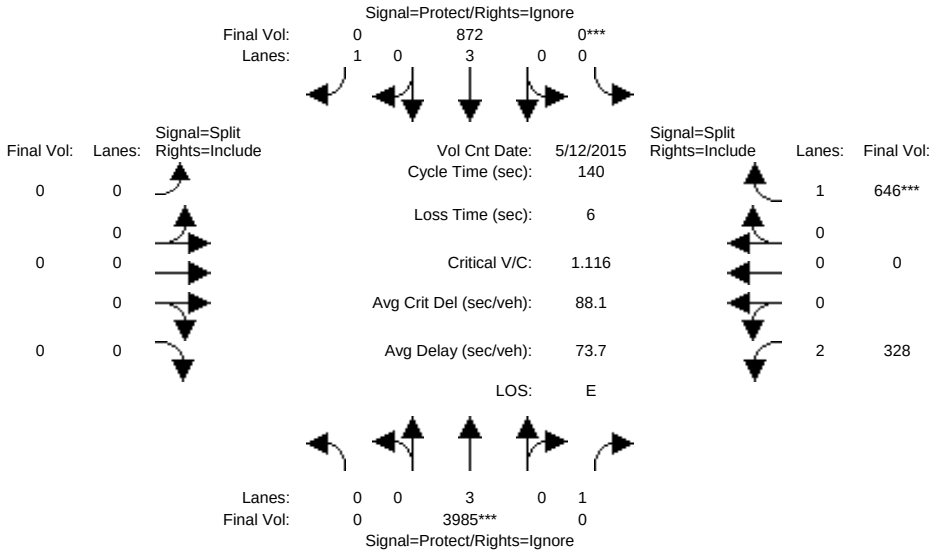
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (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:	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: 12 May 2015 << 8:00-9:00AM												
Base Vol:	0	3143	178	0	564	183	0	0	0	310	0	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3143	178	0	564	183	0	0	0	310	0	459
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	842	1	0	308	0	0	0	0	18	0	187
Initial Fut:	0	3985	179	0	872	183	0	0	0	328	0	646
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	3985	0	0	872	0	0	0	0	328	0	646
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3985	0	0	872	0	0	0	0	328	0	646
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	3985	0	0	872	0	0	0	0	328	0	646
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.70	0.00	0.00	0.15	0.00	0.00	0.00	0.00	0.10	0.00	0.37
Crit Moves:		****		****								****
Green Time:	0.0	87.7	0.0	0.0	87.7	0.0	0.0	0.0	0.0	46.3	0.0	46.3
Volume/Cap:	0.00	1.12	0.00	0.00	0.24	0.00	0.00	0.00	0.00	0.31	0.00	1.12
Delay/Veh:	0.0	82.9	0.0	0.0	11.6	0.0	0.0	0.0	0.0	35.2	0.0	120.3
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	82.9	0.0	0.0	11.6	0.0	0.0	0.0	0.0	35.2	0.0	120.3
LOS by Move:	A	F	A	A	B	A	A	A	A	D	A	F
HCM2k95thQ:	0	105	0	0	10	0	0	0	0	12	0	66

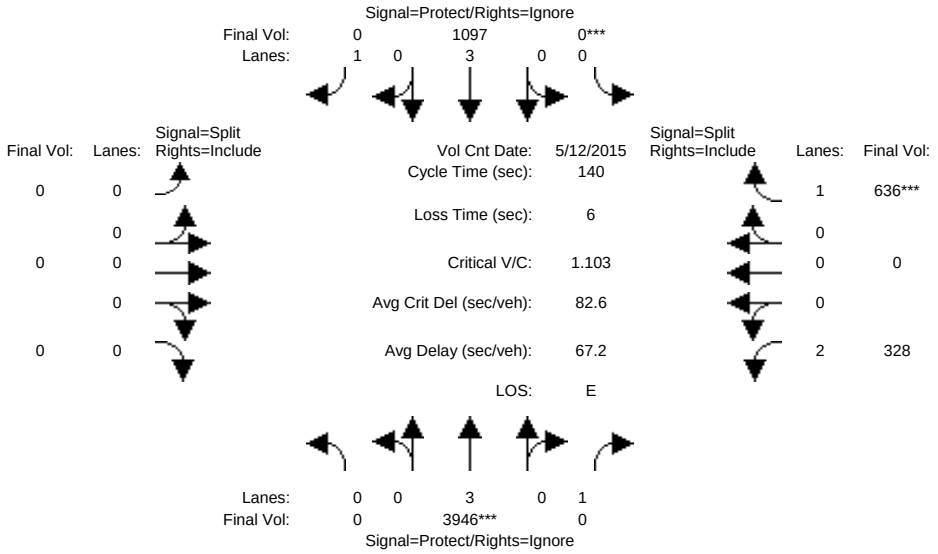
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (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:	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: 12 May 2015 << 8:00-9:00AM												
Base Vol:	0	3143	178	0	564	183	0	0	0	310	0	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3143	178	0	564	183	0	0	0	310	0	459
Added Vol:	0	-39	0	0	225	0	0	0	0	0	0	-10
ATI:	0	842	1	0	308	0	0	0	0	18	0	187
Initial Fut:	0	3946	179	0	1097	183	0	0	0	328	0	636
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	3946	0	0	1097	0	0	0	0	328	0	636
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3946	0	0	1097	0	0	0	0	328	0	636
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	3946	0	0	1097	0	0	0	0	328	0	636
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.69	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.10	0.00	0.36
Crit Moves:		****		****								****
Green Time:	0.0	87.9	0.0	0.0	87.9	0.0	0.0	0.0	0.0	46.1	0.0	46.1
Volume/Cap:	0.00	1.10	0.00	0.00	0.31	0.00	0.00	0.00	0.00	0.32	0.00	1.10
Delay/Veh:	0.0	77.3	0.0	0.0	12.1	0.0	0.0	0.0	0.0	35.3	0.0	115.8
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	77.3	0.0	0.0	12.1	0.0	0.0	0.0	0.0	35.3	0.0	115.8
LOS by Move:	A	E	A	A	B	A	A	A	A	D	A	F
HCM2k95thQ:	0	102	0	0	13	0	0	0	0	12	0	64

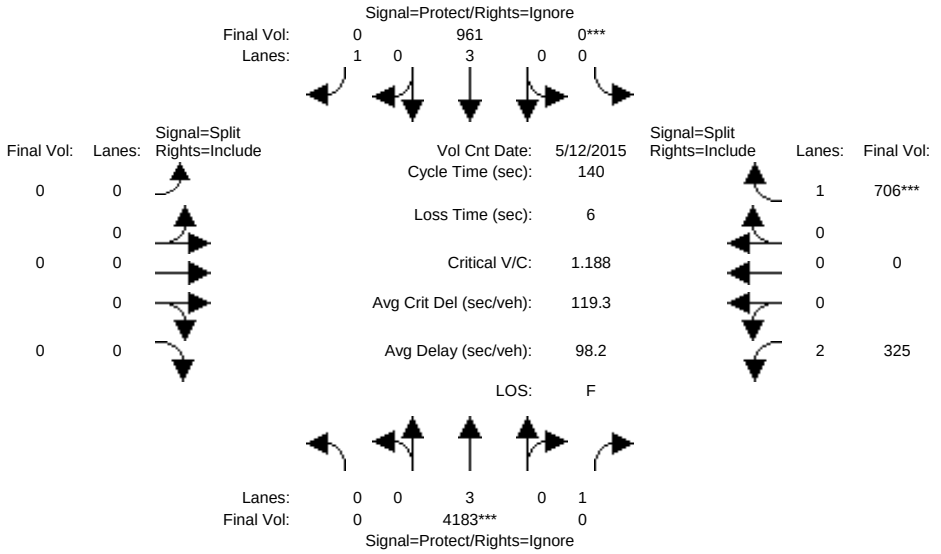
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (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:	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: 12 May 2015 << 8:00-9:00AM												
Base Vol:	0	3985	179	0	872	183	0	0	0	328	0	646
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3985	179	0	872	183	0	0	0	328	0	646
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	198	1	0	89	2	0	0	0	-2	0	60
Initial Fut:	0	4183	180	0	961	185	0	0	0	325	0	706
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	4183	0	0	961	0	0	0	0	325	0	706
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4183	0	0	961	0	0	0	0	325	0	706
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	4183	0	0	961	0	0	0	0	325	0	706
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.73	0.00	0.00	0.17	0.00	0.00	0.00	0.00	0.10	0.00	0.40
Crit Moves:		****		****								****
Green Time:	0.0	86.5	0.0	0.0	86.5	0.0	0.0	0.0	0.0	47.5	0.0	47.5
Volume/Cap:	0.00	1.19	0.00	0.00	0.27	0.00	0.00	0.00	0.00	0.30	0.00	1.19
Delay/Veh:	0.0	115	0.0	0.0	12.4	0.0	0.0	0.0	0.0	34.2	0.0	147.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	115	0.0	0.0	12.4	0.0	0.0	0.0	0.0	34.2	0.0	147.0
LOS by Move:	A	F	A	A	B	A	A	A	A	C	A	F
HCM2k95thQ:	0	124	0	0	12	0	0	0	0	12	0	77

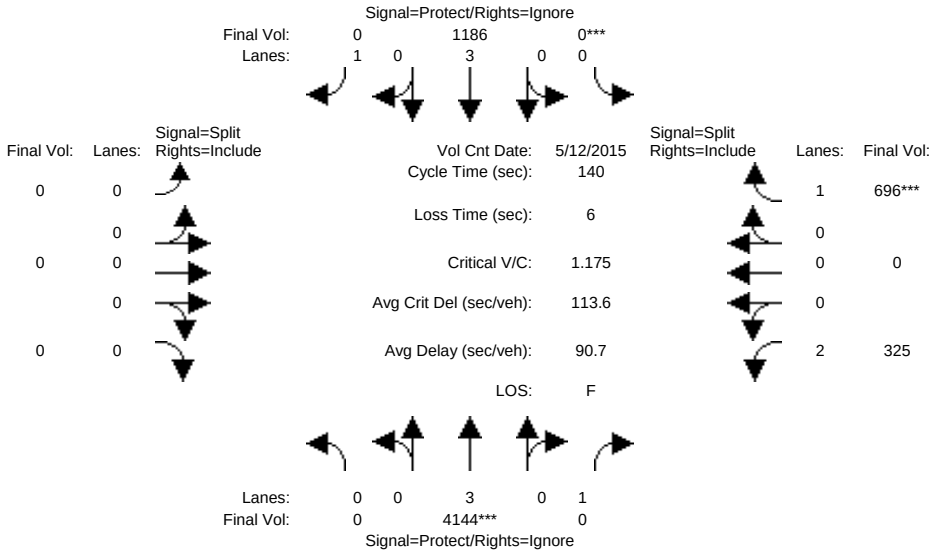
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (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:	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: 12 May 2015 << 8:00-9:00AM												
Base Vol:	0	3985	179	0	872	183	0	0	0	328	0	646
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3985	179	0	872	183	0	0	0	328	0	646
Added Vol:	0	-39	0	0	225	0	0	0	0	0	0	-10
ATI:	0	198	1	0	89	2	0	0	0	-2	0	60
Initial Fut:	0	4144	180	0	1186	185	0	0	0	325	0	696
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	4144	0	0	1186	0	0	0	0	325	0	696
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4144	0	0	1186	0	0	0	0	325	0	696
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	4144	0	0	1186	0	0	0	0	325	0	696
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.73	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.10	0.00	0.40
Crit Moves:		****		****								****
Green Time:	0.0	86.6	0.0	0.0	86.6	0.0	0.0	0.0	0.0	47.4	0.0	47.4
Volume/Cap:	0.00	1.18	0.00	0.00	0.34	0.00	0.00	0.00	0.00	0.30	0.00	1.18
Delay/Veh:	0.0	109	0.0	0.0	12.9	0.0	0.0	0.0	0.0	34.3	0.0	141.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	109	0.0	0.0	12.9	0.0	0.0	0.0	0.0	34.3	0.0	141.9
LOS by Move:	A	F	A	A	B	A	A	A	A	C	A	F
HCM2k95thQ:	0	121	0	0	15	0	0	0	0	12	0	75

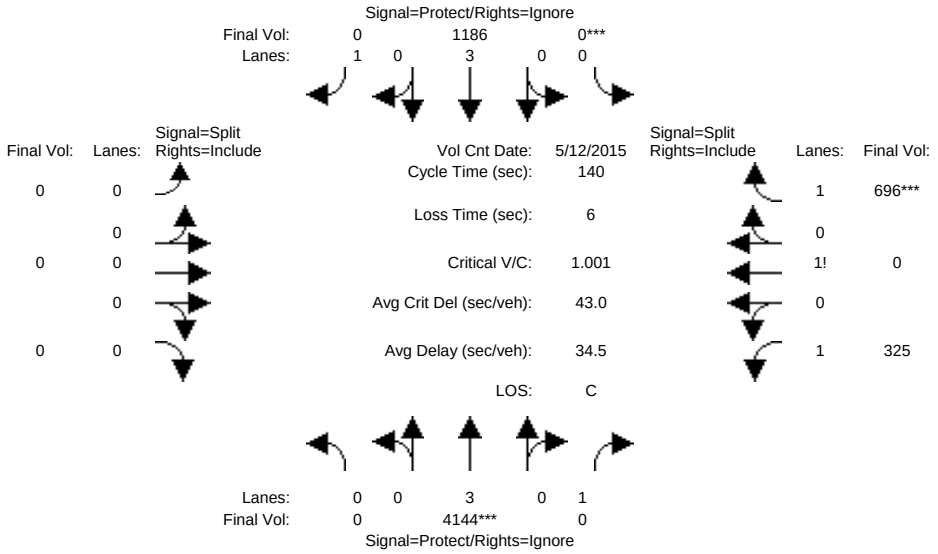
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (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:	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: 12 May 2015 << 8:00-9:00AM												
Base Vol:	0	3985	179	0	872	183	0	0	0	328	0	646
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3985	179	0	872	183	0	0	0	328	0	646
Added Vol:	0	-39	0	0	225	0	0	0	0	0	0	-10
ATI:	0	198	1	0	89	2	0	0	0	-2	0	60
Initial Fut:	0	4144	180	0	1186	185	0	0	0	325	0	696
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	4144	0	0	1186	0	0	0	0	325	0	696
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4144	0	0	1186	0	0	0	0	325	0	696
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	4144	0	0	1186	0	0	0	0	325	0	696
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.95
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.32	0.00	1.68
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	2318	0	3016
Capacity Analysis Module:												
Vol/Sat:	0.00	0.73	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.14	0.00	0.23
Crit Moves:		****			****							****
Green Time:	0.0	102	0.0	0.0	102	0.0	0.0	0.0	0.0	32.3	0.0	32.3
Volume/Cap:	0.00	1.00	0.00	0.00	0.29	0.00	0.00	0.00	0.00	0.61	0.00	1.00
Delay/Veh:	0.0	33.3	0.0	0.0	6.7	0.0	0.0	0.0	0.0	48.8	0.0	82.2
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	33.3	0.0	0.0	6.7	0.0	0.0	0.0	0.0	48.8	0.0	82.2
LOS by Move:	A	C	A	A	A	A	A	A	A	D	A	F
HCM2k95thQ:	0	92	0	0	11	0	0	0	0	20	0	40

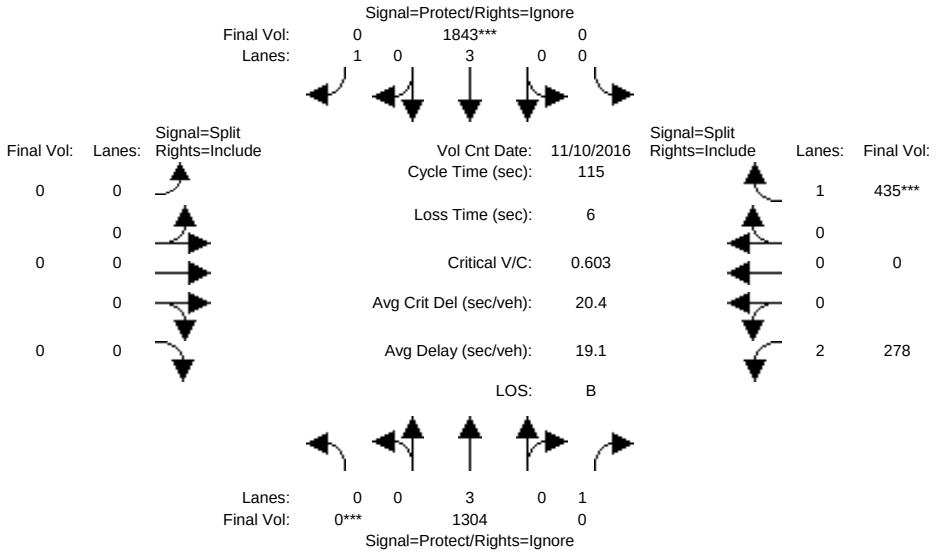
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (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:	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: 10 Nov 2016 <<												
Base Vol:	0	1304	268	0	1843	525	0	0	0	278	0	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1304	268	0	1843	525	0	0	0	278	0	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1304	268	0	1843	525	0	0	0	278	0	435
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	1304	0	0	1843	0	0	0	0	278	0	435
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1304	0	0	1843	0	0	0	0	278	0	435
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	1304	0	0	1843	0	0	0	0	278	0	435
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.32	0.00	0.00	0.00	0.00	0.09	0.00	0.25
Crit Moves:	****				****							****
Green Time:	0.0	61.6	0.0	0.0	61.6	0.0	0.0	0.0	0.0	47.4	0.0	47.4
Volume/Cap:	0.00	0.43	0.00	0.00	0.60	0.00	0.00	0.00	0.00	0.21	0.00	0.60
Delay/Veh:	0.0	16.2	0.0	0.0	18.7	0.0	0.0	0.0	0.0	21.9	0.0	27.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	16.2	0.0	0.0	18.7	0.0	0.0	0.0	0.0	21.9	0.0	27.9
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	C
HCM2k95thQ:	0	17	0	0	26	0	0	0	0	7	0	24

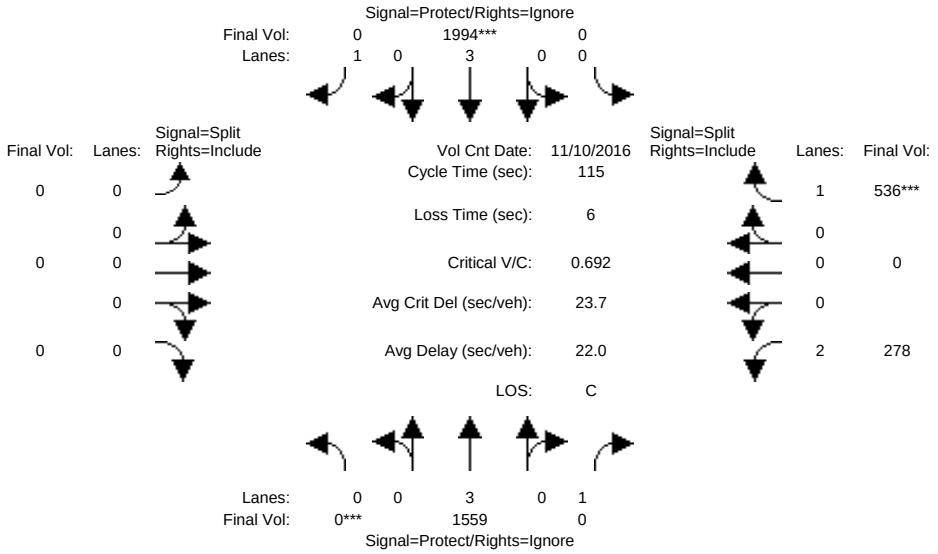
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (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:	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: 10 Nov 2016 <<												
Base Vol:	0	1304	268	0	1843	525	0	0	0	278	0	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1304	268	0	1843	525	0	0	0	278	0	435
Added Vol:	0	255	0	0	151	0	0	0	0	0	0	101
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1559	268	0	1994	525	0	0	0	278	0	536
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	1559	0	0	1994	0	0	0	0	278	0	536
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1559	0	0	1994	0	0	0	0	278	0	536
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	1559	0	0	1994	0	0	0	0	278	0	536
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.27	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.09	0.00	0.31
Crit Moves:	****				****							****
Green Time:	0.0	58.1	0.0	0.0	58.1	0.0	0.0	0.0	0.0	50.9	0.0	50.9
Volume/Cap:	0.00	0.54	0.00	0.00	0.69	0.00	0.00	0.00	0.00	0.20	0.00	0.69
Delay/Veh:	0.0	19.6	0.0	0.0	22.4	0.0	0.0	0.0	0.0	19.7	0.0	28.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.6	0.0	0.0	22.4	0.0	0.0	0.0	0.0	19.7	0.0	28.5
LOS by Move:	A	B	A	A	C	A	A	A	A	B	A	C
HCM2k95thQ:	0	22	0	0	30	0	0	0	0	7	0	30

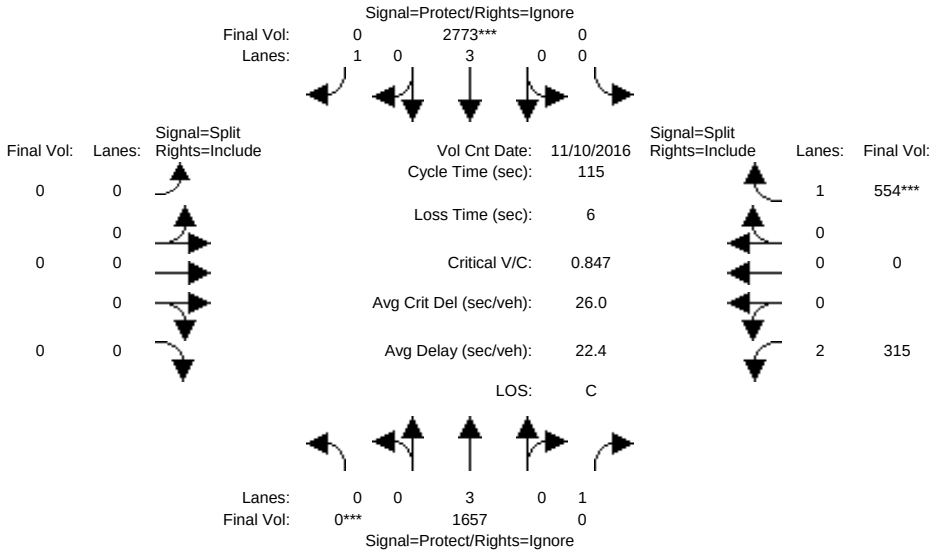
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (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:	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: 10 Nov 2016 <<												
Base Vol:	0	1304	268	0	1843	525	0	0	0	278	0	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1304	268	0	1843	525	0	0	0	278	0	435
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	353	5	0	930	0	0	0	0	37	0	119
Initial Fut:	0	1657	273	0	2773	525	0	0	0	315	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	1657	0	0	2773	0	0	0	0	315	0	554
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1657	0	0	2773	0	0	0	0	315	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	1657	0	0	2773	0	0	0	0	315	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	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	0.49	0.00	0.00	0.00	0.00	0.10	0.00	0.32
Crit Moves:	****				****							****
Green Time:	0.0	66.0	0.0	0.0	66.0	0.0	0.0	0.0	0.0	43.0	0.0	43.0
Volume/Cap:	0.00	0.51	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.27	0.00	0.85
Delay/Veh:	0.0	14.8	0.0	0.0	22.5	0.0	0.0	0.0	0.0	25.2	0.0	43.1
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	14.8	0.0	0.0	22.5	0.0	0.0	0.0	0.0	25.2	0.0	43.1
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	D
HCM2k95thQ:	0	20	0	0	45	0	0	0	0	9	0	37

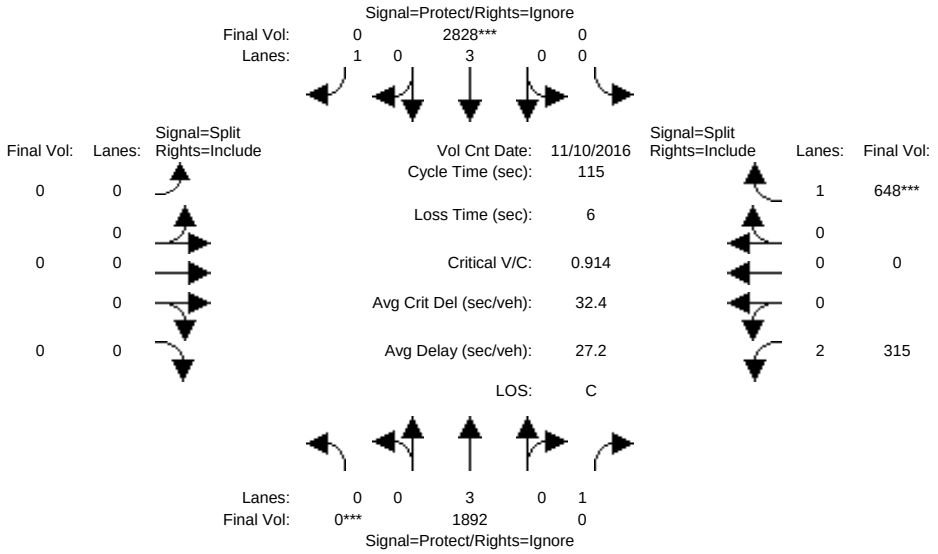
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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (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:	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: 10 Nov 2016 <<												
Base Vol:	0	1304	268	0	1843	525	0	0	0	278	0	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1304	268	0	1843	525	0	0	0	278	0	435
Added Vol:	0	235	0	0	55	0	0	0	0	0	0	94
ATI:	0	353	5	0	930	0	0	0	0	37	0	119
Initial Fut:	0	1892	273	0	2828	525	0	0	0	315	0	648
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	1892	0	0	2828	0	0	0	0	315	0	648
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1892	0	0	2828	0	0	0	0	315	0	648
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	1892	0	0	2828	0	0	0	0	315	0	648
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.10	0.00	0.37
Crit Moves:	****				****							****
Green Time:	0.0	62.4	0.0	0.0	62.4	0.0	0.0	0.0	0.0	46.6	0.0	46.6
Volume/Cap:	0.00	0.61	0.00	0.00	0.91	0.00	0.00	0.00	0.00	0.25	0.00	0.91
Delay/Veh:	0.0	18.4	0.0	0.0	28.6	0.0	0.0	0.0	0.0	22.7	0.0	48.7
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	18.4	0.0	0.0	28.6	0.0	0.0	0.0	0.0	22.7	0.0	48.7
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	D
HCM2k95thQ:	0	25	0	0	51	0	0	0	0	9	0	45

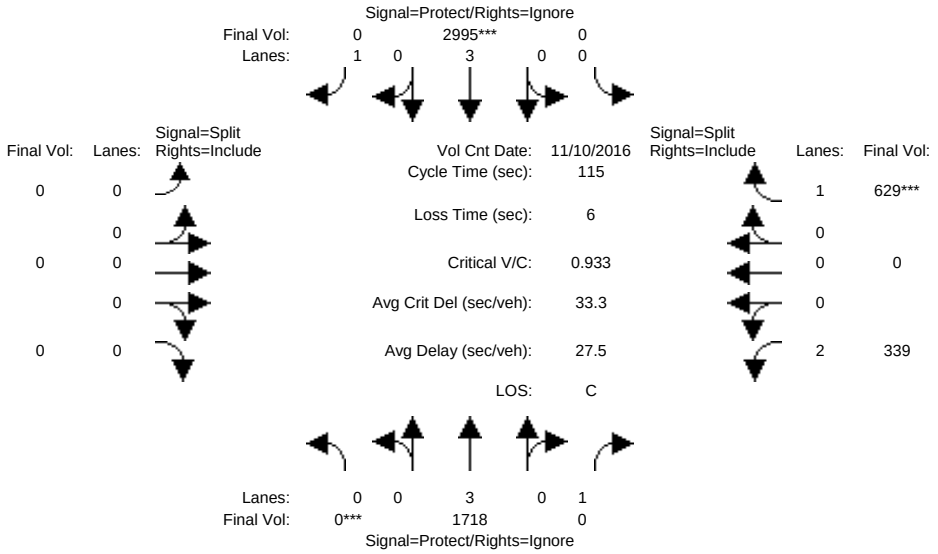
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (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:	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: 10 Nov 2016 <<												
Base Vol:	0	1657	273	0	2773	525	0	0	0	315	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	1657	273	0	2773	525	0	0	0	315	0	554
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	61	4	0	222	0	0	0	0	24	0	75
Initial Fut:	0	1718	277	0	2995	525	0	0	0	339	0	629
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	1718	0	0	2995	0	0	0	0	339	0	629
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1718	0	0	2995	0	0	0	0	339	0	629
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	1718	0	0	2995	0	0	0	0	339	0	629
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	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	0.30	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.11	0.00	0.36
Crit Moves:	****				****							****
Green Time:	0.0	64.7	0.0	0.0	64.7	0.0	0.0	0.0	0.0	44.3	0.0	44.3
Volume/Cap:	0.00	0.54	0.00	0.00	0.93	0.00	0.00	0.00	0.00	0.28	0.00	0.93
Delay/Veh:	0.0	15.9	0.0	0.0	29.0	0.0	0.0	0.0	0.0	24.5	0.0	54.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	15.9	0.0	0.0	29.0	0.0	0.0	0.0	0.0	24.5	0.0	54.0
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	D
HCM2k95thQ:	0	22	0	0	54	0	0	0	0	10	0	45

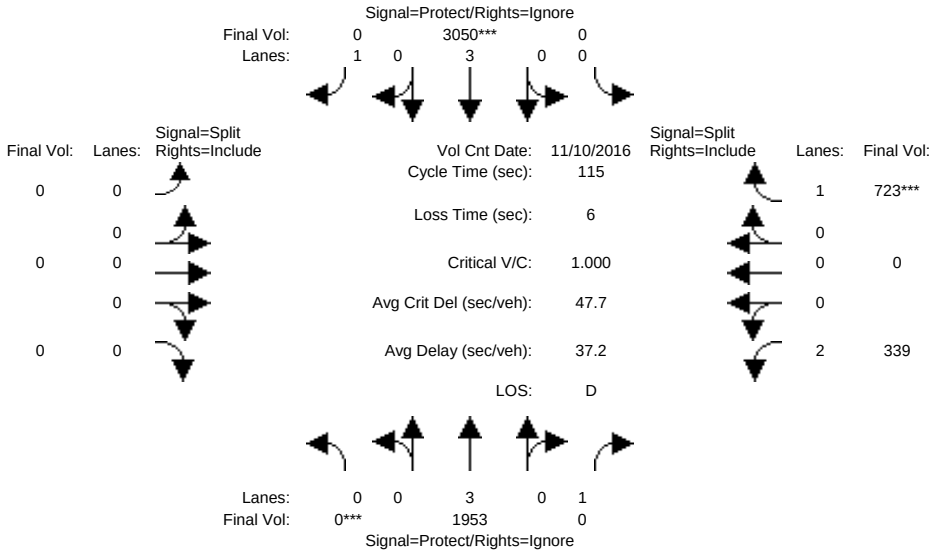
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (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:	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: 10 Nov 2016 <<												
Base Vol:	0	1657	273	0	2773	525	0	0	0	315	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	1657	273	0	2773	525	0	0	0	315	0	554
Added Vol:	0	235	0	0	55	0	0	0	0	0	0	94
ATI:	0	61	4	0	222	0	0	0	0	24	0	75
Initial Fut:	0	1953	277	0	3050	525	0	0	0	339	0	723
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	1953	0	0	3050	0	0	0	0	339	0	723
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1953	0	0	3050	0	0	0	0	339	0	723
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	1953	0	0	3050	0	0	0	0	339	0	723
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.54	0.00	0.00	0.00	0.00	0.11	0.00	0.41
Crit Moves:	****				****							****
Green Time:	0.0	61.5	0.0	0.0	61.5	0.0	0.0	0.0	0.0	47.5	0.0	47.5
Volume/Cap:	0.00	0.64	0.00	0.00	1.00	0.00	0.00	0.00	0.00	0.26	0.00	1.00
Delay/Veh:	0.0	19.4	0.0	0.0	43.1	0.0	0.0	0.0	0.0	22.3	0.0	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:	0.0	19.4	0.0	0.0	43.1	0.0	0.0	0.0	0.0	22.3	0.0	67.3
LOS by Move:	A	B	A	A	D	A	A	A	A	C	A	E
HCM2k95thQ:	0	27	0	0	63	0	0	0	0	9	0	55

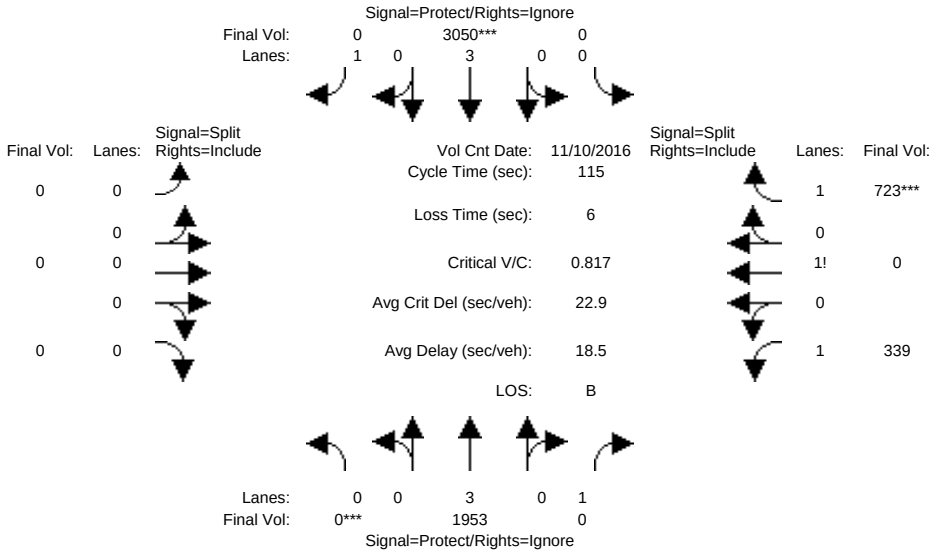
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (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:	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: 10 Nov 2016 <<												
Base Vol:	0	1657	273	0	2773	525	0	0	0	315	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	1657	273	0	2773	525	0	0	0	315	0	554
Added Vol:	0	235	0	0	55	0	0	0	0	0	0	94
ATI:	0	61	4	0	222	0	0	0	0	24	0	75
Initial Fut:	0	1953	277	0	3050	525	0	0	0	339	0	723
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	1953	0	0	3050	0	0	0	0	339	0	723
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1953	0	0	3050	0	0	0	0	339	0	723
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	1953	0	0	3050	0	0	0	0	339	0	723
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.95
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.33	0.00	1.67
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	2320	0	3014
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.15	0.00	0.24
Crit Moves:	****				****							****
Green Time:	0.0	75.3	0.0	0.0	75.3	0.0	0.0	0.0	0.0	33.7	0.0	33.7
Volume/Cap:	0.00	0.52	0.00	0.00	0.82	0.00	0.00	0.00	0.00	0.50	0.00	0.82
Delay/Veh:	0.0	10.6	0.0	0.0	16.3	0.0	0.0	0.0	0.0	33.8	0.0	42.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.6	0.0	0.0	16.3	0.0	0.0	0.0	0.0	33.8	0.0	42.0
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	D
HCM2k95thQ:	0	21	0	0	43	0	0	0	0	16	0	30

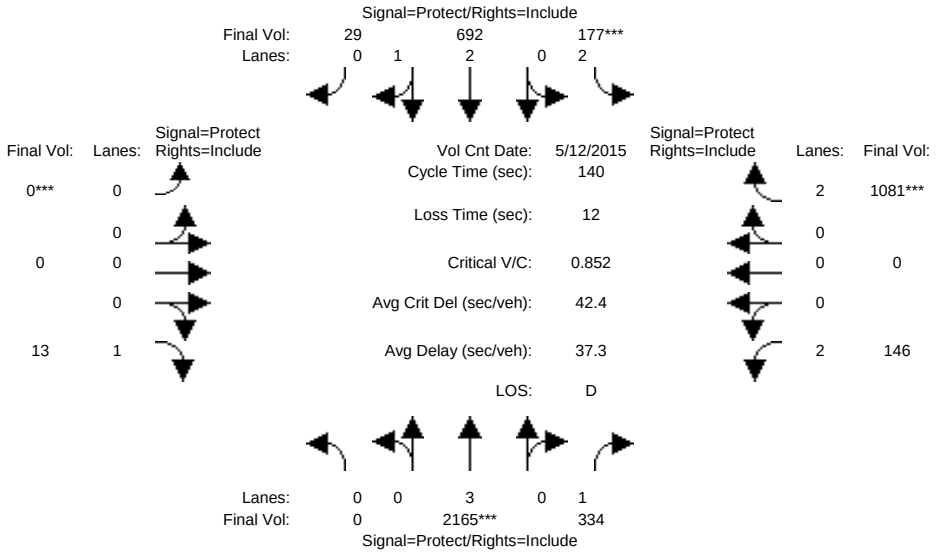
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 12 May 2015 << 7:45-8:45AM												
Base Vol:	0	2165	334	177	692	29	0	0	13	146	0	1081
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2165	334	177	692	29	0	0	13	146	0	1081
Added Vol:	0	0	0	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	2165	334	177	692	29	0	0	13	146	0	1081
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2165	334	177	692	29	0	0	13	146	0	1081
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2165	334	177	692	29	0	0	13	146	0	1081
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2165	334	177	692	29	0	0	13	146	0	1081
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.87	0.13	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5374	225	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.38	0.19	0.06	0.13	0.13	0.00	0.00	0.01	0.05	0.00	0.34
Crit Moves:		****		****			****					****
Green Time:	0.0	62.4	62.4	9.2	71.6	71.6	0.0	0.0	5.3	51.1	0.0	56.4
Volume/Cap:	0.00	0.85	0.43	0.85	0.25	0.25	0.00	0.00	0.20	0.13	0.00	0.85
Delay/Veh:	0.0	37.7	27.0	91.8	19.2	19.2	0.0	0.0	66.7	29.7	0.0	43.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.7	27.0	91.8	19.2	19.2	0.0	0.0	66.7	29.7	0.0	43.8
LOS by Move:	A	D	C	F	B	B	A	A	E	C	A	D
HCM2k95thQ:	0	44	18	10	11	11	0	0	2	5	0	45

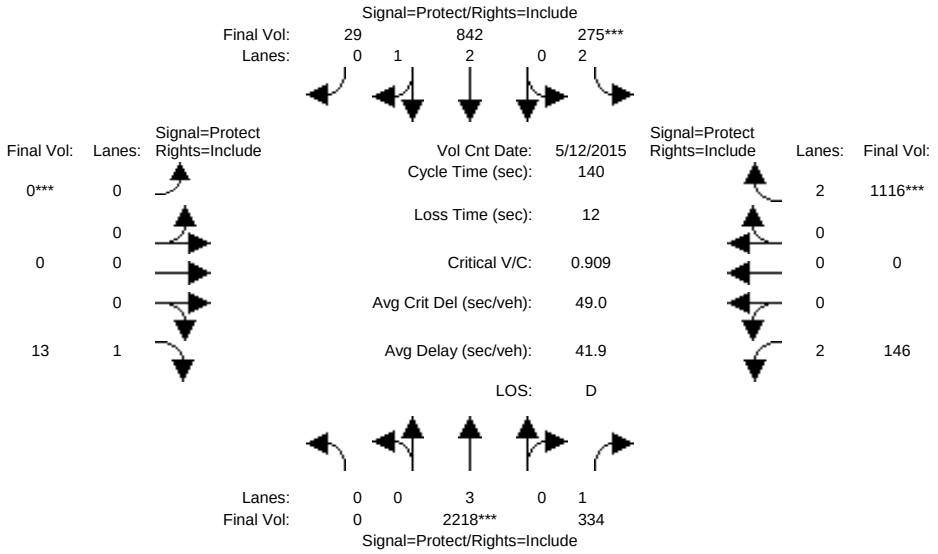
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 12 May 2015 << 7:45-8:45AM												
Base Vol:	0	2165	334	177	692	29	0	0	13	146	0	1081
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2165	334	177	692	29	0	0	13	146	0	1081
Added Vol:	0	53	0	98	150	0	0	0	0	0	0	35
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2218	334	275	842	29	0	0	13	146	0	1116
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2218	334	275	842	29	0	0	13	146	0	1116
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2218	334	275	842	29	0	0	13	146	0	1116
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2218	334	275	842	29	0	0	13	146	0	1116
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.90	0.10	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5413	186	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.19	0.09	0.16	0.16	0.00	0.00	0.01	0.05	0.00	0.35
Crit Moves:		****		****			****					****
Green Time:	0.0	60.0	60.0	13.5	73.4	73.4	0.0	0.0	5.1	49.4	0.0	54.6
Volume/Cap:	0.00	0.91	0.45	0.91	0.30	0.30	0.00	0.00	0.20	0.13	0.00	0.91
Delay/Veh:	0.0	43.0	28.7	92.1	18.8	18.8	0.0	0.0	67.0	30.8	0.0	50.4
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	43.0	28.7	92.1	18.8	18.8	0.0	0.0	67.0	30.8	0.0	50.4
LOS by Move:	A	D	C	F	B	B	A	A	E	C	A	D
HCM2k95thQ:	0	48	19	15	13	13	0	0	2	5	0	49

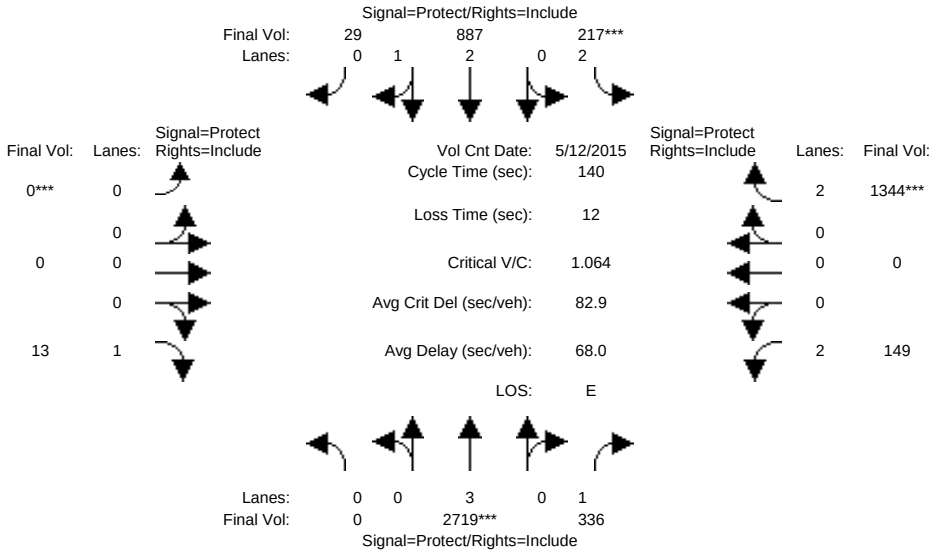
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 12 May 2015 << 7:45-8:45AM												
Base Vol:	0	2165	334	177	692	29	0	0	13	146	0	1081
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2165	334	177	692	29	0	0	13	146	0	1081
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	554	2	40	195	0	0	0	0	3	0	263
Initial Fut:	0	2719	336	217	887	29	0	0	13	149	0	1344
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2719	336	217	887	29	0	0	13	149	0	1344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2719	336	217	887	29	0	0	13	149	0	1344
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2719	336	217	887	29	0	0	13	149	0	1344
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.90	0.10	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5422	177	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.19	0.07	0.16	0.16	0.00	0.00	0.01	0.05	0.00	0.43
Crit Moves:		****		****			****					****
Green Time:	0.0	62.8	62.8	9.1	71.8	71.8	0.0	0.0	5.3	50.9	0.0	56.2
Volume/Cap:	0.00	1.06	0.43	1.06	0.32	0.32	0.00	0.00	0.20	0.13	0.00	1.06
Delay/Veh:	0.0	76.3	26.7	146.4	19.9	19.9	0.0	0.0	66.8	29.8	0.0	86.1
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	76.3	26.7	146.4	19.9	19.9	0.0	0.0	66.8	29.8	0.0	86.1
LOS by Move:	A	E	C	F	B	B	A	A	E	C	A	F
HCM2k95thQ:	0	70	18	14	14	14	0	0	2	5	0	70

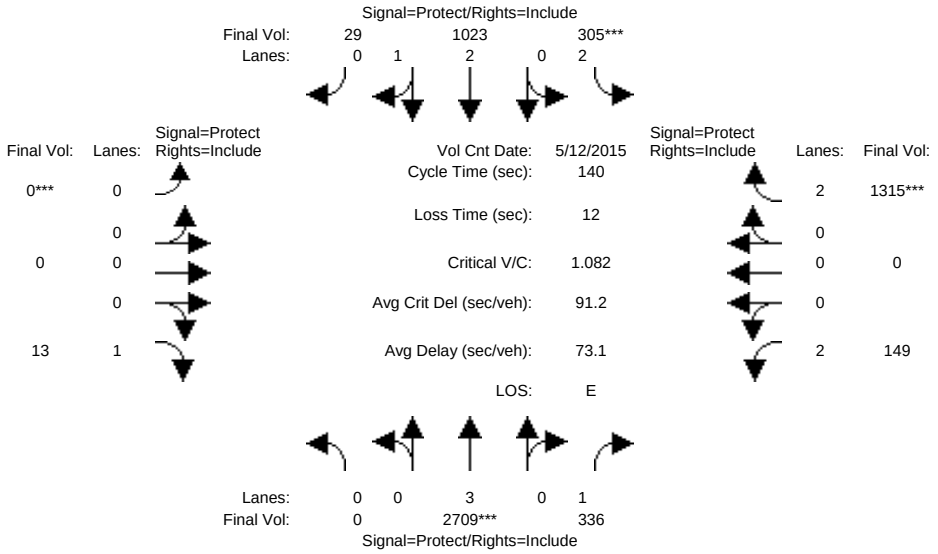
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 12 May 2015 << 7:45-8:45AM												
Base Vol:	0	2165	334	177	692	29	0	0	13	146	0	1081
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2165	334	177	692	29	0	0	13	146	0	1081
Added Vol:	0	-10	0	88	136	0	0	0	0	0	0	-29
ATI:	0	554	2	40	195	0	0	0	0	3	0	263
Initial Fut:	0	2709	336	305	1023	29	0	0	13	149	0	1315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2709	336	305	1023	29	0	0	13	149	0	1315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2709	336	305	1023	29	0	0	13	149	0	1315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2709	336	305	1023	29	0	0	13	149	0	1315
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.91	0.09	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5445	154	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.19	0.10	0.19	0.19	0.00	0.00	0.01	0.05	0.00	0.42
Crit Moves:		****		****			****					****
Green Time:	0.0	61.5	61.5	12.5	74.0	74.0	0.0	0.0	5.1	48.9	0.0	54.0
Volume/Cap:	0.00	1.08	0.44	1.08	0.36	0.36	0.00	0.00	0.20	0.14	0.00	1.08
Delay/Veh:	0.0	84.1	27.7	141.0	19.2	19.2	0.0	0.0	67.1	31.2	0.0	94.2
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	84.1	27.7	141.0	19.2	19.2	0.0	0.0	67.1	31.2	0.0	94.2
LOS by Move:	A	F	C	F	B	B	A	A	E	C	A	F
HCM2k95thQ:	0	72	19	20	16	16	0	0	2	5	0	70

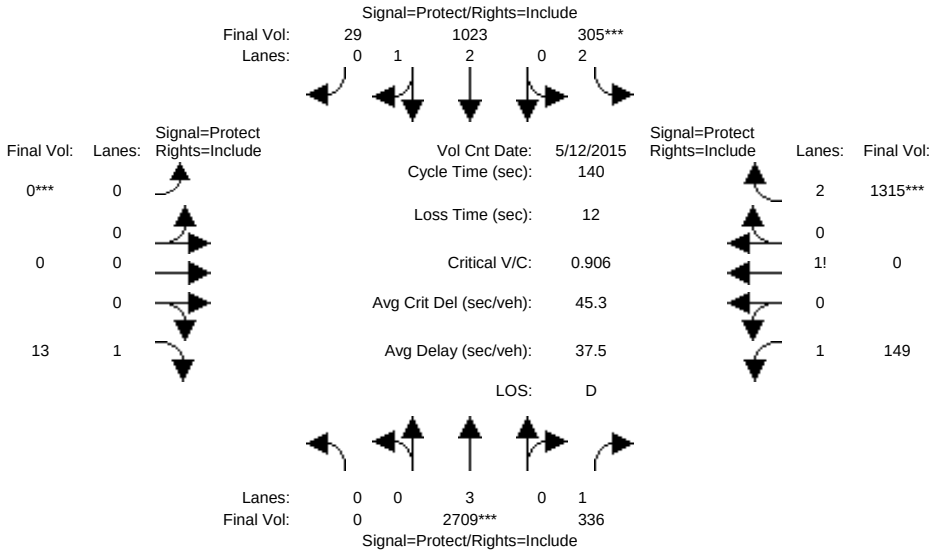
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 12 May 2015 << 7:45-8:45AM												
Base Vol:	0	2165	334	177	692	29	0	0	13	146	0	1081
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2165	334	177	692	29	0	0	13	146	0	1081
Added Vol:	0	-10	0	88	136	0	0	0	0	0	0	-29
ATI:	0	554	2	40	195	0	0	0	0	3	0	263
Initial Fut:	0	2709	336	305	1023	29	0	0	13	149	0	1315
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2709	336	305	1023	29	0	0	13	149	0	1315
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2709	336	305	1023	29	0	0	13	149	0	1315
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2709	336	305	1023	29	0	0	13	149	0	1315
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	3.00	1.00	2.00	2.91	0.09	0.00	0.00	1.00	1.15	0.00	2.85
Final Sat.:	0	5700	1750	3150	5445	154	0	0	1750	2010	0	5132
Capacity Analysis Module:												
Vol/Sat:	0.00	0.48	0.19	0.10	0.19	0.19	0.00	0.00	0.01	0.07	0.00	0.26
Crit Moves:		****			****			****				****
Green Time:	0.0	73.4	73.4	15.0	88.4	88.4	0.0	0.0	3.6	36.0	0.0	39.6
Volume/Cap:	0.00	0.91	0.37	0.91	0.30	0.30	0.00	0.00	0.29	0.29	0.00	0.91
Delay/Veh:	0.0	34.6	19.8	88.6	11.8	11.8	0.0	0.0	70.5	41.8	0.0	56.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	34.6	19.8	88.6	11.8	11.8	0.0	0.0	70.5	41.8	0.0	56.1
LOS by Move:	A	C	B	F	B	B	A	A	E	D	A	E
HCM2k95thQ:	0	55	16	17	13	13	0	0	2	9	0	39

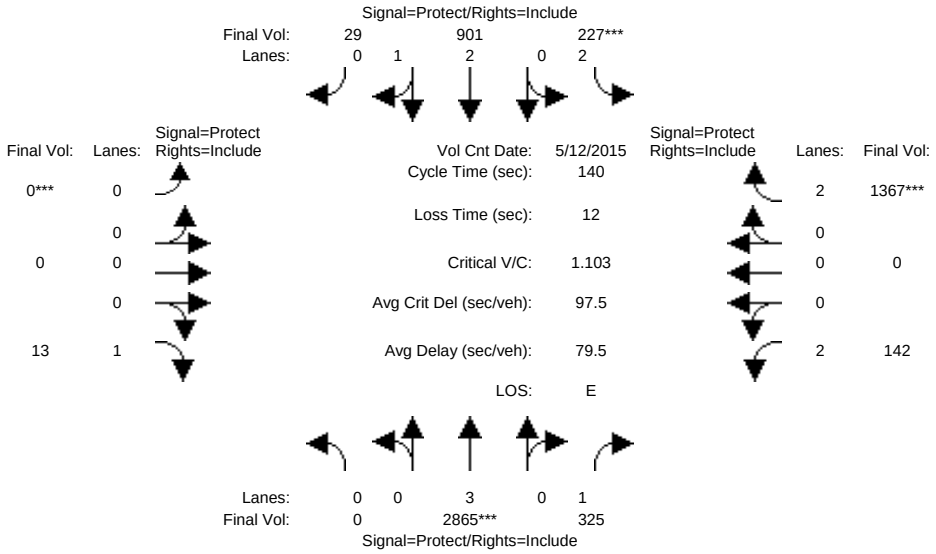
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 12 May 2015 << 7:45-8:45AM												
Base Vol:	0	2719	336	217	887	29	0	0	13	149	0	1344
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2719	336	217	887	29	0	0	13	149	0	1344
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	146	-11	10	14	0	0	0	0	-6	0	23
Initial Fut:	0	2865	325	227	901	29	0	0	13	142	0	1367
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2865	325	227	901	29	0	0	13	142	0	1367
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2865	325	227	901	29	0	0	13	142	0	1367
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2865	325	227	901	29	0	0	13	142	0	1367
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.90	0.10	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5425	175	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.19	0.07	0.17	0.17	0.00	0.00	0.01	0.05	0.00	0.43
Crit Moves:		****		****			****					****
Green Time:	0.0	63.8	63.8	9.1	72.9	72.9	0.0	0.0	5.2	49.9	0.0	55.1
Volume/Cap:	0.00	1.10	0.41	1.10	0.32	0.32	0.00	0.00	0.20	0.13	0.00	1.10
Delay/Veh:	0.0	91.0	25.8	158.5	19.3	19.3	0.0	0.0	66.9	30.4	0.0	101.2
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	91.0	25.8	158.5	19.3	19.3	0.0	0.0	66.9	30.4	0.0	101.2
LOS by Move:	A	F	C	F	B	B	A	A	E	C	A	F
HCM2k95thQ:	0	77	17	16	14	14	0	0	2	5	0	74

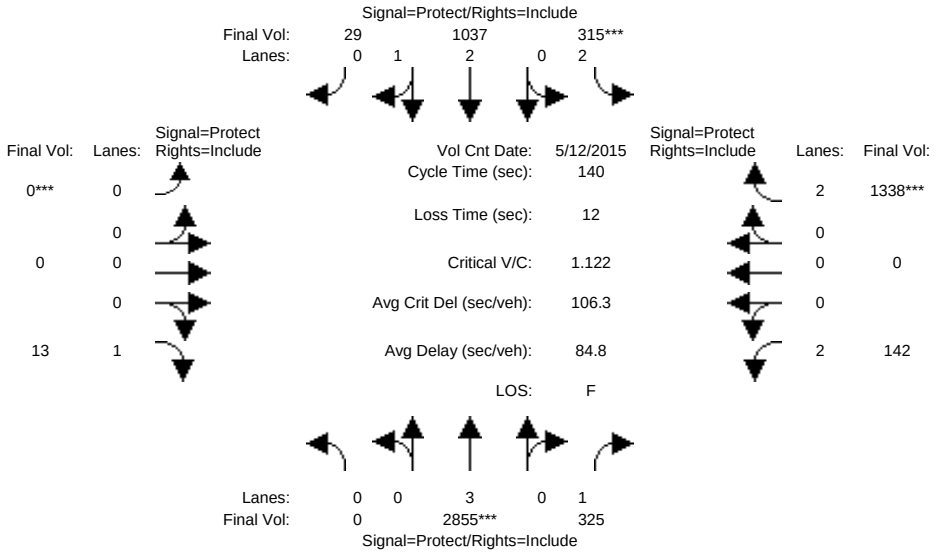
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 12 May 2015 << 7:45-8:45AM												
Base Vol:	0	2719	336	217	887	29	0	0	13	149	0	1344
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2719	336	217	887	29	0	0	13	149	0	1344
Added Vol:	0	-10	0	88	136	0	0	0	0	0	0	-29
ATI:	0	146	-11	10	14	0	0	0	0	-6	0	23
Initial Fut:	0	2855	325	315	1037	29	0	0	13	142	0	1338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2855	325	315	1037	29	0	0	13	142	0	1338
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2855	325	315	1037	29	0	0	13	142	0	1338
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2855	325	315	1037	29	0	0	13	142	0	1338
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.92	0.08	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5447	152	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.19	0.10	0.19	0.19	0.00	0.00	0.01	0.05	0.00	0.42
Crit Moves:		****			****			****				****
Green Time:	0.0	62.5	62.5	12.5	75.0	75.0	0.0	0.0	5.0	48.0	0.0	53.0
Volume/Cap:	0.00	1.12	0.42	1.12	0.36	0.36	0.00	0.00	0.21	0.13	0.00	1.12
Delay/Veh:	0.0	99.4	26.7	154.3	18.7	18.7	0.0	0.0	67.2	31.7	0.0	109.7
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	99.4	26.7	154.3	18.7	18.7	0.0	0.0	67.2	31.7	0.0	109.7
LOS by Move:	A	F	C	F	B	B	A	A	E	C	A	F
HCM2k95thQ:	0	79	18	21	16	16	0	0	2	5	0	74

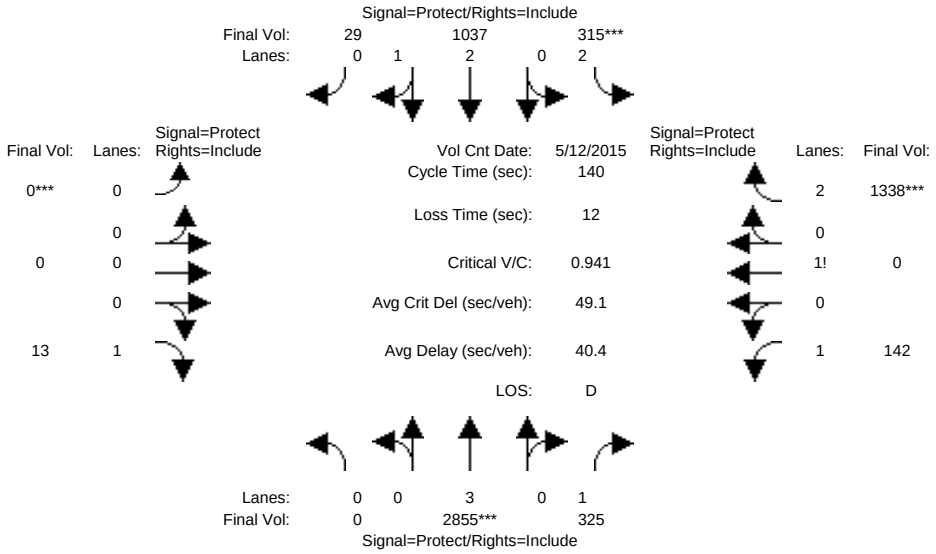
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 12 May 2015 << 7:45-8:45AM												
Base Vol:	0	2719	336	217	887	29	0	0	13	149	0	1344
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2719	336	217	887	29	0	0	13	149	0	1344
Added Vol:	0	-10	0	88	136	0	0	0	0	0	0	-29
ATI:	0	146	-11	10	14	0	0	0	0	-6	0	23
Initial Fut:	0	2855	325	315	1037	29	0	0	13	142	0	1338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2855	325	315	1037	29	0	0	13	142	0	1338
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2855	325	315	1037	29	0	0	13	142	0	1338
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2855	325	315	1037	29	0	0	13	142	0	1338
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	3.00	1.00	2.00	2.92	0.08	0.00	0.00	1.00	1.14	0.00	2.86
Final Sat.:	0	5700	1750	3150	5447	152	0	0	1750	1997	0	5146
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.19	0.10	0.19	0.19	0.00	0.00	0.01	0.07	0.00	0.26
Crit Moves:		****			****			****				****
Green Time:	0.0	74.5	74.5	14.9	89.3	89.3	0.0	0.0	3.6	35.0	0.0	38.7
Volume/Cap:	0.00	0.94	0.35	0.94	0.30	0.30	0.00	0.00	0.29	0.28	0.00	0.94
Delay/Veh:	0.0	37.6	19.0	96.3	11.4	11.4	0.0	0.0	70.3	42.4	0.0	61.2
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	37.6	19.0	96.3	11.4	11.4	0.0	0.0	70.3	42.4	0.0	61.2
LOS by Move:	A	D	B	F	B	B	A	A	E	D	A	E
HCM2k95thQ:	0	59	15	18	13	13	0	0	2	9	0	41

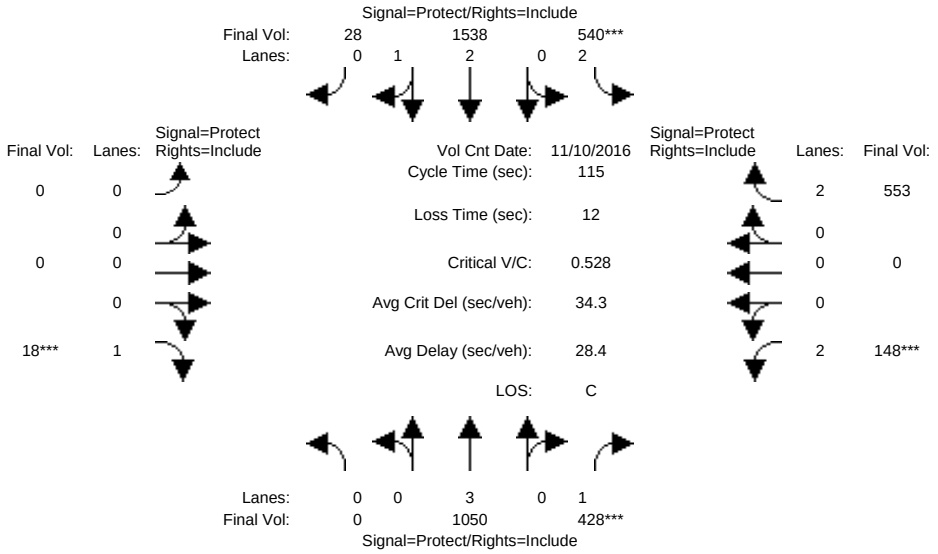
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 10 Nov 2016 <<												
Base Vol:	0	1050	428	540	1538	28	0	0	18	148	0	553
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1050	428	540	1538	28	0	0	18	148	0	553
Added Vol:	0	0	0	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	1050	428	540	1538	28	0	0	18	148	0	553
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1050	428	540	1538	28	0	0	18	148	0	553
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1050	428	540	1538	28	0	0	18	148	0	553
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1050	428	540	1538	28	0	0	18	148	0	553
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.94	0.06	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5500	100	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.18	0.24	0.17	0.28	0.28	0.00	0.00	0.01	0.05	0.00	0.18
Crit Moves:			****	****					****	****		
Green Time:	0.0	48.8	48.8	34.2	83.0	83.0	0.0	0.0	10.0	10.0	0.0	20.0
Volume/Cap:	0.00	0.43	0.58	0.58	0.39	0.39	0.00	0.00	0.12	0.54	0.00	1.01
Delay/Veh:	0.0	23.5	26.3	35.1	6.2	6.2	0.0	0.0	48.8	52.5	0.0	88.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	23.5	26.3	35.1	6.2	6.2	0.0	0.0	48.8	52.5	0.0	88.3
LOS by Move:	A	C	C	D	A	A	A	A	D	D	A	F
HCM2k95thQ:	0	16	22	17	13	13	0	0	1	8	0	30

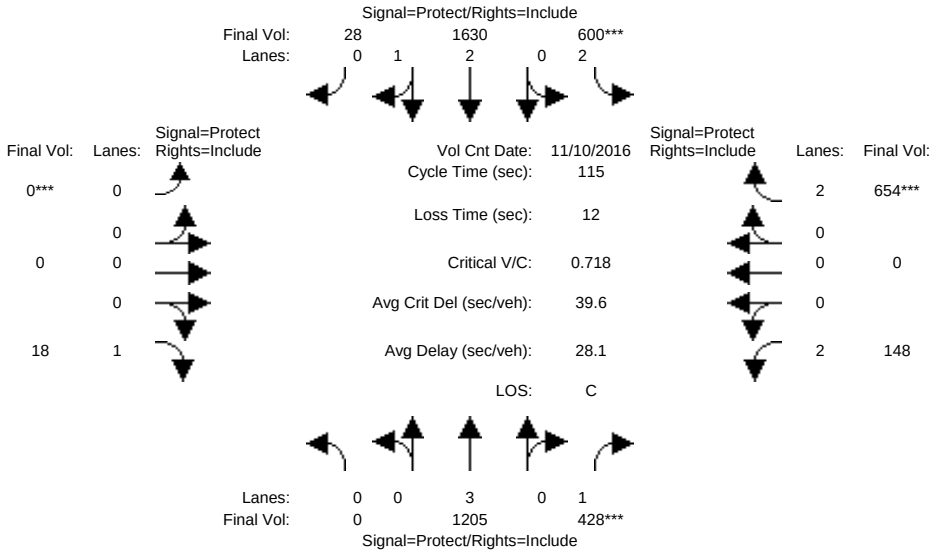
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 10 Nov 2016 <<												
Base Vol:	0	1050	428	540	1538	28	0	0	18	148	0	553
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1050	428	540	1538	28	0	0	18	148	0	553
Added Vol:	0	155	0	60	92	0	0	0	0	0	0	101
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1205	428	600	1630	28	0	0	18	148	0	654
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1205	428	600	1630	28	0	0	18	148	0	654
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1205	428	600	1630	28	0	0	18	148	0	654
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1205	428	600	1630	28	0	0	18	148	0	654
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.95	0.05	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5505	95	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.24	0.19	0.30	0.30	0.00	0.00	0.01	0.05	0.00	0.21
Crit Moves:			****	****			****					****
Green Time:	0.0	39.2	39.2	30.5	69.7	69.7	0.0	0.0	3.5	29.8	0.0	33.3
Volume/Cap:	0.00	0.62	0.72	0.72	0.49	0.49	0.00	0.00	0.34	0.18	0.00	0.72
Delay/Veh:	0.0	32.3	37.3	41.3	12.8	12.8	0.0	0.0	58.3	33.3	0.0	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:	0.0	32.3	37.3	41.3	12.8	12.8	0.0	0.0	58.3	33.3	0.0	39.4
LOS by Move:	A	C	D	D	B	B	A	A	E	C	A	D
HCM2k95thQ:	0	21	25	21	19	19	0	0	2	5	0	24

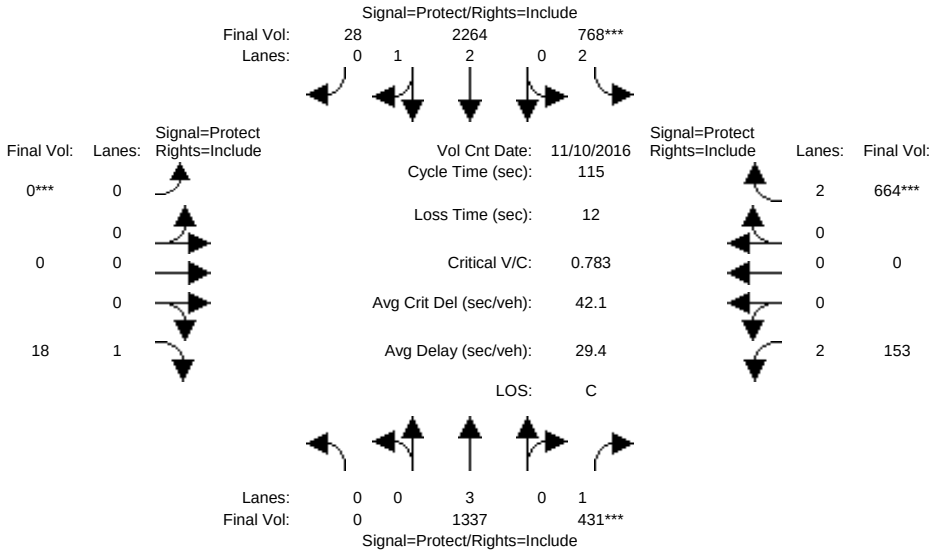
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 10 Nov 2016 <<												
Base Vol:	0	1050	428	540	1538	28	0	0	18	148	0	553
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1050	428	540	1538	28	0	0	18	148	0	553
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	287	3	228	726	0	0	0	0	5	0	111
Initial Fut:	0	1337	431	768	2264	28	0	0	18	153	0	664
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1337	431	768	2264	28	0	0	18	153	0	664
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1337	431	768	2264	28	0	0	18	153	0	664
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1337	431	768	2264	28	0	0	18	153	0	664
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.96	0.04	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5531	68	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.23	0.25	0.24	0.41	0.41	0.00	0.00	0.01	0.05	0.00	0.21
Crit Moves:			****	****			****					****
Green Time:	0.0	36.2	36.2	35.8	72.0	72.0	0.0	0.0	3.3	27.7	0.0	31.0
Volume/Cap:	0.00	0.75	0.78	0.78	0.65	0.65	0.00	0.00	0.36	0.20	0.00	0.78
Delay/Veh:	0.0	37.0	43.0	40.2	14.0	14.0	0.0	0.0	59.3	35.0	0.0	43.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	37.0	43.0	40.2	14.0	14.0	0.0	0.0	59.3	35.0	0.0	43.7
LOS by Move:	A	D	D	D	B	B	A	A	E	C	A	D
HCM2k95thQ:	0	25	26	25	29	29	0	0	2	5	0	26

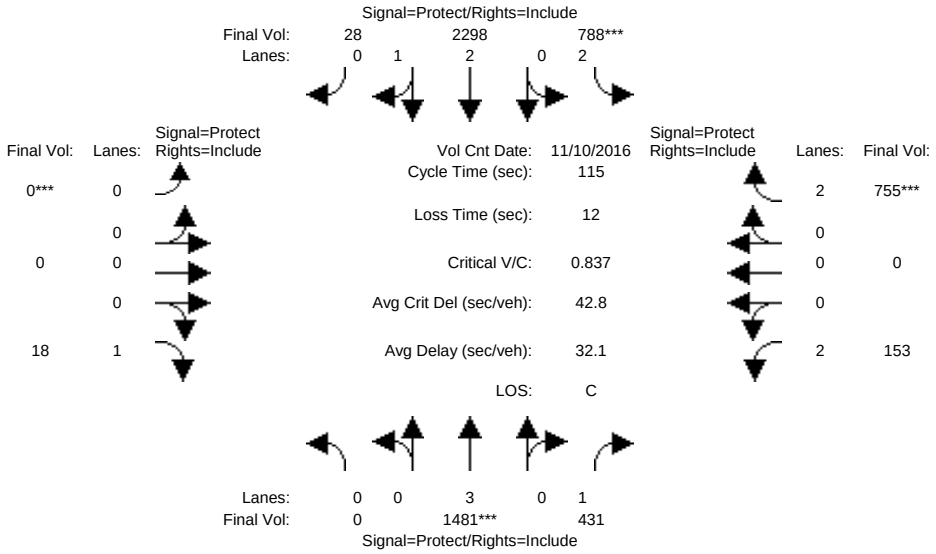
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 10 Nov 2016 <<												
Base Vol:	0	1050	428	540	1538	28	0	0	18	148	0	553
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1050	428	540	1538	28	0	0	18	148	0	553
Added Vol:	0	144	0	20	34	0	0	0	0	0	0	91
ATI:	0	287	3	228	726	0	0	0	0	5	0	111
Initial Fut:	0	1481	431	788	2298	28	0	0	18	153	0	755
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1481	431	788	2298	28	0	0	18	153	0	755
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1481	431	788	2298	28	0	0	18	153	0	755
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1481	431	788	2298	28	0	0	18	153	0	755
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.96	0.04	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5532	67	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.25	0.25	0.42	0.42	0.00	0.00	0.01	0.05	0.00	0.24
Crit Moves:		****		****			****					****
Green Time:	0.0	35.7	35.7	34.4	70.1	70.1	0.0	0.0	3.5	29.4	0.0	32.9
Volume/Cap:	0.00	0.84	0.79	0.84	0.68	0.68	0.00	0.00	0.34	0.19	0.00	0.84
Delay/Veh:	0.0	40.6	44.1	44.3	15.6	15.6	0.0	0.0	58.4	33.6	0.0	45.4
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	40.6	44.1	44.3	15.6	15.6	0.0	0.0	58.4	33.6	0.0	45.4
LOS by Move:	A	D	D	D	B	B	A	A	E	C	A	D
HCM2k95thQ:	0	28	26	26	30	30	0	0	2	5	0	30

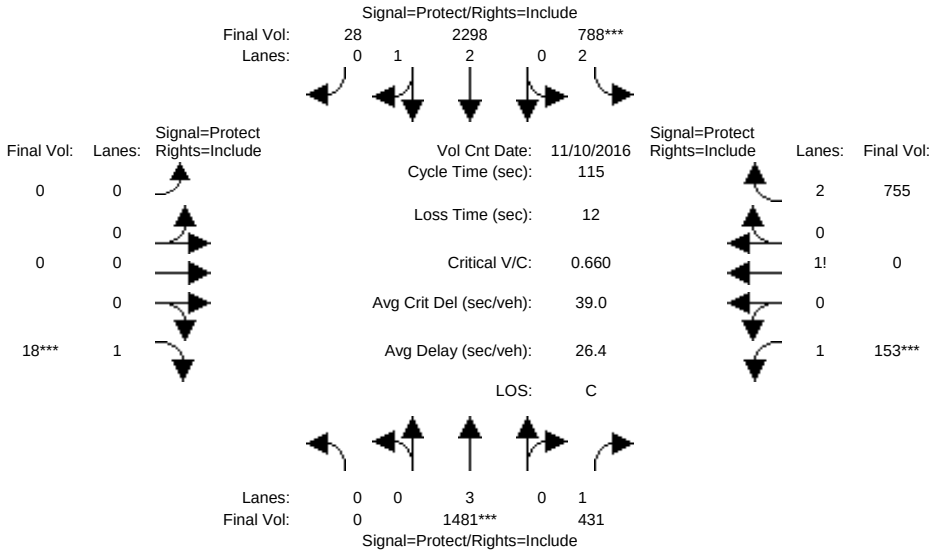
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 10 Nov 2016 <<												
Base Vol:	0	1050	428	540	1538	28	0	0	18	148	0	553
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1050	428	540	1538	28	0	0	18	148	0	553
Added Vol:	0	144	0	20	34	0	0	0	0	0	0	91
ATI:	0	287	3	228	726	0	0	0	0	5	0	111
Initial Fut:	0	1481	431	788	2298	28	0	0	18	153	0	755
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1481	431	788	2298	28	0	0	18	153	0	755
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1481	431	788	2298	28	0	0	18	153	0	755
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1481	431	788	2298	28	0	0	18	153	0	755
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	3.00	1.00	2.00	2.96	0.04	0.00	0.00	1.00	1.24	0.00	2.76
Final Sat.:	0	5700	1750	3150	5532	67	0	0	1750	2167	0	4971
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.25	0.25	0.42	0.42	0.00	0.00	0.01	0.07	0.00	0.15
Crit Moves:		****		****					****	****		
Green Time:	0.0	41.6	41.6	40.1	81.7	81.7	0.0	0.0	10.0	11.3	0.0	21.3
Volume/Cap:	0.00	0.72	0.68	0.72	0.58	0.58	0.00	0.00	0.12	0.72	0.00	0.82
Delay/Veh:	0.0	32.9	34.1	34.9	8.5	8.5	0.0	0.0	48.8	52.3	0.0	49.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.9	34.1	34.9	8.5	8.5	0.0	0.0	48.8	52.3	0.0	49.9
LOS by Move:	A	C	C	C	A	A	A	A	D	D	A	D
HCM2k95thQ:	0	26	24	25	24	24	0	0	1	12	0	22

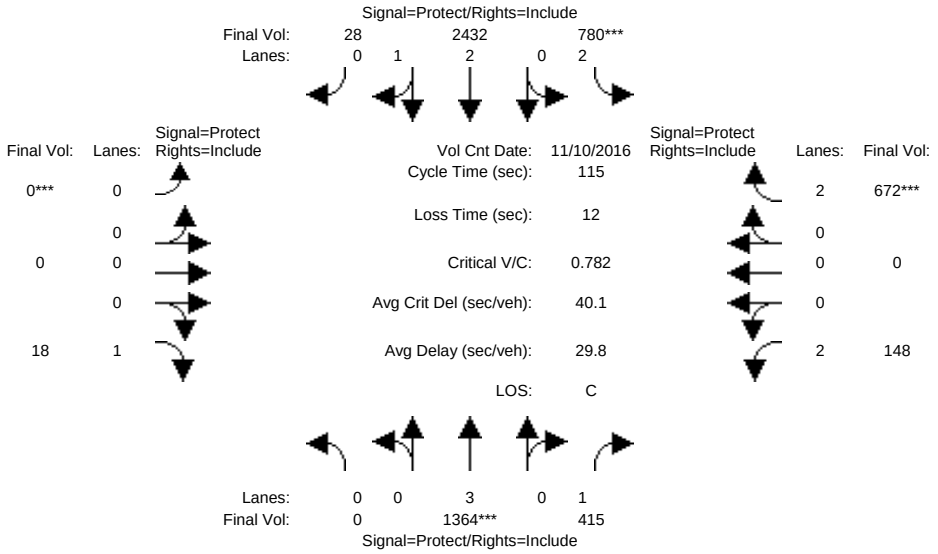
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 10 Nov 2016 <<												
Base Vol:	0	1337	431	768	2264	28	0	0	18	153	0	664
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1337	431	768	2264	28	0	0	18	153	0	664
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	27	-16	12	168	0	0	0	0	-5	0	8
Initial Fut:	0	1364	415	780	2432	28	0	0	18	148	0	672
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1364	415	780	2432	28	0	0	18	148	0	672
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1364	415	780	2432	28	0	0	18	148	0	672
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1364	415	780	2432	28	0	0	18	148	0	672
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.96	0.04	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5536	64	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.24	0.24	0.25	0.44	0.44	0.00	0.00	0.01	0.05	0.00	0.21
Crit Moves:		****		****			****					****
Green Time:	0.0	35.2	35.2	36.4	71.6	71.6	0.0	0.0	3.3	28.1	0.0	31.4
Volume/Cap:	0.00	0.78	0.77	0.78	0.71	0.71	0.00	0.00	0.36	0.19	0.00	0.78
Delay/Veh:	0.0	38.8	43.2	39.8	15.3	15.3	0.0	0.0	59.1	34.6	0.0	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	38.8	43.2	39.8	15.3	15.3	0.0	0.0	59.1	34.6	0.0	43.3
LOS by Move:	A	D	D	D	B	B	A	A	E	C	A	D
HCM2k95thQ:	0	26	25	25	32	32	0	0	2	5	0	26

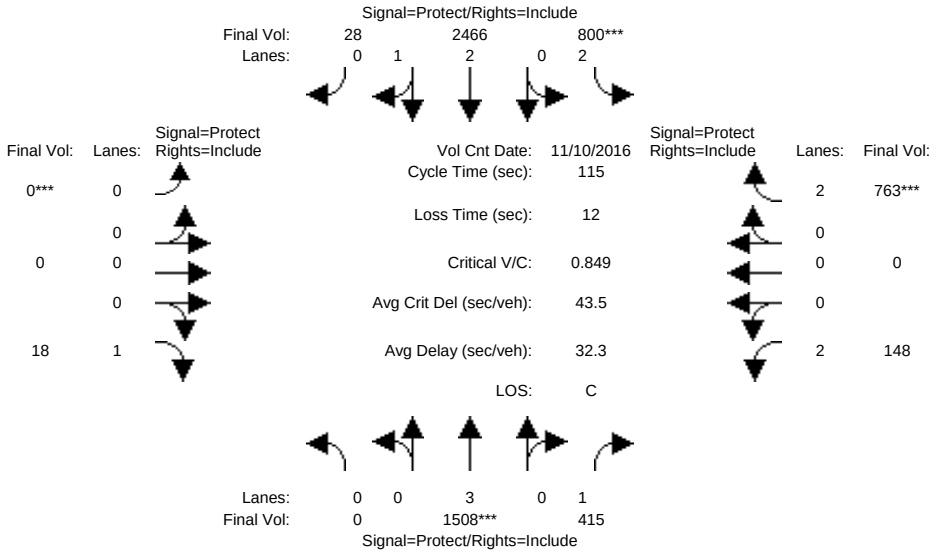
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 10 Nov 2016 <<												
Base Vol:	0	1337	431	768	2264	28	0	0	18	153	0	664
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1337	431	768	2264	28	0	0	18	153	0	664
Added Vol:	0	144	0	20	34	0	0	0	0	0	0	91
ATI:	0	27	-16	12	168	0	0	0	0	-5	0	8
Initial Fut:	0	1508	415	800	2466	28	0	0	18	148	0	763
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1508	415	800	2466	28	0	0	18	148	0	763
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1508	415	800	2466	28	0	0	18	148	0	763
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1508	415	800	2466	28	0	0	18	148	0	763
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.97	0.03	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5537	63	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.24	0.25	0.45	0.45	0.00	0.00	0.01	0.05	0.00	0.24
Crit Moves:		****		****			****					****
Green Time:	0.0	35.8	35.8	34.4	70.2	70.2	0.0	0.0	3.5	29.3	0.0	32.8
Volume/Cap:	0.00	0.85	0.76	0.85	0.73	0.73	0.00	0.00	0.34	0.18	0.00	0.85
Delay/Veh:	0.0	41.2	41.9	45.3	16.6	16.6	0.0	0.0	58.5	33.6	0.0	46.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	41.2	41.9	45.3	16.6	16.6	0.0	0.0	58.5	33.6	0.0	46.5
LOS by Move:	A	D	D	D	B	B	A	A	E	C	A	D
HCM2k95thQ:	0	29	25	26	33	33	0	0	2	5	0	31

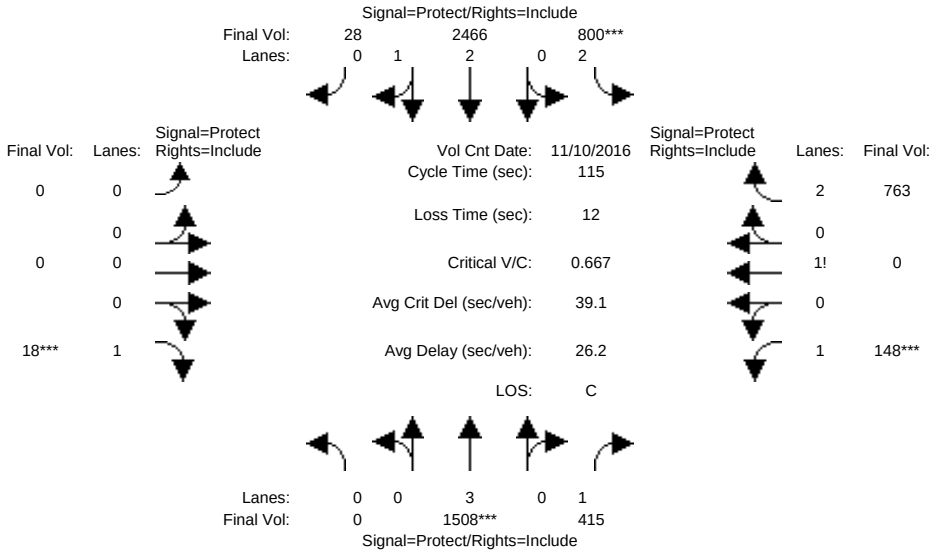
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 10 Nov 2016 <<												
Base Vol:	0	1337	431	768	2264	28	0	0	18	153	0	664
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1337	431	768	2264	28	0	0	18	153	0	664
Added Vol:	0	144	0	20	34	0	0	0	0	0	0	91
ATI:	0	27	-16	12	168	0	0	0	0	-5	0	8
Initial Fut:	0	1508	415	800	2466	28	0	0	18	148	0	763
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1508	415	800	2466	28	0	0	18	148	0	763
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1508	415	800	2466	28	0	0	18	148	0	763
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1508	415	800	2466	28	0	0	18	148	0	763
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	3.00	1.00	2.00	2.97	0.03	0.00	0.00	1.00	1.23	0.00	2.77
Final Sat.:	0	5700	1750	3150	5537	63	0	0	1750	2152	0	4986
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.24	0.25	0.45	0.45	0.00	0.00	0.01	0.07	0.00	0.15
Crit Moves:		****		****					****	****		
Green Time:	0.0	41.9	41.9	40.2	82.1	82.1	0.0	0.0	10.0	10.9	0.0	20.9
Volume/Cap:	0.00	0.73	0.65	0.73	0.62	0.62	0.00	0.00	0.12	0.73	0.00	0.84
Delay/Veh:	0.0	32.9	32.8	35.0	8.8	8.8	0.0	0.0	48.8	52.8	0.0	51.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.9	32.8	35.0	8.8	8.8	0.0	0.0	48.8	52.8	0.0	51.7
LOS by Move:	A	C	C	D	A	A	A	A	D	D	A	D
HCM2k95thQ:	0	26	23	25	26	26	0	0	1	12	0	23

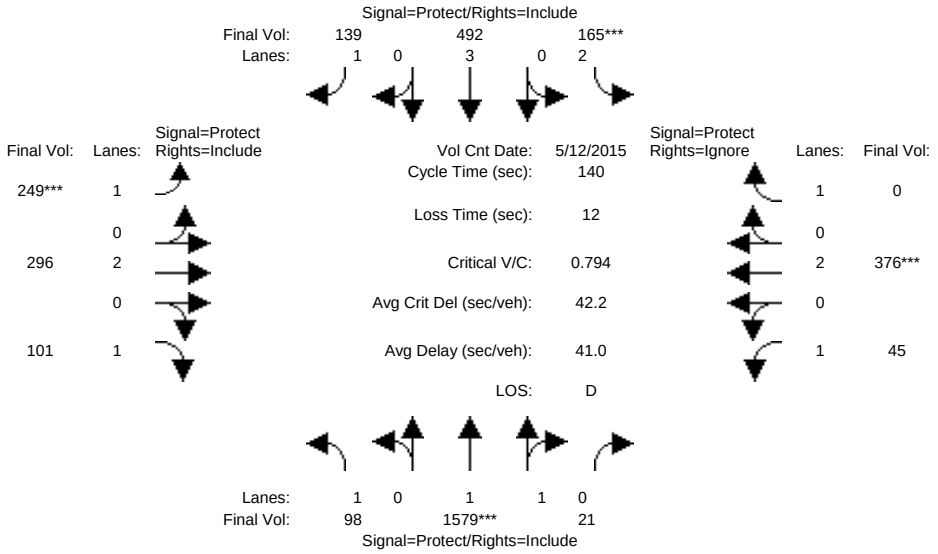
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3413: COLEMAN/HEDDING



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 7:30-8:30AM												
Base Vol:	98	1579	21	165	492	139	249	296	101	45	376	746
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1579	21	165	492	139	249	296	101	45	376	746
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1579	21	165	492	139	249	296	101	45	376	746
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:	98	1579	21	165	492	139	249	296	101	45	376	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1579	21	165	492	139	249	296	101	45	376	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:	98	1579	21	165	492	139	249	296	101	45	376	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.97	0.03	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3651	49	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.43	0.43	0.05	0.10	0.08	0.14	0.08	0.06	0.03	0.10	0.00
Crit Moves:		****		****			****				****	
Green Time:	30.0	76.2	76.2	9.2	55.5	55.5	25.1	25.9	25.9	16.6	17.4	0.0
Volume/Cap:	0.26	0.79	0.79	0.79	0.26	0.20	0.79	0.42	0.31	0.22	0.79	0.00
Delay/Veh:	46.2	27.8	27.8	83.1	28.5	27.9	68.0	50.8	49.9	56.3	68.5	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.2	27.8	27.8	83.1	28.5	27.9	68.0	50.8	49.9	56.3	68.5	0.0
LOS by Move:	D	C	C	F	C	C	E	D	D	E	E	A
HCM2k95thQ:	7	45	45	9	9	8	23	11	8	4	18	0

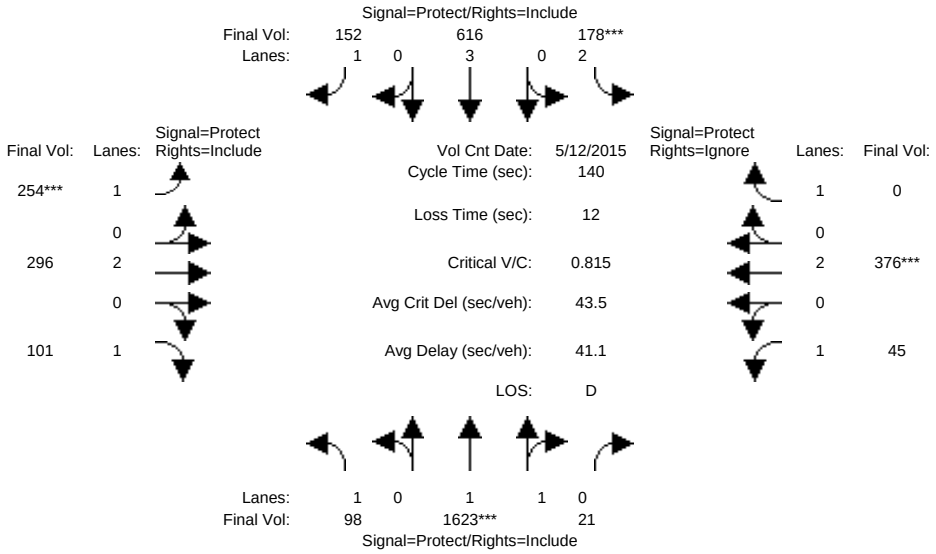
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3413: COLEMAN/HEDDING



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 7:30-8:30AM												
Base Vol:	98	1579	21	165	492	139	249	296	101	45	376	746
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1579	21	165	492	139	249	296	101	45	376	746
Added Vol:	0	44	0	13	124	13	5	0	0	0	0	5
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1623	21	178	616	152	254	296	101	45	376	751
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:	98	1623	21	178	616	152	254	296	101	45	376	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1623	21	178	616	152	254	296	101	45	376	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:	98	1623	21	178	616	152	254	296	101	45	376	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.97	0.03	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3653	47	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.44	0.44	0.06	0.13	0.09	0.15	0.08	0.06	0.03	0.10	0.00
Crit Moves:		****		****			****				****	
Green Time:	26.0	76.3	76.3	9.7	60.1	60.1	24.9	25.5	25.5	16.4	17.0	0.0
Volume/Cap:	0.30	0.81	0.81	0.81	0.30	0.20	0.81	0.43	0.32	0.22	0.81	0.00
Delay/Veh:	49.7	28.7	28.7	84.7	26.3	25.1	70.4	51.2	50.2	56.5	70.7	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:	49.7	28.7	28.7	84.7	26.3	25.1	70.4	51.2	50.2	56.5	70.7	0.0
LOS by Move:	D	C	C	F	C	C	E	D	D	E	E	A
HCM2k95thQ:	7	47	47	10	11	8	24	11	8	4	18	0

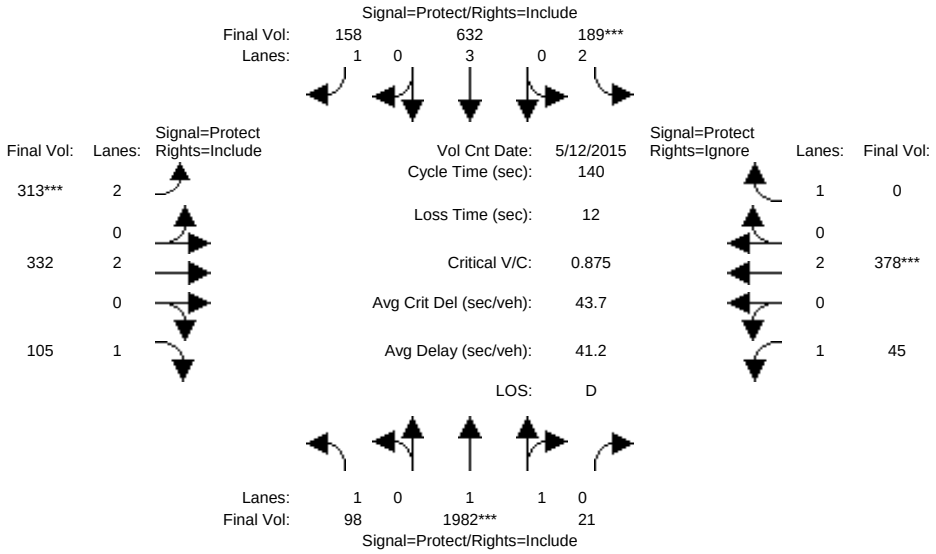
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3413: COLEMAN/HEDDING



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 7:30-8:30AM												
Base Vol:	98	1579	21	165	492	139	249	296	101	45	376	746
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1579	21	165	492	139	249	296	101	45	376	746
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	403	0	24	140	19	64	36	4	0	2	52
Initial Fut:	98	1982	21	189	632	158	313	332	105	45	378	798
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:	98	1982	21	189	632	158	313	332	105	45	378	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1982	21	189	632	158	313	332	105	45	378	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:	98	1982	21	189	632	158	313	332	105	45	378	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3661	39	3150	4750	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.54	0.54	0.06	0.13	0.09	0.10	0.09	0.06	0.03	0.10	0.00
Crit Moves:		****		****			****				****	
Green Time:	28.5	86.6	86.6	9.6	67.7	67.7	15.9	20.2	20.2	11.6	15.9	0.0
Volume/Cap:	0.28	0.87	0.87	0.87	0.28	0.19	0.87	0.60	0.42	0.31	0.87	0.00
Delay/Veh:	47.5	26.3	26.3	95.0	21.6	20.6	81.7	58.1	55.6	61.7	78.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.5	26.3	26.3	95.0	21.6	20.6	81.7	58.1	55.6	61.7	78.8	0.0
LOS by Move:	D	C	C	F	C	C	F	E	E	E	E	A
HCM2k95thQ:	7	55	55	11	10	8	20	14	9	5	20	0

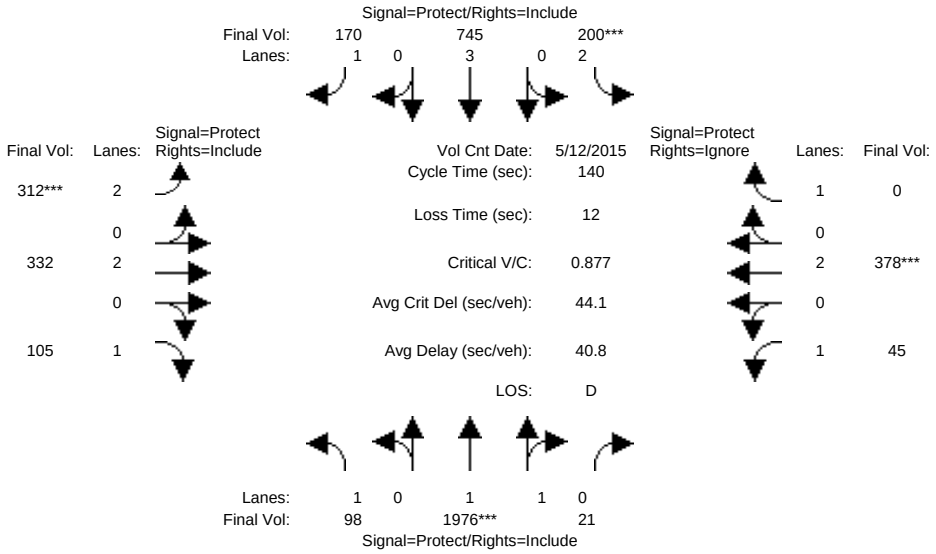
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3413: COLEMAN/HEDDING



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 7:30-8:30AM												
Base Vol:	98	1579	21	165	492	139	249	296	101	45	376	746
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1579	21	165	492	139	249	296	101	45	376	746
Added Vol:	0	-6	0	11	113	12	-1	0	0	0	0	-4
ATI:	0	403	0	24	140	19	64	36	4	0	2	52
Initial Fut:	98	1976	21	200	745	170	312	332	105	45	378	794
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:	98	1976	21	200	745	170	312	332	105	45	378	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1976	21	200	745	170	312	332	105	45	378	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:	98	1976	21	200	745	170	312	332	105	45	378	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3661	39	3150	4750	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.54	0.54	0.06	0.16	0.10	0.10	0.09	0.06	0.03	0.10	0.00
Crit Moves:		****		****			****				****	
Green Time:	25.3	86.2	86.2	10.1	71.0	71.0	15.8	20.2	20.2	11.5	15.9	0.0
Volume/Cap:	0.31	0.88	0.88	0.88	0.31	0.19	0.88	0.61	0.42	0.31	0.88	0.00
Delay/Veh:	50.3	26.7	26.7	93.8	20.3	19.0	82.1	58.2	55.7	61.7	79.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.3	26.7	26.7	93.8	20.3	19.0	82.1	58.2	55.7	61.7	79.1	0.0
LOS by Move:	D	C	C	F	C	B	F	E	E	E	E	A
HCM2k95thQ:	7	54	54	11	12	8	20	14	9	5	20	0

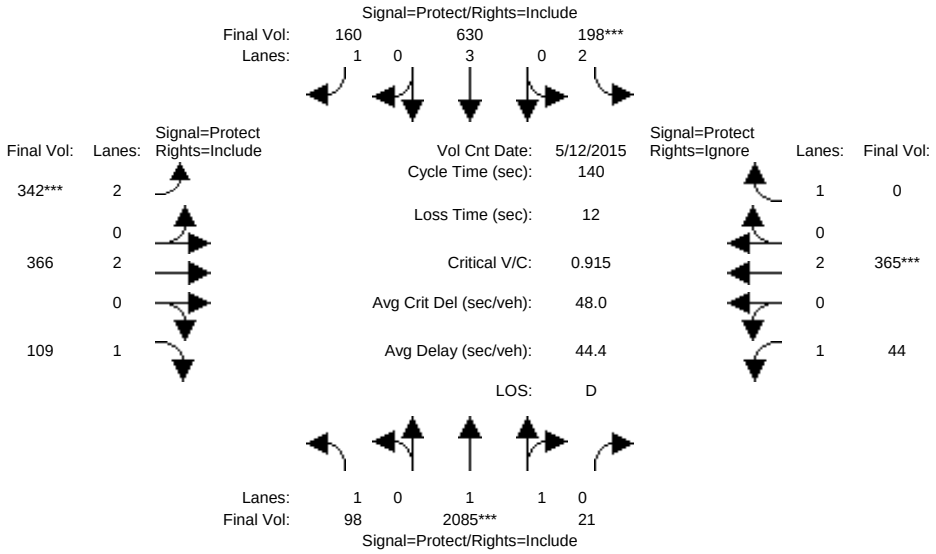
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3413: COLEMAN/HEDDING



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 7:30-8:30AM												
Base Vol:	98	1982	21	189	632	158	313	332	105	45	378	798
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1982	21	189	632	158	313	332	105	45	378	798
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	103	0	9	-2	2	29	34	4	0	-12	9
Initial Fut:	98	2085	21	198	630	160	342	366	109	44	365	807
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:	98	2085	21	198	630	160	342	366	109	44	365	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	2085	21	198	630	160	342	366	109	44	365	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:	98	2085	21	198	630	160	342	366	109	44	365	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3663	37	3150	4750	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.57	0.57	0.06	0.13	0.09	0.11	0.10	0.06	0.03	0.10	0.00
Crit Moves:		****		****			****				****	
Green Time:	28.8	87.1	87.1	9.6	67.9	67.9	16.6	20.6	20.6	10.7	14.7	0.0
Volume/Cap:	0.27	0.92	0.92	0.92	0.27	0.19	0.92	0.65	0.42	0.33	0.92	0.00
Delay/Veh:	47.2	29.5	29.5	103.5	21.5	20.5	87.5	59.1	55.4	62.7	87.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.2	29.5	29.5	103.5	21.5	20.5	87.5	59.1	55.4	62.7	87.4	0.0
LOS by Move:	D	C	C	F	C	C	F	E	E	E	F	A
HCM2k95thQ:	7	60	60	12	10	8	22	16	10	5	20	0

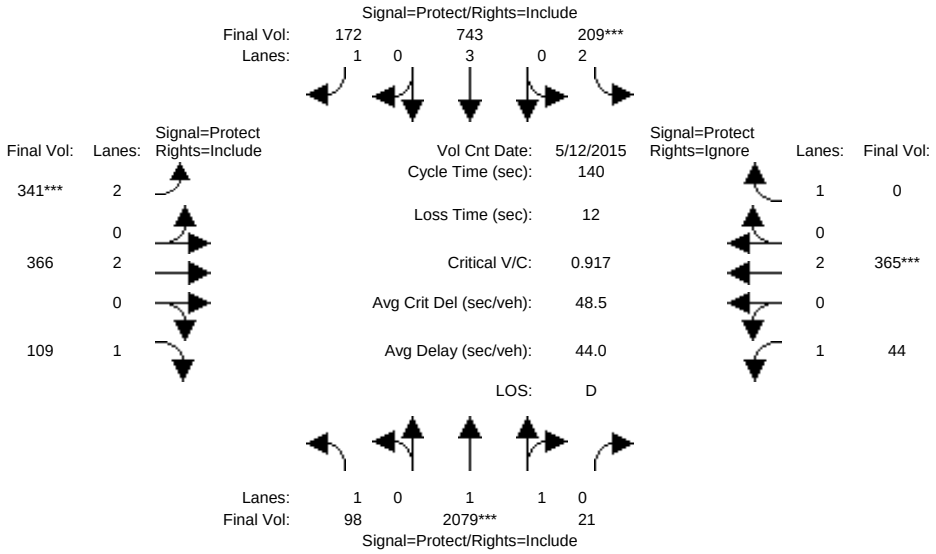
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3413: COLEMAN/HEDDING



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 7:30-8:30AM												
Base Vol:	98	1982	21	189	632	158	313	332	105	45	378	798
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1982	21	189	632	158	313	332	105	45	378	798
Added Vol:	0	-6	0	11	113	12	-1	0	0	0	0	-4
ATI:	0	103	0	9	-2	2	29	34	4	0	-12	9
Initial Fut:	98	2079	21	209	743	172	341	366	109	44	365	803
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:	98	2079	21	209	743	172	341	366	109	44	365	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	2079	21	209	743	172	341	366	109	44	365	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:	98	2079	21	209	743	172	341	366	109	44	365	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3662	38	3150	4750	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.57	0.57	0.07	0.16	0.10	0.11	0.10	0.06	0.03	0.10	0.00
Crit Moves:		****		****			****				****	
Green Time:	25.6	86.7	86.7	10.1	71.2	71.2	16.5	20.5	20.5	10.7	14.7	0.0
Volume/Cap:	0.31	0.92	0.92	0.92	0.31	0.19	0.92	0.66	0.43	0.33	0.92	0.00
Delay/Veh:	50.1	29.9	29.9	102.2	20.1	18.8	88.0	59.3	55.5	62.8	87.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	29.9	29.9	102.2	20.1	18.8	88.0	59.3	55.5	62.8	87.8	0.0
LOS by Move:	D	C	C	F	C	B	F	E	E	E	F	A
HCM2k95thQ:	7	60	60	12	11	8	22	16	10	5	20	0

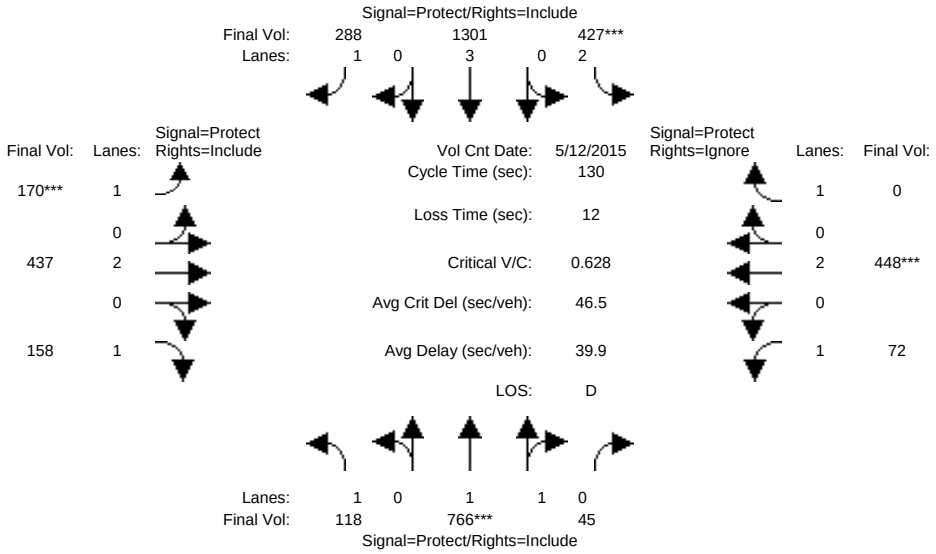
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3413: COLEMAN/HEDDING



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 5:00-6:00PM												
Base Vol:	118	766	45	427	1301	288	170	437	158	72	448	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	766	45	427	1301	288	170	437	158	72	448	328
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	766	45	427	1301	288	170	437	158	72	448	328
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:	118	766	45	427	1301	288	170	437	158	72	448	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	766	45	427	1301	288	170	437	158	72	448	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:	118	766	45	427	1301	288	170	437	158	72	448	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	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.89	0.11	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3495	205	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.22	0.22	0.14	0.27	0.16	0.10	0.12	0.09	0.04	0.12	0.00
Crit Moves:		****			****			****			****	
Green Time:	14.5	45.4	45.4	28.1	59.0	59.0	20.1	30.3	30.3	14.2	24.4	0.0
Volume/Cap:	0.60	0.63	0.63	0.63	0.60	0.36	0.63	0.49	0.39	0.38	0.63	0.00
Delay/Veh:	68.1	37.6	37.6	50.6	28.0	24.5	62.0	45.1	44.8	59.4	52.8	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.1	37.6	37.6	50.6	28.0	24.5	62.0	45.1	44.8	59.4	52.8	0.0
LOS by Move:	E	D	D	D	C	C	E	D	D	E	D	A
HCM2k95thQ:	10	23	23	17	22	15	14	14	11	7	16	0

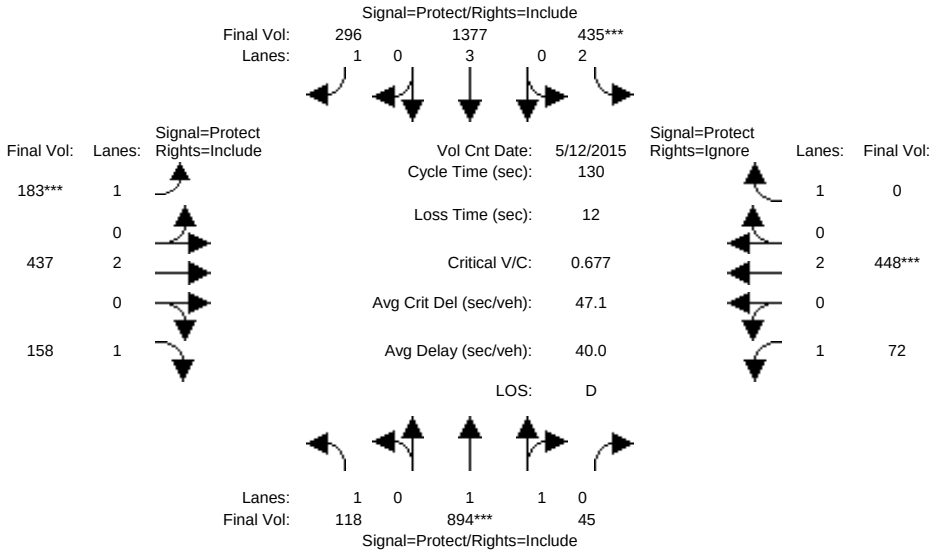
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3413: COLEMAN/HEDDING



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 5:00-6:00PM												
Base Vol:	118	766	45	427	1301	288	170	437	158	72	448	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	766	45	427	1301	288	170	437	158	72	448	328
Added Vol:	0	128	0	8	76	8	13	0	0	0	0	13
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	894	45	435	1377	296	183	437	158	72	448	341
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:	118	894	45	435	1377	296	183	437	158	72	448	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	894	45	435	1377	296	183	437	158	72	448	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:	118	894	45	435	1377	296	183	437	158	72	448	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	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.90	0.10	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3523	177	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.25	0.14	0.29	0.17	0.10	0.12	0.09	0.04	0.12	0.00
Crit Moves:		****			****			****			****	
Green Time:	14.2	48.7	48.7	26.5	61.1	61.1	20.1	29.1	29.1	13.6	22.6	0.0
Volume/Cap:	0.62	0.68	0.68	0.68	0.62	0.36	0.68	0.51	0.40	0.39	0.68	0.00
Delay/Veh:	69.3	36.7	36.7	53.4	27.0	23.2	64.7	46.5	46.1	60.5	55.7	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:	69.3	36.7	36.7	53.4	27.0	23.2	64.7	46.5	46.1	60.5	55.7	0.0
LOS by Move:	E	D	D	D	C	C	E	D	D	E	E	A
HCM2k95thQ:	10	27	27	17	23	15	15	14	11	7	16	0

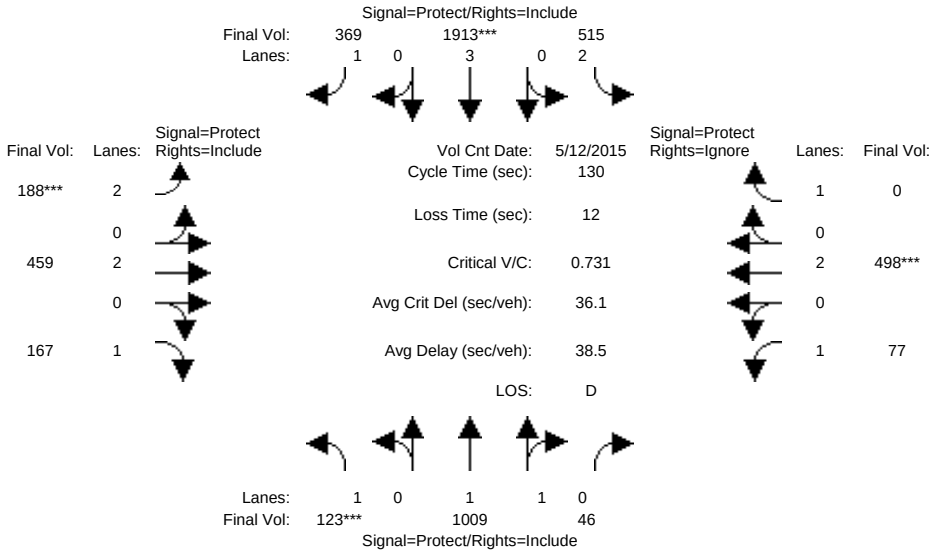
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3413: COLEMAN/HEDDING



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 5:00-6:00PM												
Base Vol:	118	766	45	427	1301	288	170	437	158	72	448	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	766	45	427	1301	288	170	437	158	72	448	328
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	5	243	1	88	612	81	18	22	9	5	50	32
Initial Fut:	123	1009	46	515	1913	369	188	459	167	77	498	360
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	123	1009	46	515	1913	369	188	459	167	77	498	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1009	46	515	1913	369	188	459	167	77	498	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:	123	1009	46	515	1913	369	188	459	167	77	498	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3538	161	3150	4750	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.16	0.40	0.21	0.06	0.12	0.10	0.04	0.13	0.00
Crit Moves:	****				****		****				****	
Green Time:	12.5	53.4	53.4	30.7	71.6	71.6	10.6	23.5	23.5	10.5	23.3	0.0
Volume/Cap:	0.73	0.69	0.69	0.69	0.73	0.38	0.73	0.67	0.53	0.55	0.73	0.00
Delay/Veh:	81.4	34.2	34.2	50.7	23.8	17.8	75.0	54.8	54.5	71.9	57.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.4	34.2	34.2	50.7	23.8	17.8	75.0	54.8	54.5	71.9	57.2	0.0
LOS by Move:	F	C	C	D	C	B	E	D	D	E	E	A
HCM2k95thQ:	11	29	29	20	32	16	11	17	13	8	18	0

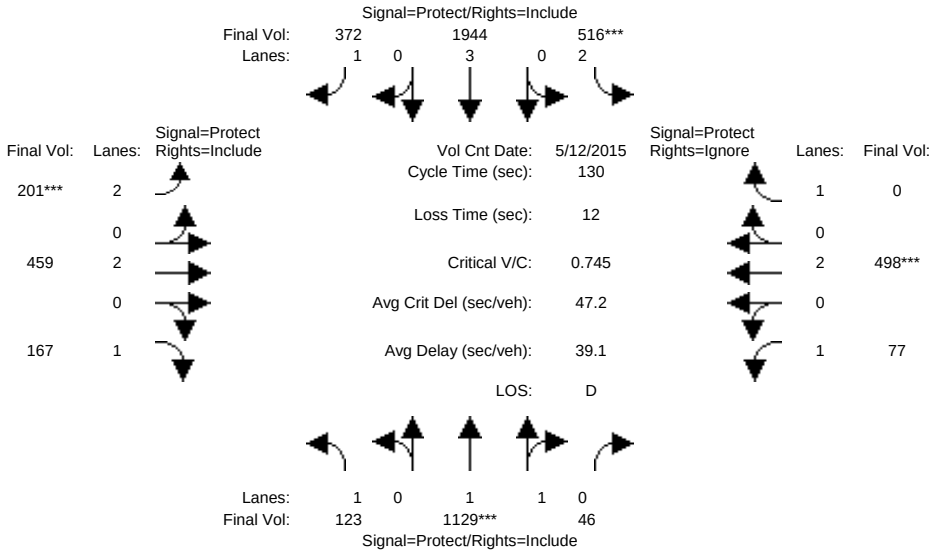
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3413: COLEMAN/HEDDING



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 5:00-6:00PM												
Base Vol:	118	766	45	427	1301	288	170	437	158	72	448	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	766	45	427	1301	288	170	437	158	72	448	328
Added Vol:	0	120	0	1	31	3	13	0	0	0	0	12
ATI:	5	243	1	88	612	81	18	22	9	5	50	32
Initial Fut:	123	1129	46	516	1944	372	201	459	167	77	498	372
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:	123	1129	46	516	1944	372	201	459	167	77	498	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1129	46	516	1944	372	201	459	167	77	498	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:	123	1129	46	516	1944	372	201	459	167	77	498	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3555	145	3150	4750	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.32	0.16	0.41	0.21	0.06	0.12	0.10	0.04	0.13	0.00
Crit Moves:		****			****			****				
Green Time:	12.3	55.4	55.4	28.6	71.7	71.7	11.1	23.5	23.5	10.5	22.9	0.0
Volume/Cap:	0.74	0.75	0.75	0.75	0.74	0.39	0.75	0.67	0.53	0.55	0.75	0.00
Delay/Veh:	82.9	34.6	34.6	54.5	24.1	17.8	75.0	54.7	54.4	71.8	58.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.9	34.6	34.6	54.5	24.1	17.8	75.0	54.7	54.4	71.8	58.2	0.0
LOS by Move:	F	C	C	D	C	B	E	D	D	E	E	A
HCM2k95thQ:	11	33	33	20	33	16	12	17	13	8	19	0

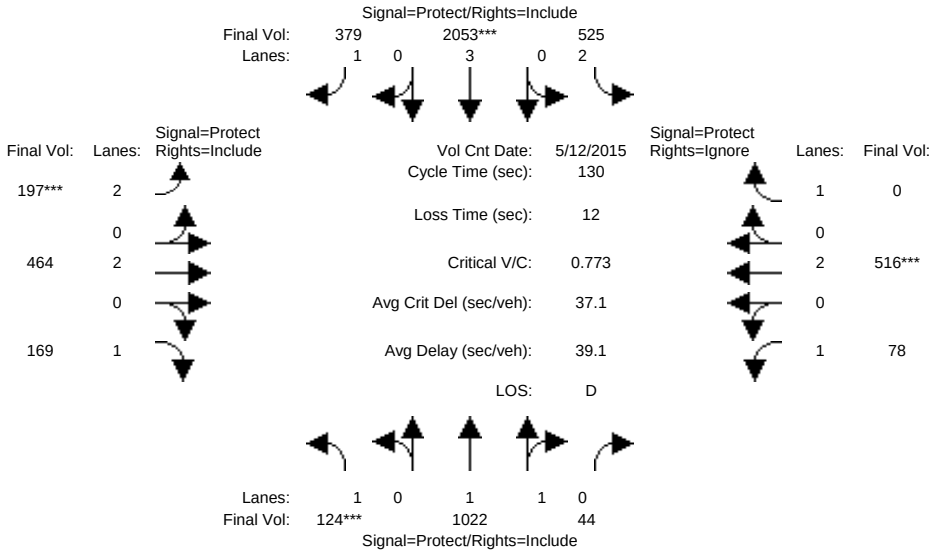
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3413: COLEMAN/HEDDING



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 5:00-6:00PM												
Base Vol:	123	1009	46	515	1913	369	188	459	167	77	498	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	1009	46	515	1913	369	188	459	167	77	498	360
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	13	-1	10	140	10	9	5	2	1	18	-1
Initial Fut:	124	1022	44	525	2053	379	197	464	169	78	516	358
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	124	1022	44	525	2053	379	197	464	169	78	516	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1022	44	525	2053	379	197	464	169	78	516	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:	124	1022	44	525	2053	379	197	464	169	78	516	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3546	153	3150	4750	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.29	0.29	0.17	0.43	0.22	0.06	0.12	0.10	0.04	0.14	0.00
Crit Moves:	****				****		****				****	
Green Time:	11.9	53.6	53.6	31.0	72.7	72.7	10.5	23.2	23.2	10.2	22.8	0.0
Volume/Cap:	0.77	0.70	0.70	0.70	0.77	0.39	0.77	0.69	0.54	0.57	0.77	0.00
Delay/Veh:	87.3	34.2	34.2	50.6	24.5	17.3	78.6	55.6	55.3	73.8	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:	87.3	34.2	34.2	50.6	24.5	17.3	78.6	55.6	55.3	73.8	59.6	0.0
LOS by Move:	F	C	C	D	C	B	E	E	E	E	E	A
HCM2k95thQ:	11	30	30	20	35	16	12	17	13	8	20	0

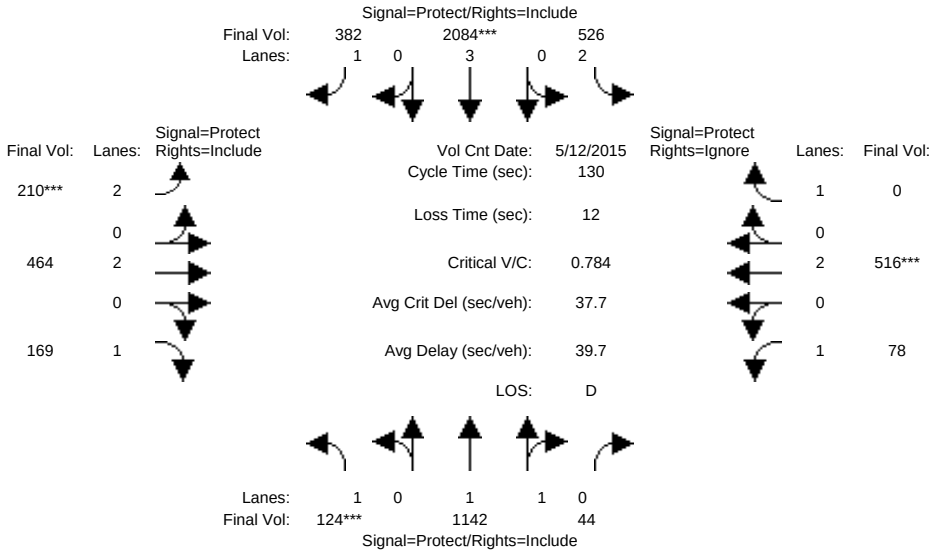
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3413: COLEMAN/HEDDING



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 5:00-6:00PM												
Base Vol:	123	1009	46	515	1913	369	188	459	167	77	498	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	1009	46	515	1913	369	188	459	167	77	498	360
Added Vol:	0	120	0	1	31	3	13	0	0	0	0	12
ATI:	1	13	-1	10	140	10	9	5	2	1	18	-1
Initial Fut:	124	1142	44	526	2084	382	210	464	169	78	516	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	124	1142	44	526	2084	382	210	464	169	78	516	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1142	44	526	2084	382	210	464	169	78	516	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:	124	1142	44	526	2084	382	210	464	169	78	516	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3562	138	3150	4750	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.32	0.17	0.44	0.22	0.07	0.12	0.10	0.04	0.14	0.00
Crit Moves:	****				****		****				****	
Green Time:	11.7	55.5	55.5	28.9	72.7	72.7	11.1	23.3	23.3	10.3	22.5	0.0
Volume/Cap:	0.78	0.75	0.75	0.75	0.78	0.39	0.78	0.68	0.54	0.57	0.78	0.00
Delay/Veh:	89.3	34.7	34.7	54.4	24.9	17.3	78.5	55.4	55.0	73.5	60.5	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:	89.3	34.7	34.7	54.4	24.9	17.3	78.5	55.4	55.0	73.5	60.5	0.0
LOS by Move:	F	C	C	D	C	B	E	E	E	E	E	A
HCM2k95thQ:	11	34	34	20	36	16	13	17	13	8	20	0

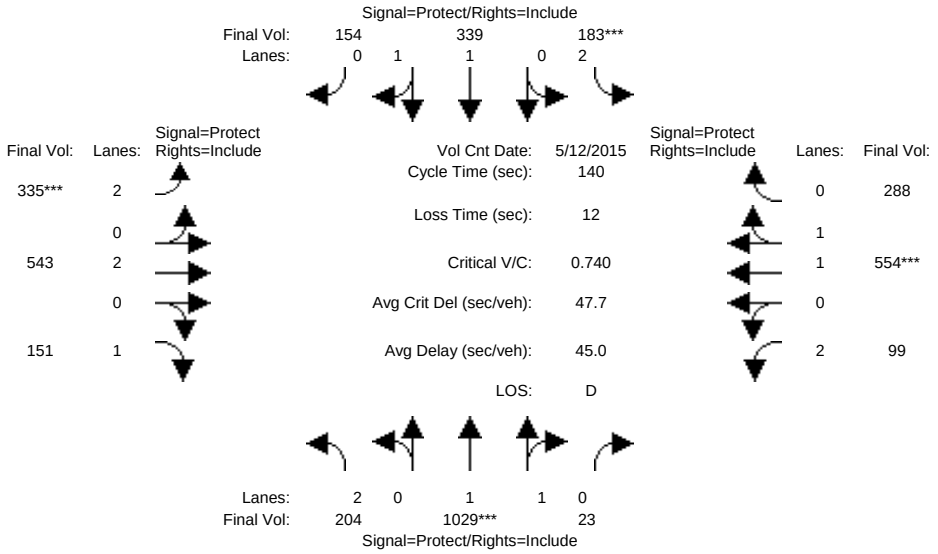
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 7:30-8:30AM												
Base Vol:	204	1029	23	183	339	154	335	543	151	99	554	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1029	23	183	339	154	335	543	151	99	554	288
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	1029	23	183	339	154	335	543	151	99	554	288
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	1029	23	183	339	154	335	543	151	99	554	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1029	23	183	339	154	335	543	151	99	554	288
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	1029	23	183	339	154	335	543	151	99	554	288
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	1.96	0.04	2.00	1.36	0.64	2.00	2.00	1.00	2.00	1.30	0.70
Final Sat.:	3150	3619	81	3150	2543	1155	3150	3800	1750	3150	2434	1265
Capacity Analysis Module:												
Vol/Sat:	0.06	0.28	0.28	0.06	0.13	0.13	0.11	0.14	0.09	0.03	0.23	0.23
Crit Moves:		****			****			****			****	
Green Time:	21.2	53.8	53.8	11.0	43.6	43.6	20.1	46.8	46.8	16.4	43.1	43.1
Volume/Cap:	0.43	0.74	0.74	0.74	0.43	0.43	0.74	0.43	0.26	0.27	0.74	0.74
Delay/Veh:	54.5	39.2	39.2	74.4	38.5	38.5	63.8	36.4	34.2	56.7	46.1	46.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.5	39.2	39.2	74.4	38.5	38.5	63.8	36.4	34.2	56.7	46.1	46.1
LOS by Move:	D	D	D	E	D	D	E	D	C	E	D	D
HCM2k95thQ:	9	34	34	10	16	16	18	17	10	5	29	29

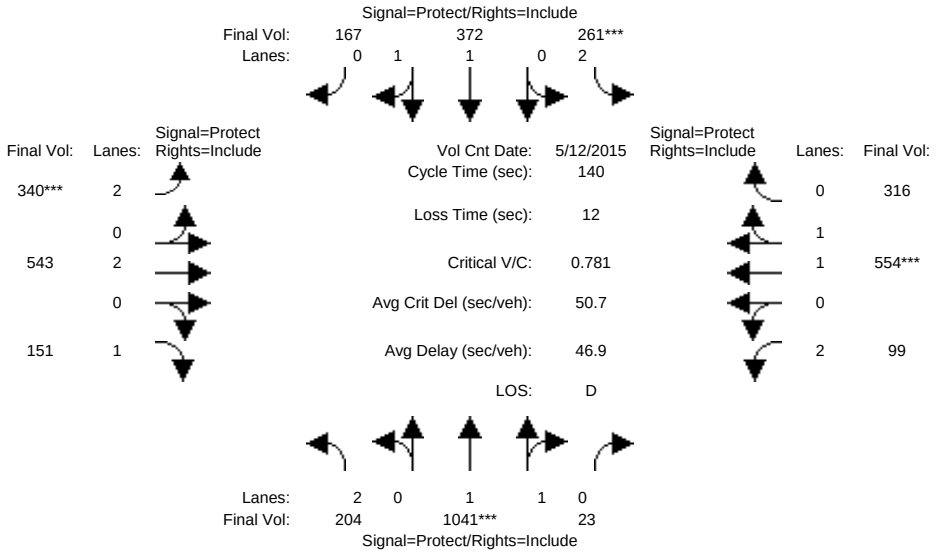
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 7:30-8:30AM												
Base Vol:	204	1029	23	183	339	154	335	543	151	99	554	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1029	23	183	339	154	335	543	151	99	554	288
Added Vol:	0	12	0	78	33	13	5	0	0	0	0	28
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	1041	23	261	372	167	340	543	151	99	554	316
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	1041	23	261	372	167	340	543	151	99	554	316
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1041	23	261	372	167	340	543	151	99	554	316
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	1041	23	261	372	167	340	543	151	99	554	316
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	1.96	0.04	2.00	1.36	0.64	2.00	2.00	1.00	2.00	1.25	0.75
Final Sat.:	3150	3620	80	3150	2553	1146	3150	3800	1750	3150	2355	1343
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.08	0.15	0.15	0.11	0.14	0.09	0.03	0.24	0.24
Crit Moves:		****			****			****			****	
Green Time:	20.4	51.6	51.6	14.9	46.0	46.0	19.4	45.6	45.6	16.0	42.2	42.2
Volume/Cap:	0.44	0.78	0.78	0.78	0.44	0.44	0.78	0.44	0.26	0.28	0.78	0.78
Delay/Veh:	55.3	42.2	42.2	72.2	37.2	37.2	67.1	37.4	35.1	57.2	48.3	48.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.3	42.2	42.2	72.2	37.2	37.2	67.1	37.4	35.1	57.2	48.3	48.3
LOS by Move:	E	D	D	E	D	D	E	D	D	E	D	D
HCM2k95thQ:	9	36	36	13	17	17	19	17	10	5	30	30

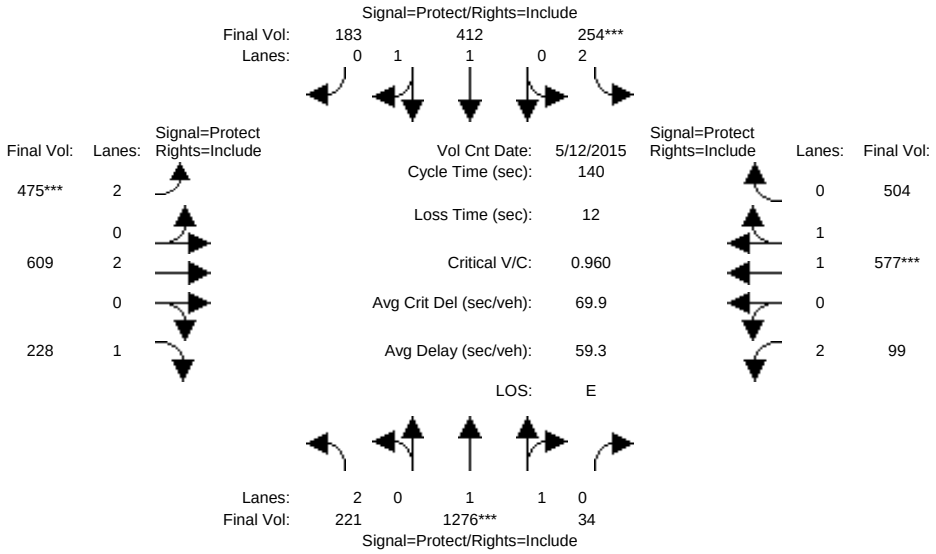
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 7:30-8:30AM												
Base Vol:	204	1029	23	183	339	154	335	543	151	99	554	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1029	23	183	339	154	335	543	151	99	554	288
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	17	247	11	71	73	29	140	66	77	0	23	216
Initial Fut:	221	1276	34	254	412	183	475	609	228	99	577	504
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1276	34	254	412	183	475	609	228	99	577	504
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1276	34	254	412	183	475	609	228	99	577	504
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	1276	34	254	412	183	475	609	228	99	577	504
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	1.95	0.05	2.00	1.37	0.63	2.00	2.00	1.00	2.00	1.04	0.96
Final Sat.:	3150	3604	96	3150	2563	1135	3150	3800	1750	3150	1974	1724
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.08	0.16	0.16	0.15	0.16	0.13	0.03	0.29	0.29
Crit Moves:		****			****			****			****	
Green Time:	19.2	51.6	51.6	11.7	44.1	44.1	22.0	49.2	49.2	15.4	42.6	42.6
Volume/Cap:	0.51	0.96	0.96	0.96	0.51	0.51	0.96	0.46	0.37	0.29	0.96	0.96
Delay/Veh:	57.0	58.9	58.9	108.1	39.5	39.5	89.0	35.3	34.2	57.7	65.8	65.8
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:	57.0	58.9	58.9	108.1	39.5	39.5	89.0	35.3	34.2	57.7	65.8	65.8
LOS by Move:	E	E	E	F	D	D	F	D	C	E	E	E
HCM2k95thQ:	10	51	51	15	19	19	28	18	15	5	43	43

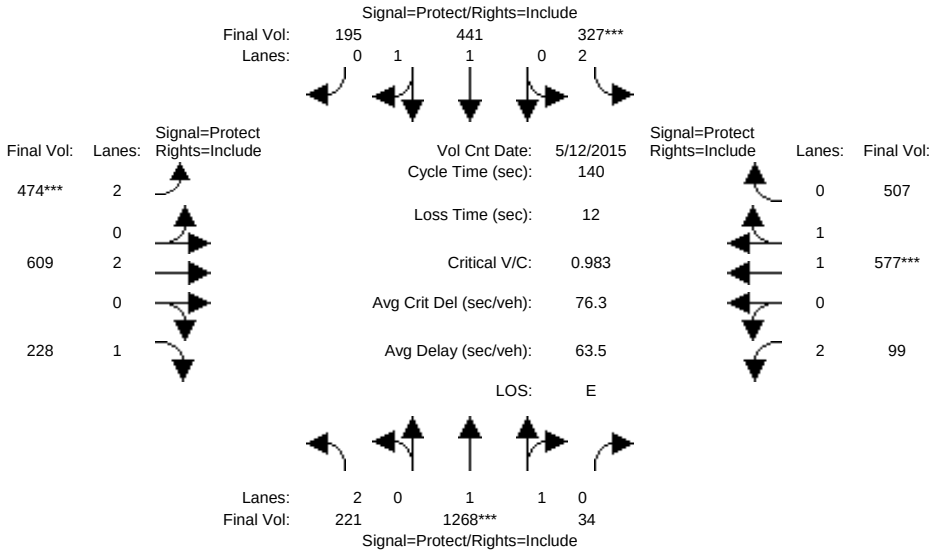
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 7:30-8:30AM												
Base Vol:	204	1029	23	183	339	154	335	543	151	99	554	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1029	23	183	339	154	335	543	151	99	554	288
Added Vol:	0	-8	0	73	29	12	-1	0	0	0	0	3
ATI:	17	247	11	71	73	29	140	66	77	0	23	216
Initial Fut:	221	1268	34	327	441	195	474	609	228	99	577	507
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1268	34	327	441	195	474	609	228	99	577	507
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1268	34	327	441	195	474	609	228	99	577	507
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	1268	34	327	441	195	474	609	228	99	577	507
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	1.95	0.05	2.00	1.37	0.63	2.00	2.00	1.00	2.00	1.04	0.96
Final Sat.:	3150	3603	97	3150	2567	1132	3150	3800	1750	3150	1969	1729
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.10	0.17	0.17	0.15	0.16	0.13	0.03	0.29	0.29
Crit Moves:		****			****			****			****	
Green Time:	18.8	50.1	50.1	14.8	46.1	46.1	21.4	48.1	48.1	15.0	41.7	41.7
Volume/Cap:	0.52	0.98	0.98	0.98	0.52	0.52	0.98	0.47	0.38	0.29	0.98	0.98
Delay/Veh:	57.6	65.3	65.3	107.2	38.5	38.5	95.7	36.2	35.1	58.1	71.9	71.9
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:	57.6	65.3	65.3	107.2	38.5	38.5	95.7	36.2	35.1	58.1	71.9	71.9
LOS by Move:	E	E	E	F	D	D	F	D	D	E	E	E
HCM2k95thQ:	10	52	52	19	20	20	29	19	15	5	44	44

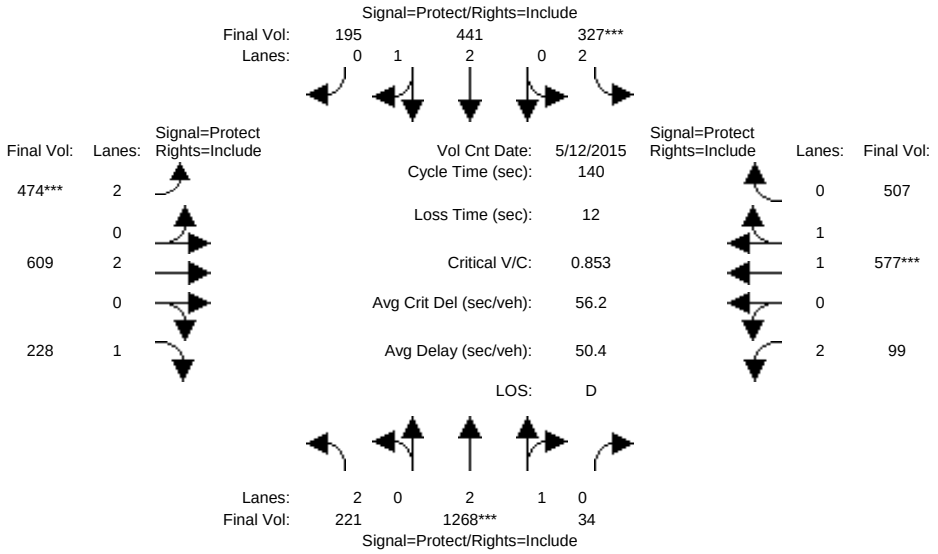
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 7:30-8:30AM												
Base Vol:	204	1029	23	183	339	154	335	543	151	99	554	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1029	23	183	339	154	335	543	151	99	554	288
Added Vol:	0	-8	0	73	29	12	-1	0	0	0	0	3
ATI:	17	247	11	71	73	29	140	66	77	0	23	216
Initial Fut:	221	1268	34	327	441	195	474	609	228	99	577	507
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1268	34	327	441	195	474	609	228	99	577	507
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1268	34	327	441	195	474	609	228	99	577	507
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	1268	34	327	441	195	474	609	228	99	577	507
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	2.92	0.08	2.00	2.05	0.95	2.00	2.00	1.00	2.00	1.04	0.96
Final Sat.:	3150	5454	146	3150	3884	1713	3150	3800	1750	3150	1969	1729
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.10	0.11	0.11	0.15	0.16	0.13	0.03	0.29	0.29
Crit Moves:		****			****			****			****	
Green Time:	21.1	38.2	38.2	17.0	34.1	34.1	24.7	55.5	55.5	17.3	48.1	48.1
Volume/Cap:	0.47	0.85	0.85	0.85	0.47	0.47	0.85	0.40	0.33	0.25	0.85	0.85
Delay/Veh:	55.1	53.1	53.1	76.9	45.4	45.4	68.0	30.6	29.6	55.8	48.4	48.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	53.1	53.1	76.9	45.4	45.4	68.0	30.6	29.6	55.8	48.4	48.4
LOS by Move:	E	D	D	E	D	D	E	C	C	E	D	D
HCM2k95thQ:	10	32	32	17	14	14	26	17	14	4	38	38

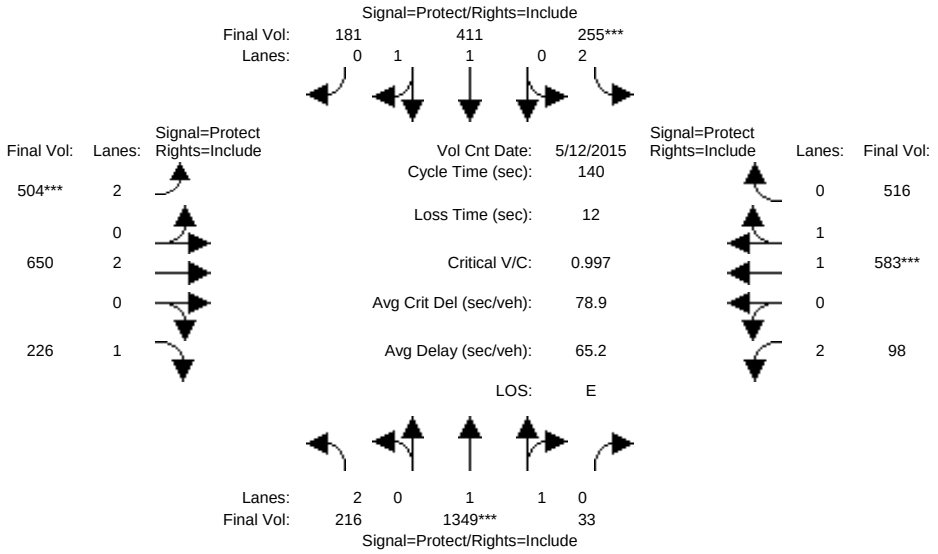
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 7:30-8:30AM												
Base Vol:	221	1276	34	254	412	183	475	609	228	99	577	504
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1276	34	254	412	183	475	609	228	99	577	504
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	-4	73	0	1	0	-2	29	41	-2	-1	6	12
Initial Fut:	216	1349	33	255	411	181	504	650	226	98	583	516
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	1349	33	255	411	181	504	650	226	98	583	516
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1349	33	255	411	181	504	650	226	98	583	516
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	1349	33	255	411	181	504	650	226	98	583	516
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	1.95	0.05	2.00	1.37	0.63	2.00	2.00	1.00	2.00	1.04	0.96
Final Sat.:	3150	3611	88	3150	2570	1129	3150	3800	1750	3150	1962	1736
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.37	0.08	0.16	0.16	0.16	0.17	0.13	0.03	0.30	0.30
Crit Moves:		****			****			****			****	
Green Time:	19.2	52.4	52.4	11.4	44.7	44.7	22.5	49.7	49.7	14.5	41.7	41.7
Volume/Cap:	0.50	1.00	1.00	1.00	0.50	0.50	1.00	0.48	0.36	0.30	1.00	1.00
Delay/Veh:	56.9	67.2	67.2	119.7	39.0	39.0	98.0	35.4	33.8	58.6	75.5	75.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	56.9	67.2	67.2	119.7	39.0	39.0	98.0	35.4	33.8	58.6	75.5	75.5
LOS by Move:	E	E	E	F	D	D	F	D	C	E	E	E
HCM2k95thQ:	10	56	56	16	19	19	31	20	14	5	45	45

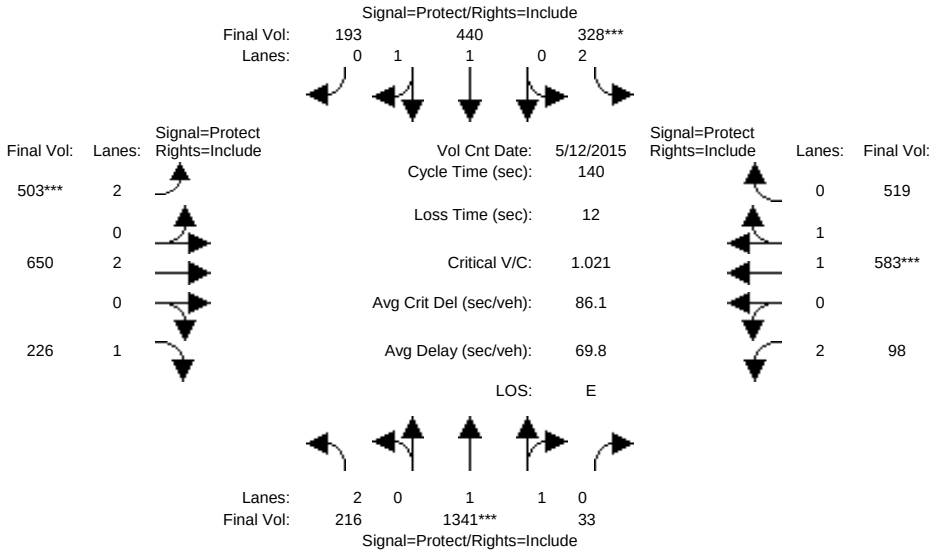
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 7:30-8:30AM												
Base Vol:	221	1276	34	254	412	183	475	609	228	99	577	504
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1276	34	254	412	183	475	609	228	99	577	504
Added Vol:	0	-8	0	73	29	12	-1	0	0	0	0	3
ATI:	-4	73	0	1	0	-2	29	41	-2	-1	6	12
Initial Fut:	216	1341	33	328	440	193	503	650	226	98	583	519
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	1341	33	328	440	193	503	650	226	98	583	519
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1341	33	328	440	193	503	650	226	98	583	519
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	1341	33	328	440	193	503	650	226	98	583	519
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	1.95	0.05	2.00	1.37	0.63	2.00	2.00	1.00	2.00	1.03	0.97
Final Sat.:	3150	3611	89	3150	2573	1126	3150	3800	1750	3150	1957	1741
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.37	0.10	0.17	0.17	0.16	0.17	0.13	0.03	0.30	0.30
Crit Moves:		****			****			****			****	
Green Time:	18.7	50.9	50.9	14.3	46.5	46.5	21.9	48.6	48.6	14.2	40.9	40.9
Volume/Cap:	0.51	1.02	1.02	1.02	0.51	0.51	1.02	0.49	0.37	0.31	1.02	1.02
Delay/Veh:	57.5	74.4	74.4	118.4	38.0	38.0	104.9	36.3	34.7	58.9	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:	57.5	74.4	74.4	118.4	38.0	38.0	104.9	36.3	34.7	58.9	82.3	82.3
LOS by Move:	E	E	E	F	D	D	F	D	C	E	F	F
HCM2k95thQ:	10	57	57	20	20	20	32	20	15	5	47	47

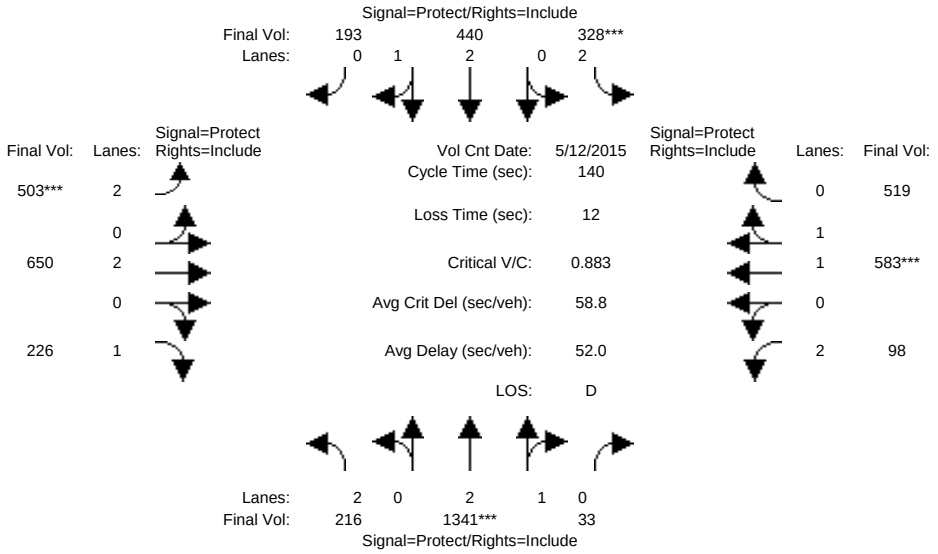
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 7:30-8:30AM												
Base Vol:	221	1276	34	254	412	183	475	609	228	99	577	504
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1276	34	254	412	183	475	609	228	99	577	504
Added Vol:	0	-8	0	73	29	12	-1	0	0	0	0	3
ATI:	-4	73	0	1	0	-2	29	41	-2	-1	6	12
Initial Fut:	216	1341	33	328	440	193	503	650	226	98	583	519
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	1341	33	328	440	193	503	650	226	98	583	519
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1341	33	328	440	193	503	650	226	98	583	519
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	1341	33	328	440	193	503	650	226	98	583	519
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	2.93	0.07	2.00	2.05	0.95	2.00	2.00	1.00	2.00	1.03	0.97
Final Sat.:	3150	5465	135	3150	3894	1703	3150	3800	1750	3150	1957	1741
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.25	0.10	0.11	0.11	0.16	0.17	0.13	0.03	0.30	0.30
Crit Moves:		****			****			****			****	
Green Time:	20.9	38.9	38.9	16.5	34.5	34.5	25.3	56.2	56.2	16.4	47.3	47.3
Volume/Cap:	0.46	0.88	0.88	0.88	0.46	0.46	0.88	0.43	0.32	0.27	0.88	0.88
Delay/Veh:	55.1	54.7	54.7	82.0	45.1	45.1	71.0	30.5	29.1	56.7	51.5	51.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.1	54.7	54.7	82.0	45.1	45.1	71.0	30.5	29.1	56.7	51.5	51.5
LOS by Move:	E	D	D	F	D	D	E	C	C	E	D	D
HCM2k95thQ:	10	35	35	17	14	14	27	18	13	4	40	40

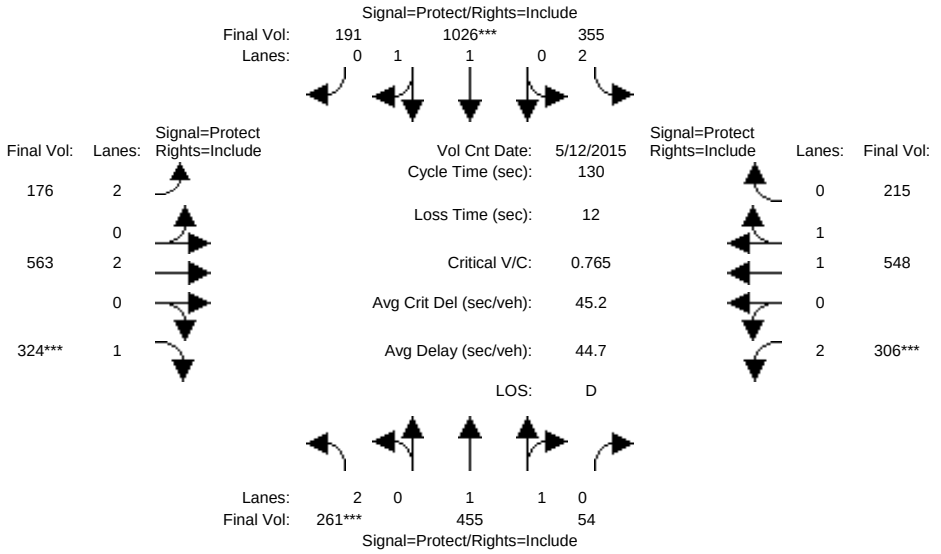
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 5:00-6:00PM												
Base Vol:	261	455	54	355	1026	191	176	563	324	306	548	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	455	54	355	1026	191	176	563	324	306	548	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	261	455	54	355	1026	191	176	563	324	306	548	215
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	455	54	355	1026	191	176	563	324	306	548	215
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	455	54	355	1026	191	176	563	324	306	548	215
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	455	54	355	1026	191	176	563	324	306	548	215
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.98	0.95
Lanes:	2.00	1.78	0.22	2.00	1.68	0.32	2.00	2.00	1.00	2.00	1.42	0.58
Final Sat.:	3150	3307	392	3150	3119	581	3150	3800	1750	3150	2657	1042
Capacity Analysis Module:												
Vol/Sat:	0.08	0.14	0.14	0.11	0.33	0.33	0.06	0.15	0.19	0.10	0.21	0.21
Crit Moves:	****				****				****	****		
Green Time:	14.1	38.5	38.5	31.5	55.9	55.9	10.2	31.5	31.5	16.5	37.8	37.8
Volume/Cap:	0.76	0.46	0.46	0.46	0.76	0.76	0.71	0.61	0.76	0.76	0.71	0.71
Delay/Veh:	66.2	37.7	37.7	42.5	33.7	33.7	67.7	45.1	53.9	63.4	43.5	43.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.2	37.7	37.7	42.5	33.7	33.7	67.7	45.1	53.9	63.4	43.5	43.5
LOS by Move:	E	D	D	D	C	C	E	D	D	E	D	D
HCM2k95thQ:	12	15	15	13	35	35	11	19	26	14	25	25

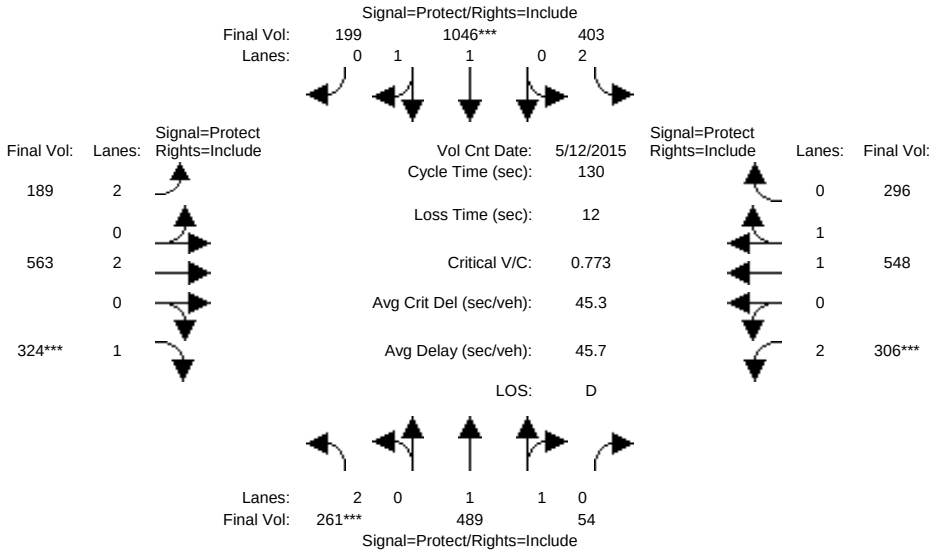
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 5:00-6:00PM												
Base Vol:	261	455	54	355	1026	191	176	563	324	306	548	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	455	54	355	1026	191	176	563	324	306	548	215
Added Vol:	0	34	0	48	20	8	13	0	0	0	0	81
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	261	489	54	403	1046	199	189	563	324	306	548	296
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	489	54	403	1046	199	189	563	324	306	548	296
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	489	54	403	1046	199	189	563	324	306	548	296
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	489	54	403	1046	199	189	563	324	306	548	296
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	1.80	0.20	2.00	1.67	0.33	2.00	2.00	1.00	2.00	1.28	0.72
Final Sat.:	3150	3332	368	3150	3108	591	3150	3800	1750	3150	2401	1297
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.13	0.34	0.34	0.06	0.15	0.19	0.10	0.23	0.23
Crit Moves:	****				****				****	****		
Green Time:	13.9	37.7	37.7	32.8	56.6	56.6	9.9	31.1	31.1	16.3	37.6	37.6
Volume/Cap:	0.77	0.51	0.51	0.51	0.77	0.77	0.79	0.62	0.77	0.77	0.79	0.79
Delay/Veh:	67.1	38.8	38.8	42.2	33.6	33.6	75.0	45.4	54.8	64.2	46.6	46.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	38.8	38.8	42.2	33.6	33.6	75.0	45.4	54.8	64.2	46.6	46.6
LOS by Move:	E	D	D	D	C	C	E	D	D	E	D	D
HCM2k95thQ:	12	17	17	15	36	36	12	19	26	14	28	28

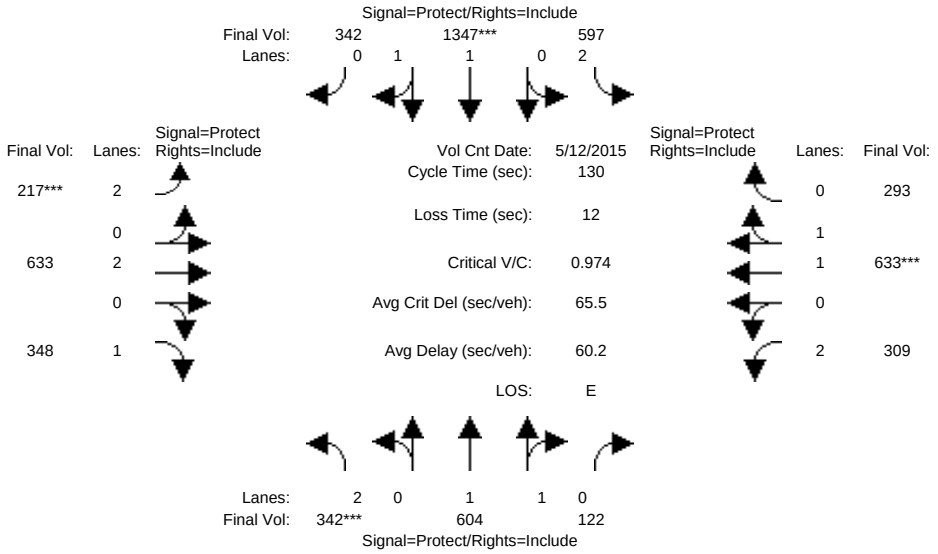
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 5:00-6:00PM												
Base Vol:	261	455	54	355	1026	191	176	563	324	306	548	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	455	54	355	1026	191	176	563	324	306	548	215
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	81	149	68	242	321	151	41	70	24	3	85	78
Initial Fut:	342	604	122	597	1347	342	217	633	348	309	633	293
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	342	604	122	597	1347	342	217	633	348	309	633	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	604	122	597	1347	342	217	633	348	309	633	293
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	604	122	597	1347	342	217	633	348	309	633	293
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	1.65	0.35	2.00	1.58	0.42	2.00	2.00	1.00	2.00	1.35	0.65
Final Sat.:	3150	3077	622	3150	2950	749	3150	3800	1750	3150	2529	1170
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.20	0.19	0.46	0.46	0.07	0.17	0.20	0.10	0.25	0.25
Crit Moves:	****				****		****				****	
Green Time:	14.5	38.3	38.3	37.1	60.9	60.9	9.2	28.5	28.5	14.1	33.4	33.4
Volume/Cap:	0.97	0.67	0.67	0.67	0.97	0.97	0.97	0.76	0.91	0.91	0.97	0.97
Delay/Veh:	98.6	41.8	41.8	42.9	49.7	49.7	113.1	51.6	73.9	84.0	70.9	70.9
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:	98.6	41.8	41.8	42.9	49.7	49.7	113.1	51.6	73.9	84.0	70.9	70.9
LOS by Move:	F	D	D	D	D	D	F	D	E	F	E	E
HCM2k95thQ:	19	23	23	22	58	58	16	24	31	16	37	37

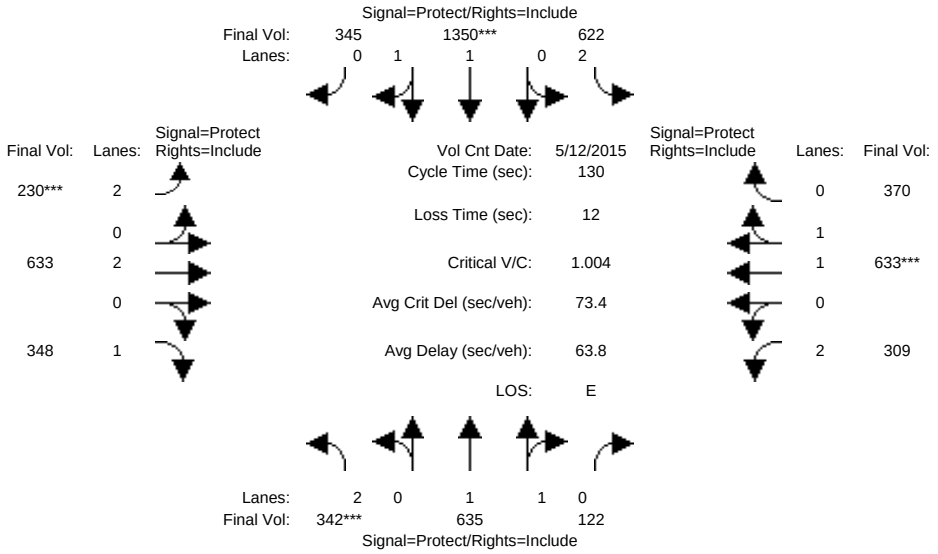
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 5:00-6:00PM												
Base Vol:	261	455	54	355	1026	191	176	563	324	306	548	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	455	54	355	1026	191	176	563	324	306	548	215
Added Vol:	0	31	0	25	3	3	13	0	0	0	0	77
ATI:	81	149	68	242	321	151	41	70	24	3	85	78
Initial Fut:	342	635	122	622	1350	345	230	633	348	309	633	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	342	635	122	622	1350	345	230	633	348	309	633	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	635	122	622	1350	345	230	633	348	309	633	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	635	122	622	1350	345	230	633	348	309	633	370
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	1.67	0.33	2.00	1.58	0.42	2.00	2.00	1.00	2.00	1.24	0.76
Final Sat.:	3150	3103	596	3150	2946	753	3150	3800	1750	3150	2334	1364
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.20	0.20	0.46	0.46	0.07	0.17	0.20	0.10	0.27	0.27
Crit Moves:	****				****		****				****	
Green Time:	14.1	37.3	37.3	36.1	59.4	59.4	9.5	29.9	29.9	14.7	35.1	35.1
Volume/Cap:	1.00	0.71	0.71	0.71	1.00	1.00	1.00	0.73	0.87	0.87	1.00	1.00
Delay/Veh:	107.7	43.8	43.8	45.1	58.1	58.1	120.7	49.3	65.8	76.0	76.8	76.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	107.7	43.8	43.8	45.1	58.1	58.1	120.7	49.3	65.8	76.0	76.8	76.8
LOS by Move:	F	D	D	D	E	E	F	D	E	E	E	E
HCM2k95thQ:	19	25	25	23	61	61	17	23	30	15	41	41

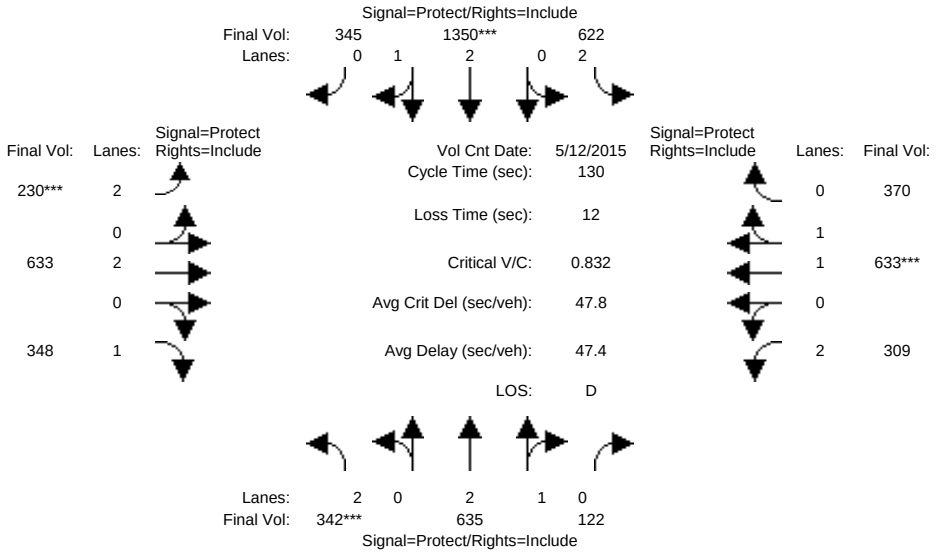
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 5:00-6:00PM												
Base Vol:	261	455	54	355	1026	191	176	563	324	306	548	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	455	54	355	1026	191	176	563	324	306	548	215
Added Vol:	0	31	0	25	3	3	13	0	0	0	0	77
ATI:	81	149	68	242	321	151	41	70	24	3	85	78
Initial Fut:	342	635	122	622	1350	345	230	633	348	309	633	370
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	342	635	122	622	1350	345	230	633	348	309	633	370
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	635	122	622	1350	345	230	633	348	309	633	370
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	635	122	622	1350	345	230	633	348	309	633	370
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.50	0.50	2.00	2.37	0.63	2.00	2.00	1.00	2.00	1.24	0.76
Final Sat.:	3150	4696	903	3150	4458	1140	3150	3800	1750	3150	2334	1364
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.14	0.20	0.30	0.30	0.07	0.17	0.20	0.10	0.27	0.27
Crit Moves:	****				****		****				****	
Green Time:	17.0	26.1	26.1	38.2	47.3	47.3	11.4	36.0	36.0	17.8	42.3	42.3
Volume/Cap:	0.83	0.67	0.67	0.67	0.83	0.83	0.83	0.60	0.72	0.72	0.83	0.83
Delay/Veh:	68.7	49.6	49.6	42.4	40.8	40.8	77.3	41.8	47.6	59.5	45.6	45.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.7	49.6	49.6	42.4	40.8	40.8	77.3	41.8	47.6	59.5	45.6	45.6
LOS by Move:	E	D	D	D	D	D	E	D	D	E	D	D
HCM2k95thQ:	16	18	18	23	35	35	15	21	26	14	33	33

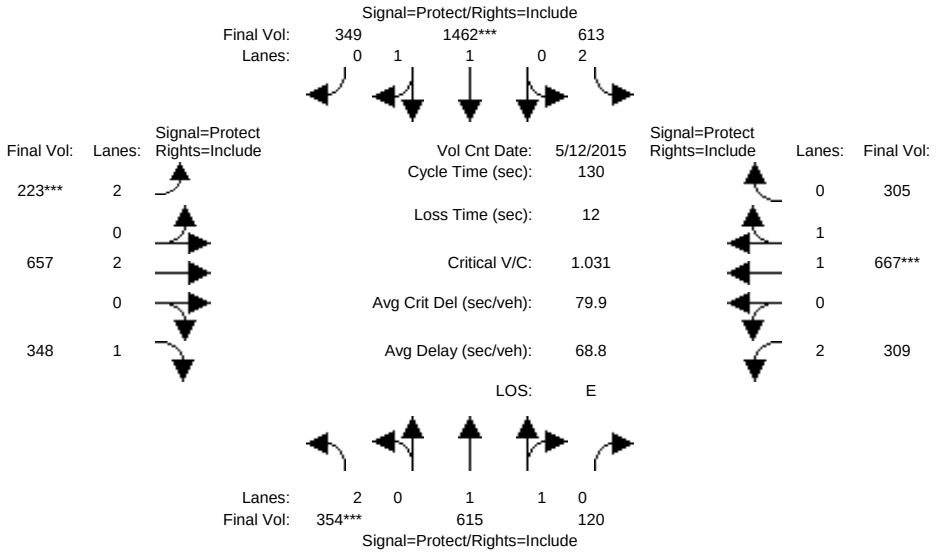
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 5:00-6:00PM												
Base Vol:	342	604	122	597	1347	342	217	633	348	309	633	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	604	122	597	1347	342	217	633	348	309	633	293
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	12	11	-1	16	115	7	6	24	0	0	34	12
Initial Fut:	354	615	120	613	1462	349	223	657	348	309	667	305
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	615	120	613	1462	349	223	657	348	309	667	305
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	615	120	613	1462	349	223	657	348	309	667	305
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	354	615	120	613	1462	349	223	657	348	309	667	305
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	1.66	0.34	2.00	1.60	0.40	2.00	2.00	1.00	2.00	1.36	0.64
Final Sat.:	3150	3094	605	3150	2987	712	3150	3800	1750	3150	2539	1160
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.20	0.19	0.49	0.49	0.07	0.17	0.20	0.10	0.26	0.26
Crit Moves:	****				****		****				****	
Green Time:	14.2	38.4	38.4	37.6	61.8	61.8	8.9	28.1	28.1	13.9	33.1	33.1
Volume/Cap:	1.03	0.67	0.67	0.67	1.03	1.03	1.03	0.80	0.92	0.92	1.03	1.03
Delay/Veh:	114.5	42.0	42.0	42.8	63.8	63.8	129.9	53.8	76.6	86.6	85.8	85.8
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:	114.5	42.0	42.0	42.8	63.8	63.8	129.9	53.8	76.6	86.6	85.8	85.8
LOS by Move:	F	D	D	D	E	E	F	D	E	F	F	F
HCM2k95thQ:	20	24	24	22	66	66	17	25	32	16	41	41

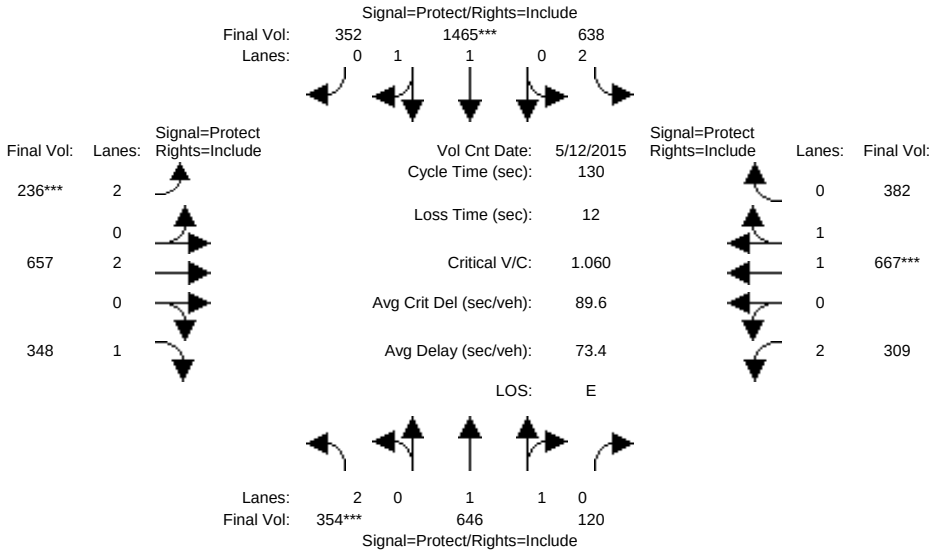
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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 5:00-6:00PM												
Base Vol:	342	604	122	597	1347	342	217	633	348	309	633	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	604	122	597	1347	342	217	633	348	309	633	293
Added Vol:	0	31	0	25	3	3	13	0	0	0	0	77
ATI:	12	11	-1	16	115	7	6	24	0	0	34	12
Initial Fut:	354	646	120	638	1465	352	236	657	348	309	667	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	646	120	638	1465	352	236	657	348	309	667	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	646	120	638	1465	352	236	657	348	309	667	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:	354	646	120	638	1465	352	236	657	348	309	667	382
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	1.68	0.32	2.00	1.60	0.40	2.00	2.00	1.00	2.00	1.25	0.75
Final Sat.:	3150	3119	581	3150	2983	716	3150	3800	1750	3150	2352	1346
Capacity Analysis Module:												
Vol/Sat:	0.11	0.21	0.21	0.20	0.49	0.49	0.07	0.17	0.20	0.10	0.28	0.28
Crit Moves:	****				****		****				****	
Green Time:	13.8	37.5	37.5	36.6	60.3	60.3	9.2	29.4	29.4	14.5	34.8	34.8
Volume/Cap:	1.06	0.72	0.72	0.72	1.06	1.06	1.06	0.76	0.88	0.88	1.06	1.06
Delay/Veh:	124.0	44.0	44.0	45.0	74.4	74.4	137.4	51.2	68.1	78.3	93.5	93.5
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:	124.0	44.0	44.0	45.0	74.4	74.4	137.4	51.2	68.1	78.3	93.5	93.5
LOS by Move:	F	D	D	D	E	E	F	D	E	E	F	F
HCM2k95thQ:	21	25	25	24	69	69	18	25	30	15	45	45

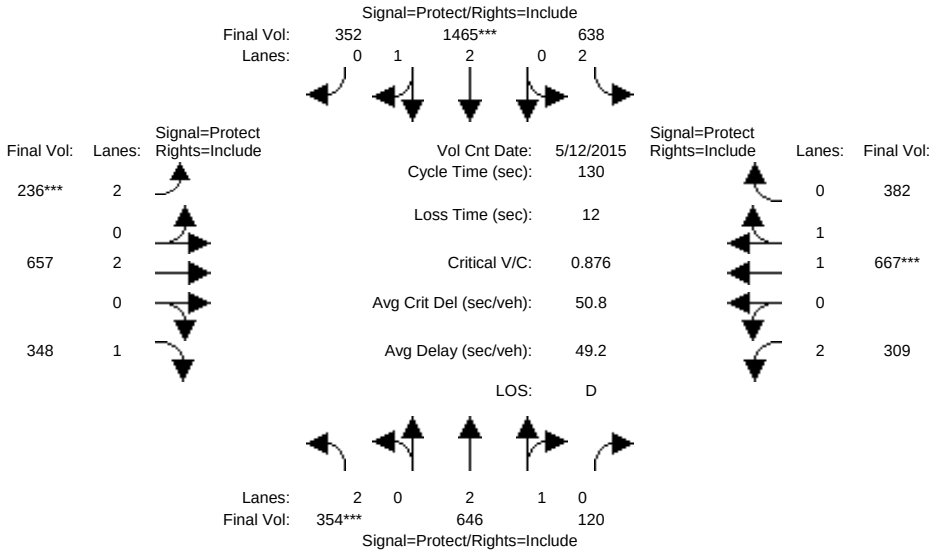
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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 5:00-6:00PM												
Base Vol:	342	604	122	597	1347	342	217	633	348	309	633	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	604	122	597	1347	342	217	633	348	309	633	293
Added Vol:	0	31	0	25	3	3	13	0	0	0	0	77
ATI:	12	11	-1	16	115	7	6	24	0	0	34	12
Initial Fut:	354	646	120	638	1465	352	236	657	348	309	667	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	646	120	638	1465	352	236	657	348	309	667	382
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	646	120	638	1465	352	236	657	348	309	667	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:	354	646	120	638	1465	352	236	657	348	309	667	382
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.51	0.49	2.00	2.40	0.60	2.00	2.00	1.00	2.00	1.25	0.75
Final Sat.:	3150	4720	879	3150	4514	1084	3150	3800	1750	3150	2352	1346
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.14	0.20	0.32	0.32	0.07	0.17	0.20	0.10	0.28	0.28
Crit Moves:	****				****		****				****	
Green Time:	16.7	26.2	26.2	38.7	48.2	48.2	11.1	35.6	35.6	17.6	42.1	42.1
Volume/Cap:	0.88	0.68	0.68	0.68	0.88	0.88	0.88	0.63	0.73	0.73	0.88	0.88
Delay/Veh:	74.5	49.8	49.8	42.3	42.7	42.7	84.7	42.7	48.3	60.1	49.0	49.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.5	49.8	49.8	42.3	42.7	42.7	84.7	42.7	48.3	60.1	49.0	49.0
LOS by Move:	E	D	D	D	D	D	F	D	D	E	D	D
HCM2k95thQ:	17	18	18	23	38	38	15	22	26	14	36	36

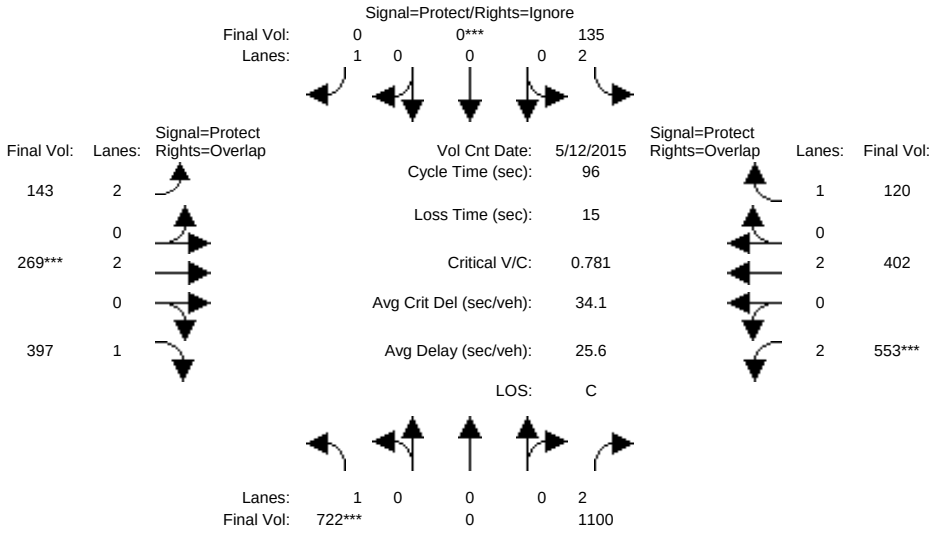
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4038: 87/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM												
Base Vol:	722	0	1100	135	0	146	143	269	397	553	402	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	722	0	1100	135	0	146	143	269	397	553	402	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	722	0	1100	135	0	146	143	269	397	553	402	120
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	722	0	1100	135	0	0	143	269	397	553	402	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	722	0	1100	135	0	0	143	269	397	553	402	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	722	0	1100	135	0	0	143	269	397	553	402	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.35	0.04	0.00	0.00	0.05	0.07	0.23	0.18	0.11	0.07
Crit Moves:	****				****			****			****	
Green Time:	49.8	0.0	56.3	14.7	0.0	0.0	12.7	10.0	59.8	21.2	18.5	33.2
Volume/Cap:	0.80	0.00	0.60	0.28	0.00	0.00	0.34	0.68	0.36	0.80	0.55	0.20
Delay/Veh:	23.8	0.0	13.2	36.3	0.0	0.0	38.3	46.2	9.0	41.7	35.9	22.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.8	0.0	13.2	36.3	0.0	0.0	38.3	46.2	9.0	41.7	35.9	22.2
LOS by Move:	C	A	B	D	A	A	D	D	A	D	D	C
HCM2k95thQ:	35	0	23	5	0	0	5	8	12	21	12	5

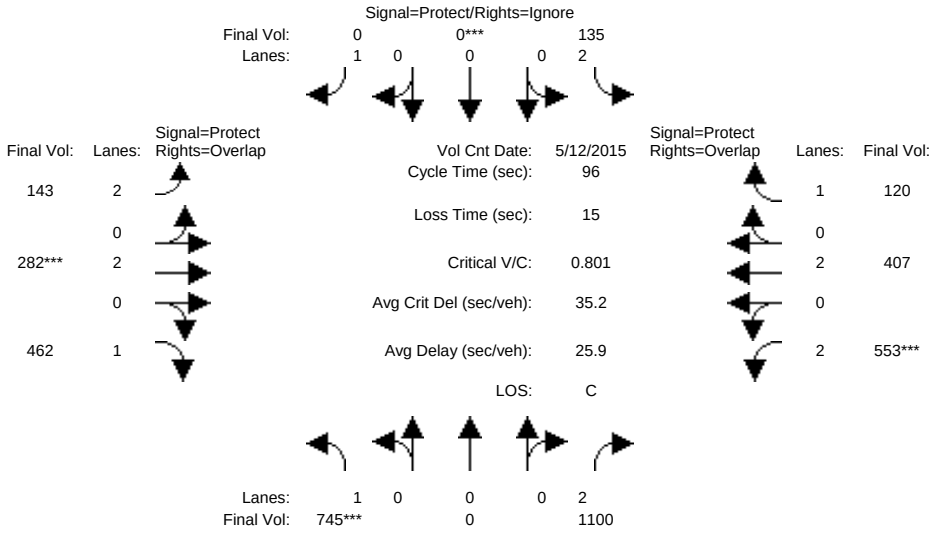
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4038: 87/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM												
Base Vol:	722	0	1100	135	0	146	143	269	397	553	402	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	722	0	1100	135	0	146	143	269	397	553	402	120
Added Vol:	23	0	0	0	0	0	0	13	65	0	5	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	745	0	1100	135	0	146	143	282	462	553	407	120
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	745	0	1100	135	0	0	143	282	462	553	407	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	745	0	1100	135	0	0	143	282	462	553	407	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	745	0	1100	135	0	0	143	282	462	553	407	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.43	0.00	0.35	0.04	0.00	0.00	0.05	0.07	0.26	0.18	0.11	0.07
Crit Moves:	****				****			****			****	
Green Time:	50.3	0.0	56.1	14.9	0.0	0.0	12.4	10.0	60.3	20.7	18.3	33.1
Volume/Cap:	0.81	0.00	0.60	0.28	0.00	0.00	0.35	0.71	0.42	0.81	0.56	0.20
Delay/Veh:	24.6	0.0	13.3	36.1	0.0	0.0	38.6	47.6	9.3	43.2	36.2	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.6	0.0	13.3	36.1	0.0	0.0	38.6	47.6	9.3	43.2	36.2	22.3
LOS by Move:	C	A	B	D	A	A	D	D	A	D	D	C
HCM2k95thQ:	36	0	23	5	0	0	5	8	14	21	12	5

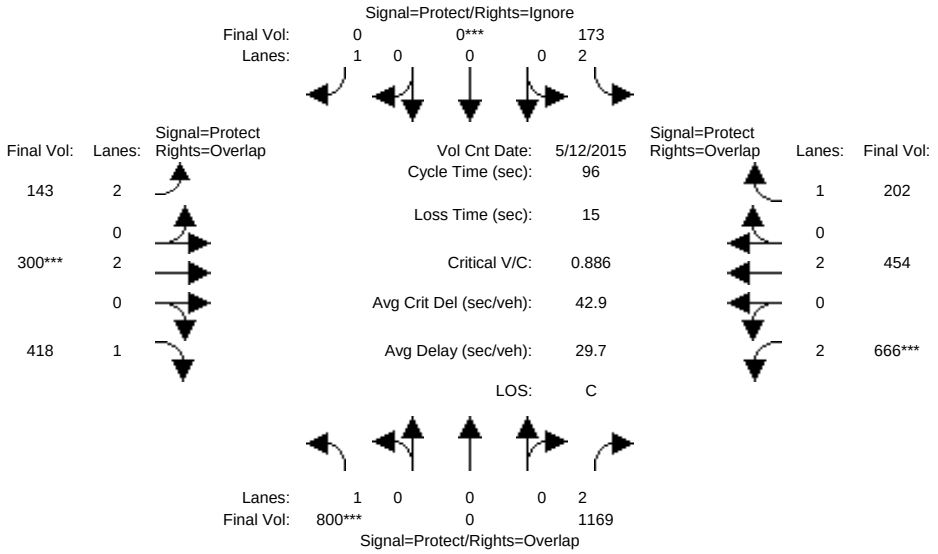
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4038: 87/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM												
Base Vol:	722	0	1100	135	0	146	143	269	397	553	402	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	722	0	1100	135	0	146	143	269	397	553	402	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	78	0	69	38	0	0	0	31	21	113	52	82
Initial Fut:	800	0	1169	173	0	146	143	300	418	666	454	202
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	800	0	1169	173	0	0	143	300	418	666	454	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	800	0	1169	173	0	0	143	300	418	666	454	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	800	0	1169	173	0	0	143	300	418	666	454	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.46	0.00	0.37	0.05	0.00	0.00	0.05	0.08	0.24	0.21	0.12	0.12
Crit Moves:	****				****			****			****	
Green Time:	48.5	0.0	55.8	15.2	0.0	0.0	12.3	10.0	58.5	22.5	20.1	35.4
Volume/Cap:	0.90	0.00	0.64	0.35	0.00	0.00	0.35	0.76	0.39	0.90	0.57	0.31
Delay/Veh:	34.2	0.0	14.2	36.4	0.0	0.0	38.8	50.0	9.8	50.3	35.0	21.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.2	0.0	14.2	36.4	0.0	0.0	38.8	50.0	9.8	50.3	35.0	21.9
LOS by Move:	C	A	B	D	A	A	D	D	A	D	D	C
HCM2k95thQ:	44	0	25	6	0	0	5	9	13	27	13	9

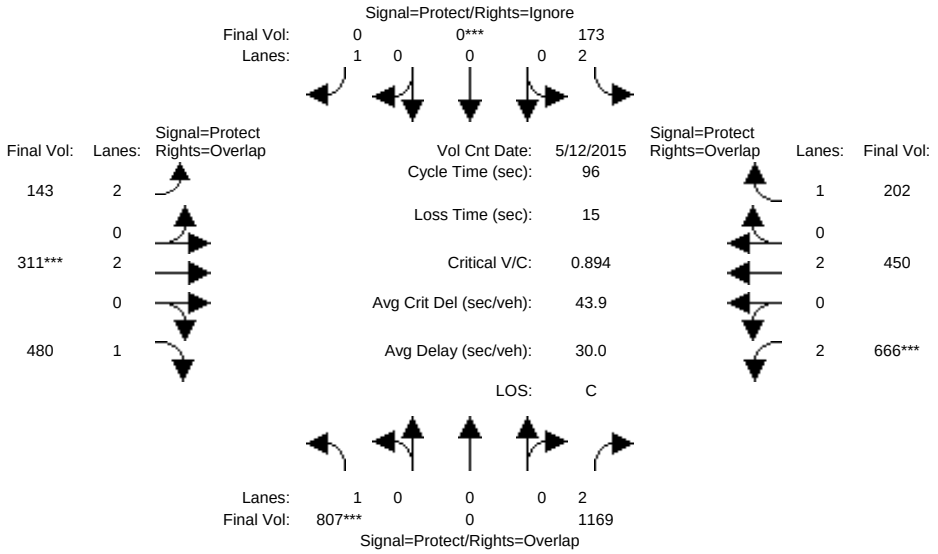
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4038: 87/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM												
Base Vol:	722	0	1100	135	0	146	143	269	397	553	402	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	722	0	1100	135	0	146	143	269	397	553	402	120
Added Vol:	7	0	0	0	0	0	0	11	62	0	-4	0
ATI:	78	0	69	38	0	0	0	31	21	113	52	82
Initial Fut:	807	0	1169	173	0	146	143	311	480	666	450	202
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	807	0	1169	173	0	0	143	311	480	666	450	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	807	0	1169	173	0	0	143	311	480	666	450	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	807	0	1169	173	0	0	143	311	480	666	450	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.46	0.00	0.37	0.05	0.00	0.00	0.05	0.08	0.27	0.21	0.12	0.12
Crit Moves:	****				****			****			****	
Green Time:	48.7	0.0	55.7	15.3	0.0	0.0	12.3	10.0	58.7	22.3	20.0	35.3
Volume/Cap:	0.91	0.00	0.64	0.35	0.00	0.00	0.35	0.78	0.45	0.91	0.57	0.31
Delay/Veh:	34.8	0.0	14.2	36.3	0.0	0.0	38.7	51.9	10.3	51.2	35.1	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	0.0	14.2	36.3	0.0	0.0	38.7	51.9	10.3	51.2	35.1	22.0
LOS by Move:	C	A	B	D	A	A	D	D	B	D	D	C
HCM2k95thQ:	45	0	25	6	0	0	5	9	15	27	13	9

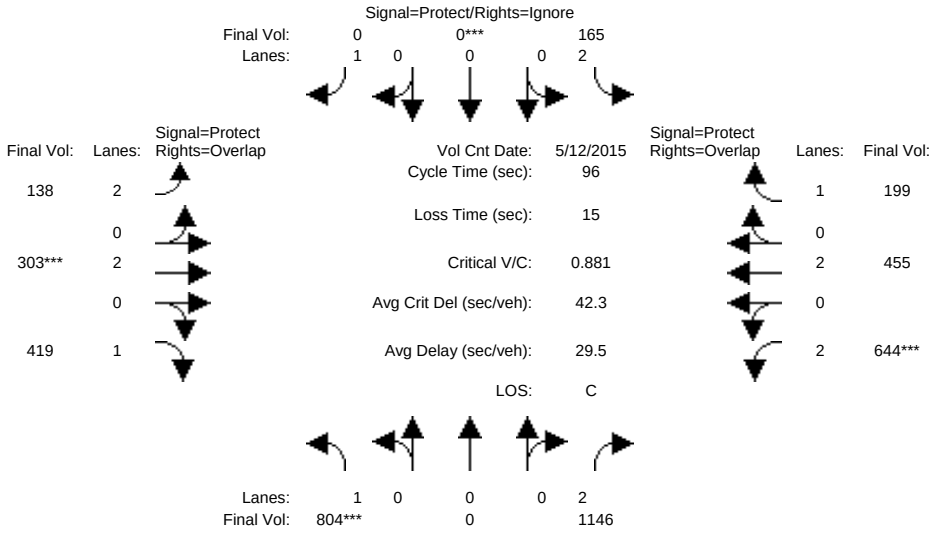
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4038: 87/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM												
Base Vol:	800	0	1169	173	0	146	143	300	418	666	454	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	800	0	1169	173	0	146	143	300	418	666	454	202
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	0	-23	-8	0	-3	-5	3	1	-22	1	-3
Initial Fut:	804	0	1146	165	0	143	138	303	419	644	455	199
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	804	0	1146	165	0	0	138	303	419	644	455	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	804	0	1146	165	0	0	138	303	419	644	455	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	804	0	1146	165	0	0	138	303	419	644	455	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.46	0.00	0.36	0.05	0.00	0.00	0.04	0.08	0.24	0.20	0.12	0.11
Crit Moves:	****				****			****			****	
Green Time:	49.1	0.0	55.6	15.4	0.0	0.0	12.1	10.0	59.1	21.9	19.8	35.2
Volume/Cap:	0.90	0.00	0.63	0.33	0.00	0.00	0.35	0.77	0.39	0.90	0.58	0.31
Delay/Veh:	32.9	0.0	14.1	36.1	0.0	0.0	38.9	50.5	9.5	50.1	35.5	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	32.9	0.0	14.1	36.1	0.0	0.0	38.9	50.5	9.5	50.1	35.5	22.0
LOS by Move:	C	A	B	D	A	A	D	D	A	D	D	C
HCM2k95thQ:	44	0	25	6	0	0	4	9	13	26	13	9

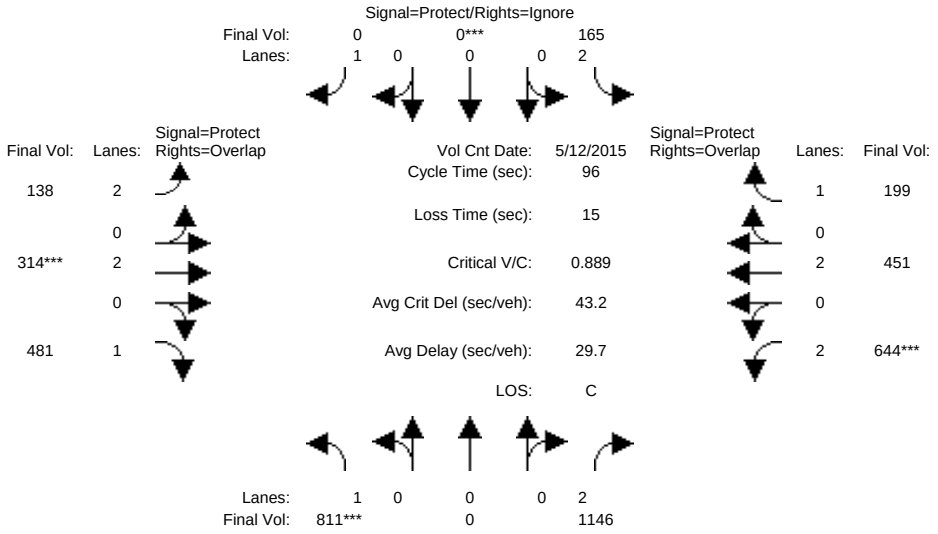
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4038: 87/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM												
Base Vol:	800	0	1169	173	0	146	143	300	418	666	454	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	800	0	1169	173	0	146	143	300	418	666	454	202
Added Vol:	7	0	0	0	0	0	0	11	62	0	-4	0
ATI:	4	0	-23	-8	0	-3	-5	3	1	-22	1	-3
Initial Fut:	811	0	1146	165	0	143	138	314	481	644	451	199
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	811	0	1146	165	0	0	138	314	481	644	451	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	811	0	1146	165	0	0	138	314	481	644	451	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	811	0	1146	165	0	0	138	314	481	644	451	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.46	0.00	0.36	0.05	0.00	0.00	0.04	0.08	0.27	0.20	0.12	0.11
Crit Moves:	****				****			****			****	
Green Time:	49.3	0.0	55.5	15.5	0.0	0.0	12.1	10.0	59.3	21.7	19.7	35.1
Volume/Cap:	0.90	0.00	0.63	0.33	0.00	0.00	0.35	0.79	0.45	0.90	0.58	0.31
Delay/Veh:	33.5	0.0	14.1	36.0	0.0	0.0	38.9	52.5	10.0	50.9	35.5	22.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	0.0	14.1	36.0	0.0	0.0	38.9	52.5	10.0	50.9	35.5	22.1
LOS by Move:	C	A	B	D	A	A	D	D	A	D	D	C
HCM2k95thQ:	45	0	25	6	0	0	4	10	15	26	13	9

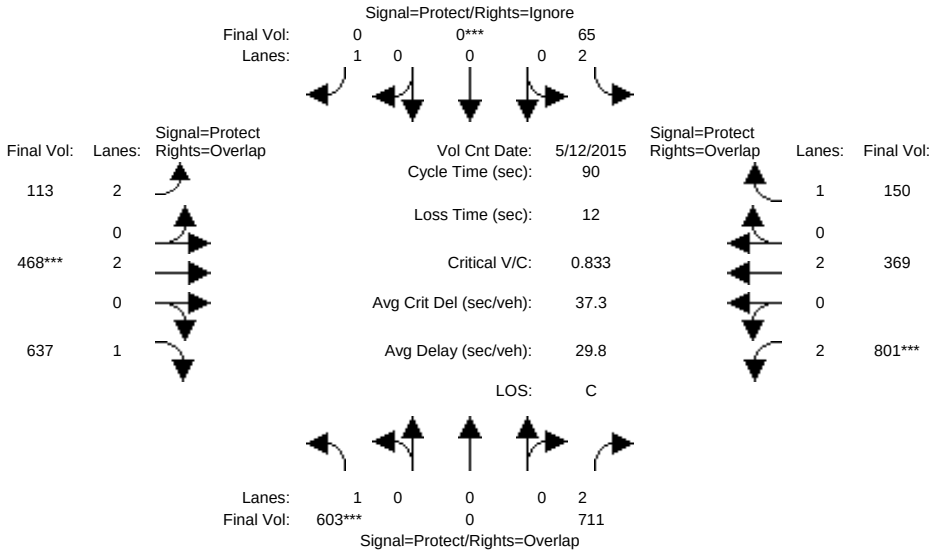
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4038: 87/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM												
Base Vol:	603	0	711	65	0	155	113	468	637	801	369	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	603	0	711	65	0	155	113	468	637	801	369	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	603	0	711	65	0	155	113	468	637	801	369	150
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	603	0	711	65	0	0	113	468	637	801	369	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	603	0	711	65	0	0	113	468	637	801	369	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	603	0	711	65	0	0	113	468	637	801	369	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.34	0.00	0.23	0.02	0.00	0.00	0.04	0.12	0.36	0.25	0.10	0.09
Crit Moves:	****				****			****			****	
Green Time:	37.2	0.0	27.5	37.2	0.0	0.0	16.8	13.3	50.5	27.5	24.0	61.2
Volume/Cap:	0.83	0.00	0.74	0.05	0.00	0.00	0.19	0.83	0.65	0.83	0.36	0.13
Delay/Veh:	31.8	0.0	31.1	15.8	0.0	0.0	31.0	47.6	15.1	35.4	27.0	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.8	0.0	31.1	15.8	0.0	0.0	31.0	47.6	15.1	35.4	27.0	5.1
LOS by Move:	C	A	C	B	A	A	C	D	B	D	C	A
HCM2k95thQ:	32	0	22	1	0	0	3	13	23	26	9	3

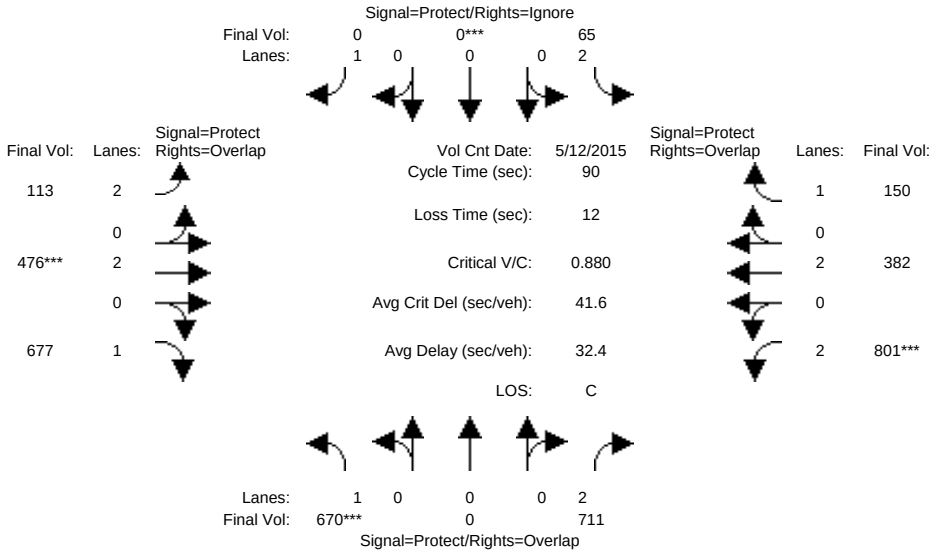
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4038: 87/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM												
Base Vol:	603	0	711	65	0	155	113	468	637	801	369	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	603	0	711	65	0	155	113	468	637	801	369	150
Added Vol:	67	0	0	0	0	0	0	8	40	0	13	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	670	0	711	65	0	155	113	476	677	801	382	150
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	670	0	711	65	0	0	113	476	677	801	382	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	670	0	711	65	0	0	113	476	677	801	382	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	670	0	711	65	0	0	113	476	677	801	382	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.38	0.00	0.23	0.02	0.00	0.00	0.04	0.13	0.39	0.25	0.10	0.09
Crit Moves:	****				****			****			****	
Green Time:	39.2	0.0	26.0	39.2	0.0	0.0	16.0	12.8	52.0	26.0	22.8	62.0
Volume/Cap:	0.88	0.00	0.78	0.05	0.00	0.00	0.20	0.88	0.67	0.88	0.40	0.12
Delay/Veh:	34.8	0.0	33.8	14.7	0.0	0.0	31.7	53.1	14.8	40.4	28.1	4.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.8	0.0	33.8	14.7	0.0	0.0	31.7	53.1	14.8	40.4	28.1	4.8
LOS by Move:	C	A	C	B	A	A	C	D	B	D	C	A
HCM2k95thQ:	37	0	23	1	0	0	3	14	24	28	9	3

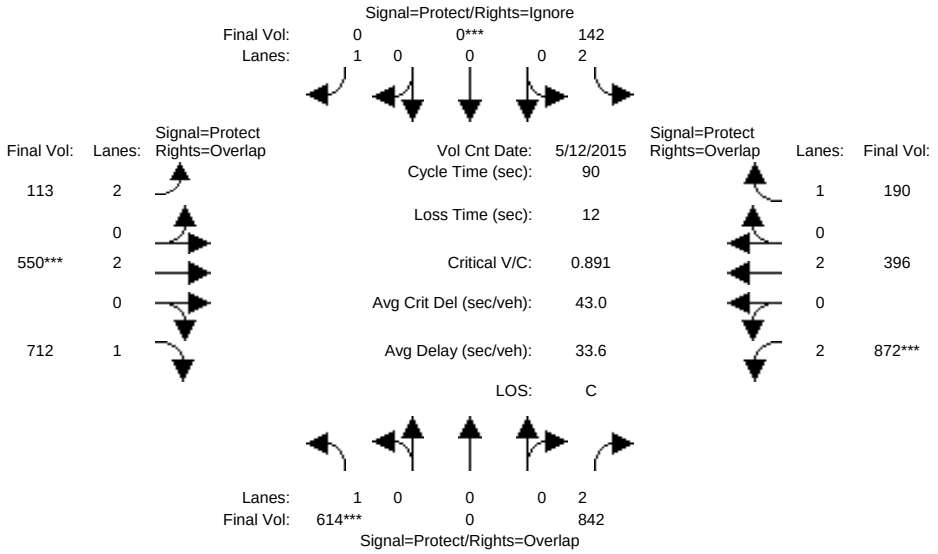
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4038: 87/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM												
Base Vol:	603	0	711	65	0	155	113	468	637	801	369	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	603	0	711	65	0	155	113	468	637	801	369	150
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	11	0	131	77	0	0	0	82	75	71	27	40
Initial Fut:	614	0	842	142	0	155	113	550	712	872	396	190
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	614	0	842	142	0	0	113	550	712	872	396	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	614	0	842	142	0	0	113	550	712	872	396	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	614	0	842	142	0	0	113	550	712	872	396	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.00	0.27	0.05	0.00	0.00	0.04	0.14	0.41	0.28	0.10	0.11
Crit Moves:	****				****			****			****	
Green Time:	35.4	0.0	28.0	35.4	0.0	0.0	17.5	14.6	50.0	28.0	25.0	60.5
Volume/Cap:	0.89	0.00	0.86	0.11	0.00	0.00	0.18	0.89	0.73	0.89	0.37	0.16
Delay/Veh:	39.3	0.0	37.0	17.4	0.0	0.0	30.4	52.0	17.8	39.9	26.4	5.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.3	0.0	37.0	17.4	0.0	0.0	30.4	52.0	17.8	39.9	26.4	5.5
LOS by Move:	D	A	D	B	A	A	C	D	B	D	C	A
HCM2k95thQ:	35	0	28	3	0	0	3	15	27	30	9	4

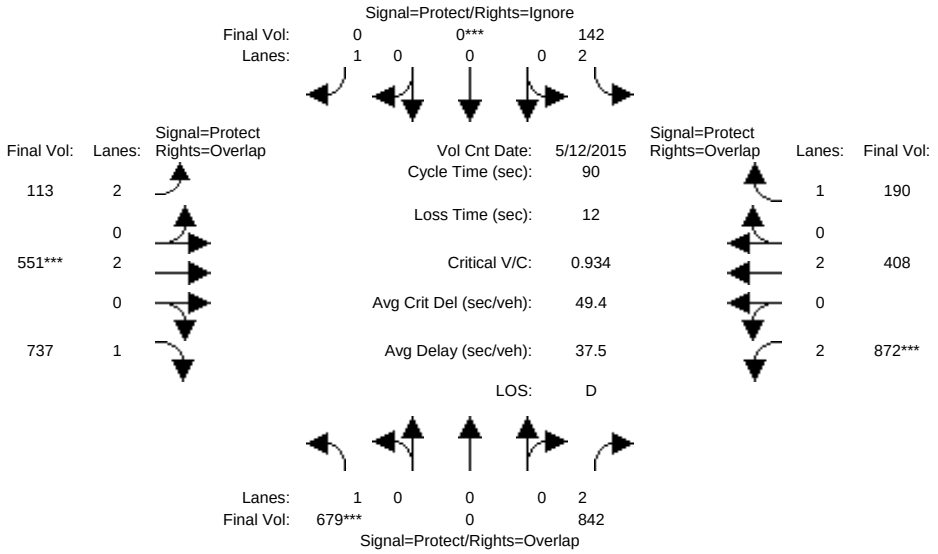
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4038: 87/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM												
Base Vol:	603	0	711	65	0	155	113	468	637	801	369	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	603	0	711	65	0	155	113	468	637	801	369	150
Added Vol:	65	0	0	0	0	0	0	1	25	0	12	0
ATI:	11	0	131	77	0	0	0	82	75	71	27	40
Initial Fut:	679	0	842	142	0	155	113	551	737	872	408	190
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	679	0	842	142	0	0	113	551	737	872	408	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	679	0	842	142	0	0	113	551	737	872	408	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	679	0	842	142	0	0	113	551	737	872	408	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.39	0.00	0.27	0.05	0.00	0.00	0.04	0.15	0.42	0.28	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	37.4	0.0	26.7	37.4	0.0	0.0	16.7	14.0	51.3	26.7	23.9	61.3
Volume/Cap:	0.93	0.00	0.90	0.11	0.00	0.00	0.19	0.93	0.74	0.93	0.40	0.16
Delay/Veh:	44.3	0.0	42.3	16.2	0.0	0.0	31.1	59.8	17.3	46.8	27.5	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	44.3	0.0	42.3	16.2	0.0	0.0	31.1	59.8	17.3	46.8	27.5	5.2
LOS by Move:	D	A	D	B	A	A	C	E	B	D	C	A
HCM2k95thQ:	41	0	30	3	0	0	3	16	28	32	10	4

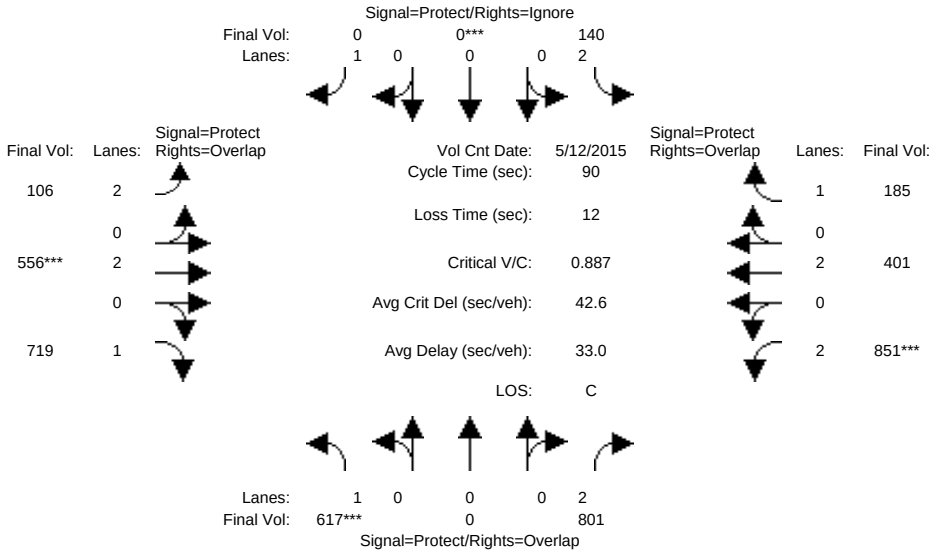
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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4038: 87/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM												
Base Vol:	614	0	842	142	0	155	113	550	712	872	396	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	614	0	842	142	0	155	113	550	712	872	396	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	3	0	-41	-2	0	-4	-7	6	7	-21	5	-5
Initial Fut:	617	0	801	140	0	151	106	556	719	851	401	185
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	617	0	801	140	0	0	106	556	719	851	401	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	617	0	801	140	0	0	106	556	719	851	401	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	617	0	801	140	0	0	106	556	719	851	401	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.35	0.00	0.25	0.04	0.00	0.00	0.03	0.15	0.41	0.27	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	35.8	0.0	27.4	35.8	0.0	0.0	17.4	14.8	50.6	27.4	24.8	60.6
Volume/Cap:	0.89	0.00	0.84	0.11	0.00	0.00	0.17	0.89	0.73	0.89	0.38	0.16
Delay/Veh:	38.5	0.0	35.6	17.1	0.0	0.0	30.4	51.2	17.5	39.9	26.6	5.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.5	0.0	35.6	17.1	0.0	0.0	30.4	51.2	17.5	39.9	26.6	5.4
LOS by Move:	D	A	D	B	A	A	C	D	B	D	C	A
HCM2k95thQ:	35	0	27	3	0	0	3	15	27	30	9	4

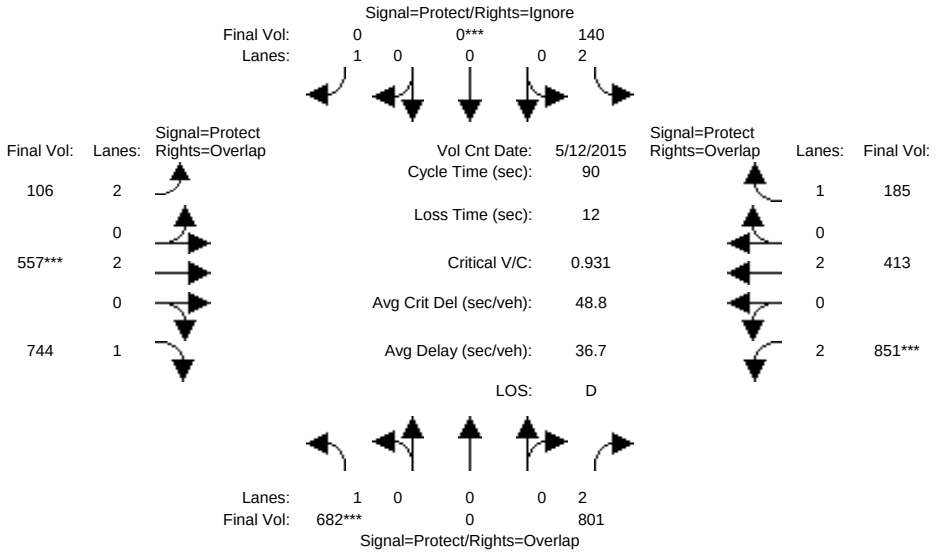
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4038: 87/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM												
Base Vol:	614	0	842	142	0	155	113	550	712	872	396	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	614	0	842	142	0	155	113	550	712	872	396	190
Added Vol:	65	0	0	0	0	0	0	1	25	0	12	0
ATI:	3	0	-41	-2	0	-4	-7	6	7	-21	5	-5
Initial Fut:	682	0	801	140	0	151	106	557	744	851	413	185
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	682	0	801	140	0	0	106	557	744	851	413	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	682	0	801	140	0	0	106	557	744	851	413	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	682	0	801	140	0	0	106	557	744	851	413	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.39	0.00	0.25	0.04	0.00	0.00	0.03	0.15	0.43	0.27	0.11	0.11
Crit Moves:	****				****			****			****	
Green Time:	37.7	0.0	26.1	37.7	0.0	0.0	16.6	14.2	51.9	26.1	23.7	61.4
Volume/Cap:	0.93	0.00	0.88	0.11	0.00	0.00	0.18	0.93	0.74	0.93	0.41	0.15
Delay/Veh:	43.3	0.0	39.9	15.9	0.0	0.0	31.1	58.7	17.0	46.7	27.7	5.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.3	0.0	39.9	15.9	0.0	0.0	31.1	58.7	17.0	46.7	27.7	5.1
LOS by Move:	D	A	D	B	A	A	C	E	B	D	C	A
HCM2k95thQ:	40	0	28	3	0	0	3	16	28	32	10	4

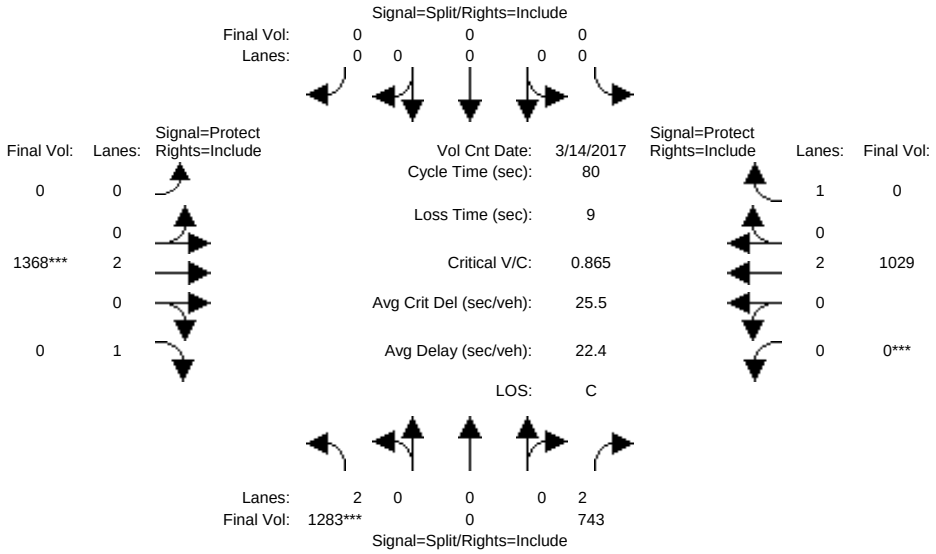
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4069: 101/TRIMBLE (E)



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	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	1283	0	743	0	0	0	0	1368	0	0	1029	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1283	0	743	0	0	0	0	1368	0	0	1029	453
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1283	0	743	0	0	0	0	1368	0	0	1029	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	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	1.00
PHF Volume:	1283	0	743	0	0	0	0	1368	0	0	1029	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1283	0	743	0	0	0	0	1368	0	0	1029	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1283	0	743	0	0	0	0	1368	0	0	1029	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.24	0.00	0.00	0.00	0.00	0.36	0.00	0.00	0.27	0.00
Crit Moves:	****							****		****		
Green Time:	37.7	0.0	37.7	0.0	0.0	0.0	0.0	33.3	0.0	0.0	33.3	0.0
Volume/Cap:	0.86	0.00	0.50	0.00	0.00	0.00	0.00	0.86	0.00	0.00	0.65	0.00
Delay/Veh:	24.4	0.0	14.9	0.0	0.0	0.0	0.0	26.5	0.0	0.0	19.7	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:	24.4	0.0	14.9	0.0	0.0	0.0	0.0	26.5	0.0	0.0	19.7	0.0
LOS by Move:	C	A	B	A	A	A	A	C	A	A	B	A
HCM2k95thQ:	34	0	15	0	0	0	0	32	0	0	19	0

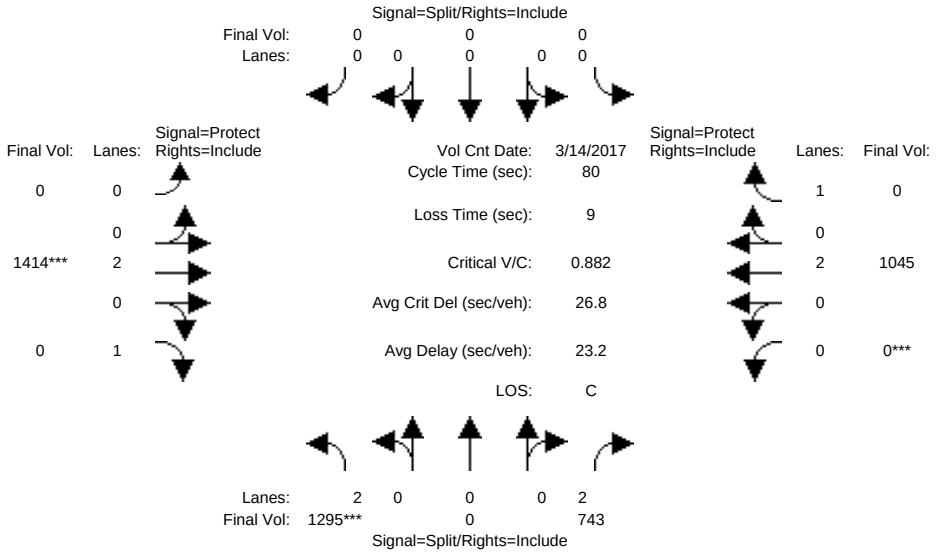
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4069: 101/TRIMBLE (E)



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	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	1283	0	743	0	0	0	0	1368	0	0	1029	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1283	0	743	0	0	0	0	1368	0	0	1029	453
Added Vol:	12	0	0	0	0	0	0	46	0	0	16	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1295	0	743	0	0	0	0	1414	0	0	1045	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	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	1.00
PHF Volume:	1295	0	743	0	0	0	0	1414	0	0	1045	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1295	0	743	0	0	0	0	1414	0	0	1045	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1295	0	743	0	0	0	0	1414	0	0	1045	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.24	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.28	0.00
Crit Moves:	****							****		****		
Green Time:	37.3	0.0	37.3	0.0	0.0	0.0	0.0	33.7	0.0	0.0	33.7	0.0
Volume/Cap:	0.88	0.00	0.51	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.65	0.00
Delay/Veh:	26.0	0.0	15.2	0.0	0.0	0.0	0.0	27.4	0.0	0.0	19.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.0	0.0	15.2	0.0	0.0	0.0	0.0	27.4	0.0	0.0	19.4	0.0
LOS by Move:	C	A	B	A	A	A	A	C	A	A	B	A
HCM2k95thQ:	36	0	15	0	0	0	0	33	0	0	19	0

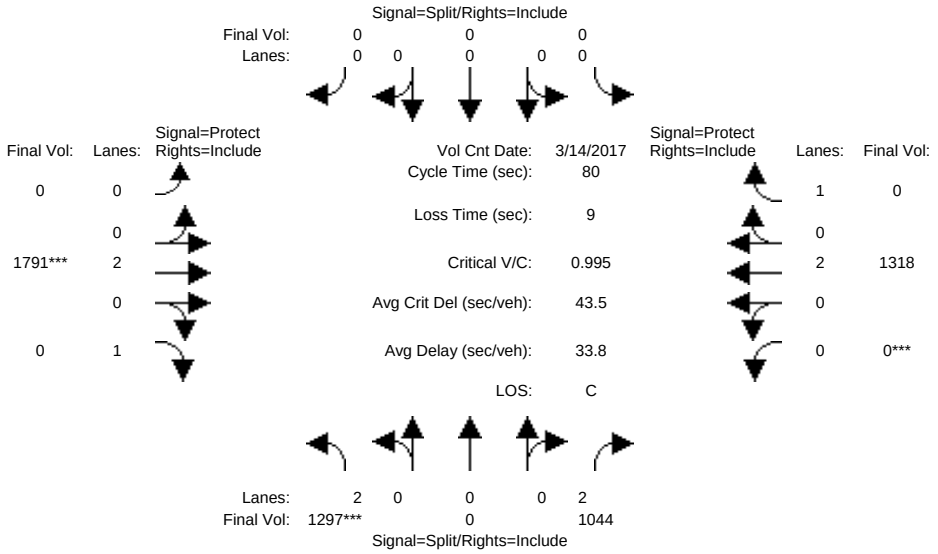
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4069: 101/TRIMBLE (E)



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	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	1283	0	743	0	0	0	0	1368	0	0	1029	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1283	0	743	0	0	0	0	1368	0	0	1029	453
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	14	0	301	0	0	0	0	423	47	0	289	0
Initial Fut:	1297	0	1044	0	0	0	0	1791	47	0	1318	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	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	1.00
PHF Volume:	1297	0	1044	0	0	0	0	1791	0	0	1318	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1297	0	1044	0	0	0	0	1791	0	0	1318	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1297	0	1044	0	0	0	0	1791	0	0	1318	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.33	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.35	0.00
Crit Moves:	****							****		****		
Green Time:	33.1	0.0	33.1	0.0	0.0	0.0	0.0	37.9	0.0	0.0	37.9	0.0
Volume/Cap:	0.99	0.00	0.80	0.00	0.00	0.00	0.00	0.99	0.00	0.00	0.73	0.00
Delay/Veh:	47.0	0.0	24.2	0.0	0.0	0.0	0.0	40.9	0.0	0.0	18.5	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:	47.0	0.0	24.2	0.0	0.0	0.0	0.0	40.9	0.0	0.0	18.5	0.0
LOS by Move:	D	A	C	A	A	A	A	D	A	A	B	A
HCM2k95thQ:	44	0	27	0	0	0	0	49	0	0	23	0

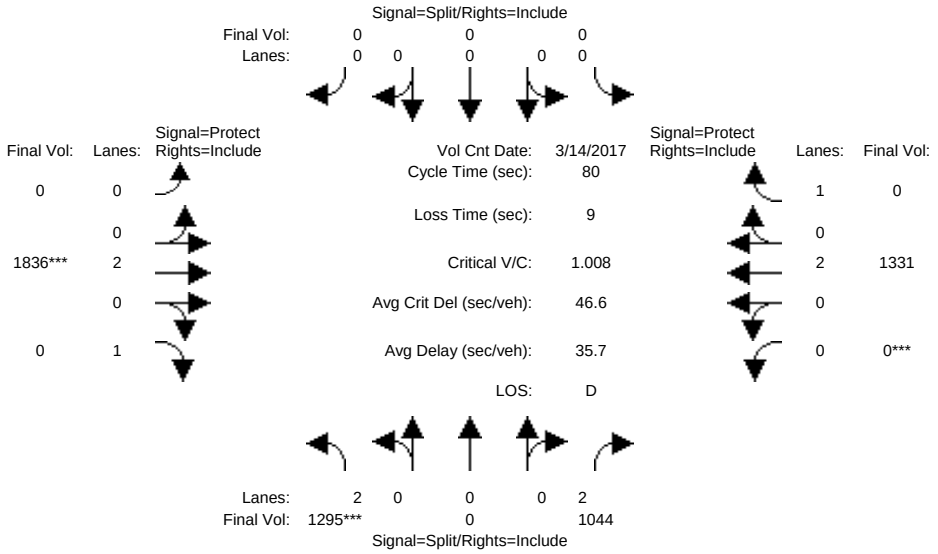
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4069: 101/TRIMBLE (E)



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	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	1283	0	743	0	0	0	0	1368	0	0	1029	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1283	0	743	0	0	0	0	1368	0	0	1029	453
Added Vol:	-2	0	0	0	0	0	0	45	0	0	13	0
ATI:	14	0	301	0	0	0	0	423	47	0	289	0
Initial Fut:	1295	0	1044	0	0	0	0	1836	47	0	1331	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	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	1.00
PHF Volume:	1295	0	1044	0	0	0	0	1836	0	0	1331	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1295	0	1044	0	0	0	0	1836	0	0	1331	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1295	0	1044	0	0	0	0	1836	0	0	1331	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.33	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.35	0.00
Crit Moves:	****							****		****		
Green Time:	32.6	0.0	32.6	0.0	0.0	0.0	0.0	38.4	0.0	0.0	38.4	0.0
Volume/Cap:	1.01	0.00	0.81	0.00	0.00	0.00	0.00	1.01	0.00	0.00	0.73	0.00
Delay/Veh:	50.7	0.0	25.0	0.0	0.0	0.0	0.0	43.8	0.0	0.0	18.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.7	0.0	25.0	0.0	0.0	0.0	0.0	43.8	0.0	0.0	18.2	0.0
LOS by Move:	D	A	C	A	A	A	A	D	A	A	B	A
HCM2k95thQ:	45	0	28	0	0	0	0	51	0	0	23	0

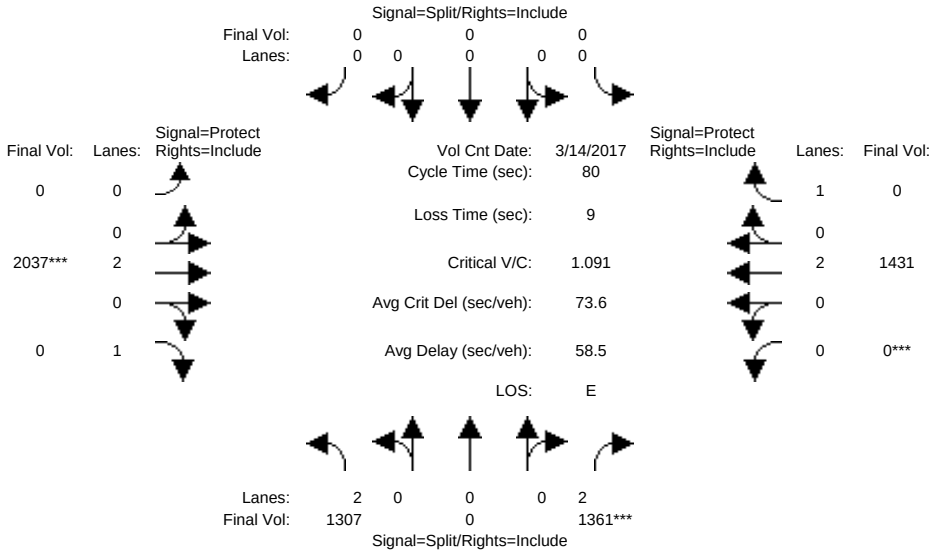
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4069: 101/TRIMBLE (E)



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	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	1297	0	1044	0	0	0	0	1791	47	0	1318	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1297	0	1044	0	0	0	0	1791	47	0	1318	453
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	10	0	317	0	0	0	0	246	0	0	113	0
Initial Fut:	1307	0	1361	0	0	0	0	2037	47	0	1431	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	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	1.00
PHF Volume:	1307	0	1361	0	0	0	0	2037	0	0	1431	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1307	0	1361	0	0	0	0	2037	0	0	1431	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1307	0	1361	0	0	0	0	2037	0	0	1431	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.43	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.38	0.00
Crit Moves:			****					****		****		
Green Time:	31.7	0.0	31.7	0.0	0.0	0.0	0.0	39.3	0.0	0.0	39.3	0.0
Volume/Cap:	1.05	0.00	1.09	0.00	0.00	0.00	0.00	1.09	0.00	0.00	0.77	0.00
Delay/Veh:	63.0	0.0	78.1	0.0	0.0	0.0	0.0	70.6	0.0	0.0	18.6	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:	63.0	0.0	78.1	0.0	0.0	0.0	0.0	70.6	0.0	0.0	18.6	0.0
LOS by Move:	E	A	E	A	A	A	A	E	A	A	B	A
HCM2k95thQ:	48	0	53	0	0	0	0	63	0	0	25	0

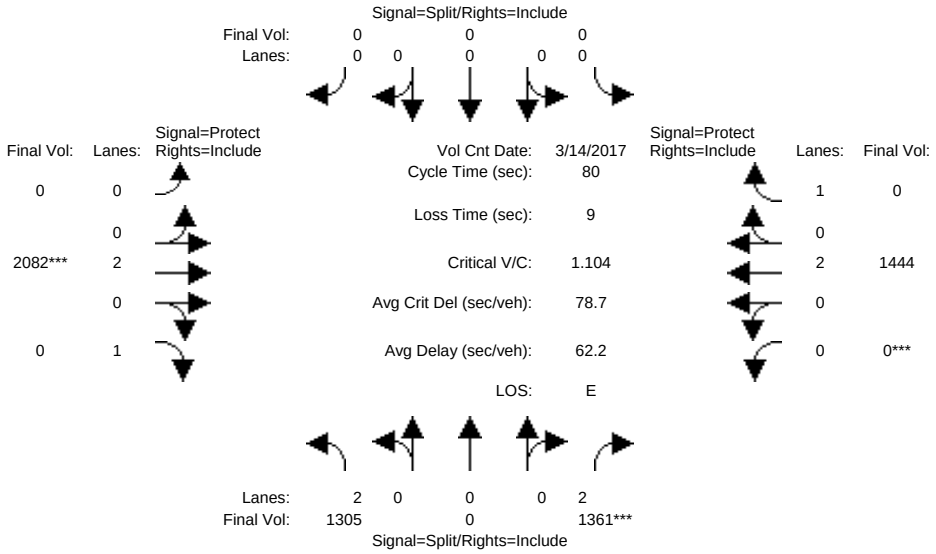
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4069: 101/TRIMBLE (E)



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	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	1297	0	1044	0	0	0	0	1791	47	0	1318	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1297	0	1044	0	0	0	0	1791	47	0	1318	453
Added Vol:	-2	0	0	0	0	0	0	45	0	0	13	0
ATI:	10	0	317	0	0	0	0	246	0	0	113	0
Initial Fut:	1305	0	1361	0	0	0	0	2082	47	0	1444	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	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	1.00
PHF Volume:	1305	0	1361	0	0	0	0	2082	0	0	1444	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1305	0	1361	0	0	0	0	2082	0	0	1444	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1305	0	1361	0	0	0	0	2082	0	0	1444	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.43	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.38	0.00
Crit Moves:			****					****		****		
Green Time:	31.3	0.0	31.3	0.0	0.0	0.0	0.0	39.7	0.0	0.0	39.7	0.0
Volume/Cap:	1.06	0.00	1.10	0.00	0.00	0.00	0.00	1.10	0.00	0.00	0.77	0.00
Delay/Veh:	67.1	0.0	83.5	0.0	0.0	0.0	0.0	75.6	0.0	0.0	18.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.1	0.0	83.5	0.0	0.0	0.0	0.0	75.6	0.0	0.0	18.3	0.0
LOS by Move:	E	A	F	A	A	A	A	E	A	A	B	A
HCM2k95thQ:	49	0	55	0	0	0	0	66	0	0	25	0

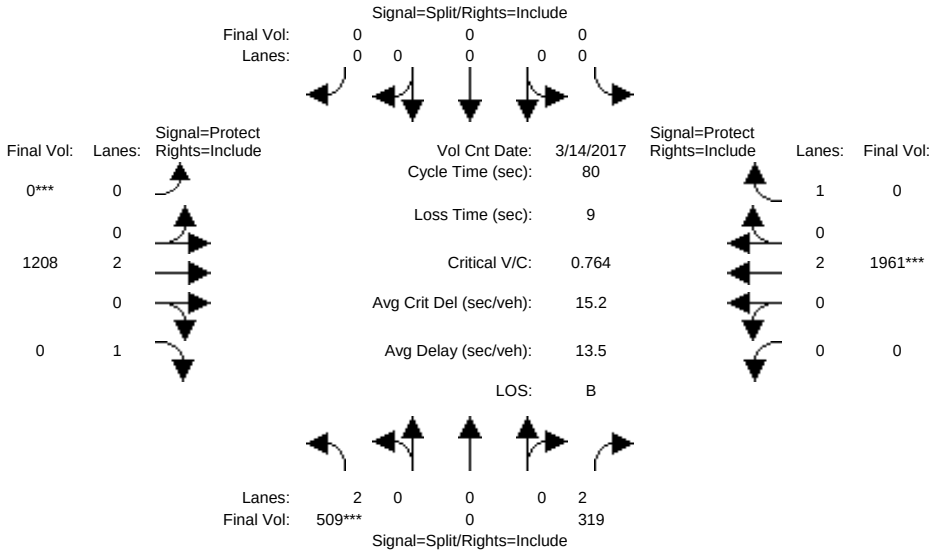
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4069: 101/TRIMBLE (E)



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	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	509	0	319	0	0	0	0	1208	0	0	1961	707
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	509	0	319	0	0	0	0	1208	0	0	1961	707
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	509	0	319	0	0	0	0	1208	0	0	1961	707
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	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	1.00
PHF Volume:	509	0	319	0	0	0	0	1208	0	0	1961	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	509	0	319	0	0	0	0	1208	0	0	1961	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	509	0	319	0	0	0	0	1208	0	0	1961	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.10	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.52	0.00
Crit Moves:	****						****				****	
Green Time:	16.9	0.0	16.9	0.0	0.0	0.0	0.0	54.1	0.0	0.0	54.1	0.0
Volume/Cap:	0.76	0.00	0.48	0.00	0.00	0.00	0.00	0.47	0.00	0.00	0.76	0.00
Delay/Veh:	34.9	0.0	28.2	0.0	0.0	0.0	0.0	6.3	0.0	0.0	10.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	0.0	28.2	0.0	0.0	0.0	0.0	6.3	0.0	0.0	10.1	0.0
LOS by Move:	C	A	C	A	A	A	A	A	A	A	B	A
HCM2k95thQ:	17	0	9	0	0	0	0	14	0	0	28	0

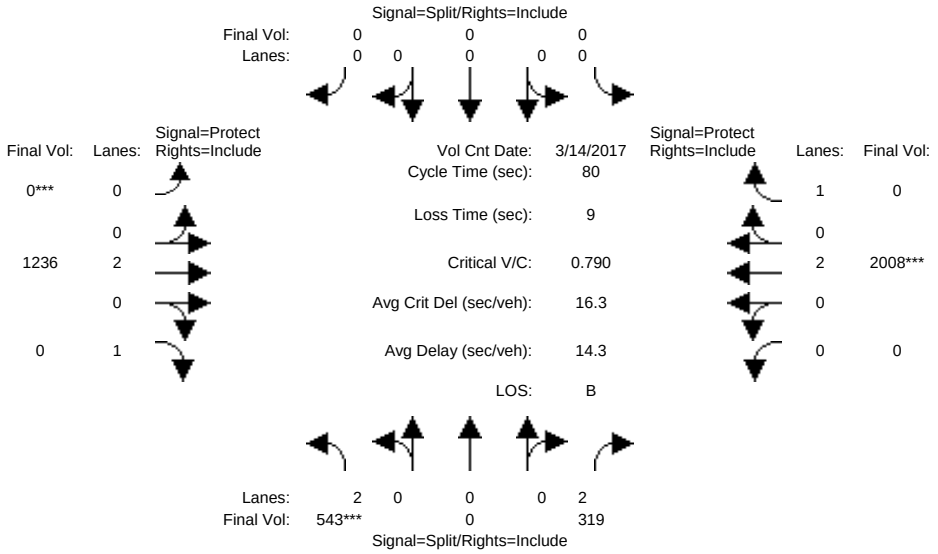
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4069: 101/TRIMBLE (E)



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	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	509	0	319	0	0	0	0	1208	0	0	1961	707
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	509	0	319	0	0	0	0	1208	0	0	1961	707
Added Vol:	34	0	0	0	0	0	0	28	0	0	47	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	543	0	319	0	0	0	0	1236	0	0	2008	707
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	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	1.00
PHF Volume:	543	0	319	0	0	0	0	1236	0	0	2008	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	543	0	319	0	0	0	0	1236	0	0	2008	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	543	0	319	0	0	0	0	1236	0	0	2008	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.10	0.00	0.00	0.00	0.00	0.33	0.00	0.00	0.53	0.00
Crit Moves:	****						****				****	
Green Time:	17.5	0.0	17.5	0.0	0.0	0.0	0.0	53.5	0.0	0.0	53.5	0.0
Volume/Cap:	0.79	0.00	0.46	0.00	0.00	0.00	0.00	0.49	0.00	0.00	0.79	0.00
Delay/Veh:	35.7	0.0	27.7	0.0	0.0	0.0	0.0	6.6	0.0	0.0	11.0	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:	35.7	0.0	27.7	0.0	0.0	0.0	0.0	6.6	0.0	0.0	11.0	0.0
LOS by Move:	D	A	C	A	A	A	A	A	A	A	B	A
HCM2k95thQ:	18	0	9	0	0	0	0	15	0	0	30	0

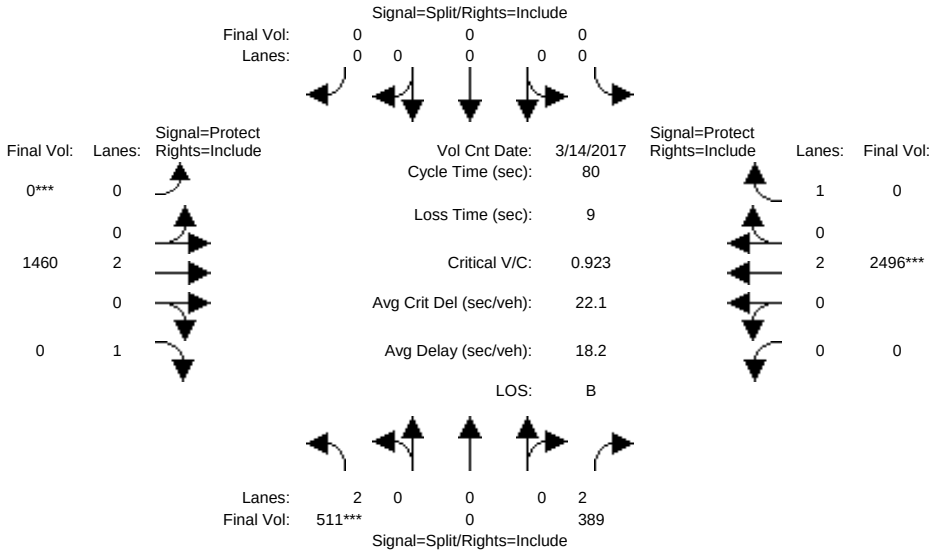
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4069: 101/TRIMBLE (E)



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	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	509	0	319	0	0	0	0	1208	0	0	1961	707
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	509	0	319	0	0	0	0	1208	0	0	1961	707
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	0	70	0	0	0	0	252	204	0	535	0
Initial Fut:	511	0	389	0	0	0	0	1460	204	0	2496	707
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	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	1.00
PHF Volume:	511	0	389	0	0	0	0	1460	0	0	2496	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	511	0	389	0	0	0	0	1460	0	0	2496	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	511	0	389	0	0	0	0	1460	0	0	2496	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.12	0.00	0.00	0.00	0.00	0.38	0.00	0.00	0.66	0.00
Crit Moves:	****						****				****	
Green Time:	14.1	0.0	14.1	0.0	0.0	0.0	0.0	56.9	0.0	0.0	56.9	0.0
Volume/Cap:	0.92	0.00	0.70	0.00	0.00	0.00	0.00	0.54	0.00	0.00	0.92	0.00
Delay/Veh:	53.6	0.0	35.1	0.0	0.0	0.0	0.0	5.6	0.0	0.0	15.6	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:	53.6	0.0	35.1	0.0	0.0	0.0	0.0	5.6	0.0	0.0	15.6	0.0
LOS by Move:	D	A	D	A	A	A	A	A	A	A	B	A
HCM2k95thQ:	21	0	13	0	0	0	0	16	0	0	40	0

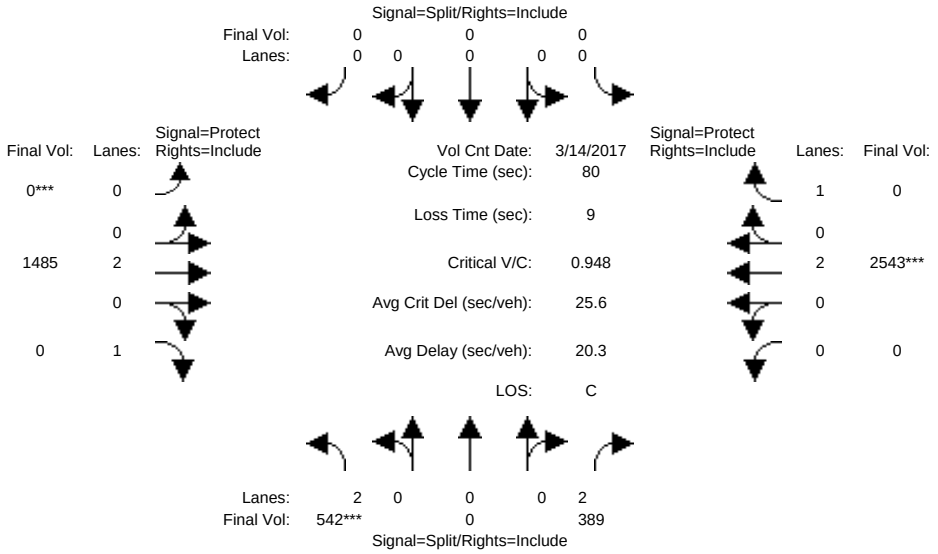
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4069: 101/TRIMBLE (E)



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	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	509	0	319	0	0	0	0	1208	0	0	1961	707
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	509	0	319	0	0	0	0	1208	0	0	1961	707
Added Vol:	31	0	0	0	0	0	0	25	0	0	47	0
ATI:	2	0	70	0	0	0	0	252	204	0	535	0
Initial Fut:	542	0	389	0	0	0	0	1485	204	0	2543	707
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	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	1.00
PHF Volume:	542	0	389	0	0	0	0	1485	0	0	2543	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	542	0	389	0	0	0	0	1485	0	0	2543	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	542	0	389	0	0	0	0	1485	0	0	2543	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.12	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.67	0.00
Crit Moves:	****						****				****	
Green Time:	14.5	0.0	14.5	0.0	0.0	0.0	0.0	56.5	0.0	0.0	56.5	0.0
Volume/Cap:	0.95	0.00	0.68	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.95	0.00
Delay/Veh:	57.6	0.0	33.9	0.0	0.0	0.0	0.0	5.9	0.0	0.0	18.7	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:	57.6	0.0	33.9	0.0	0.0	0.0	0.0	5.9	0.0	0.0	18.7	0.0
LOS by Move:	E	A	C	A	A	A	A	A	A	A	B	A
HCM2k95thQ:	23	0	13	0	0	0	0	17	0	0	43	0

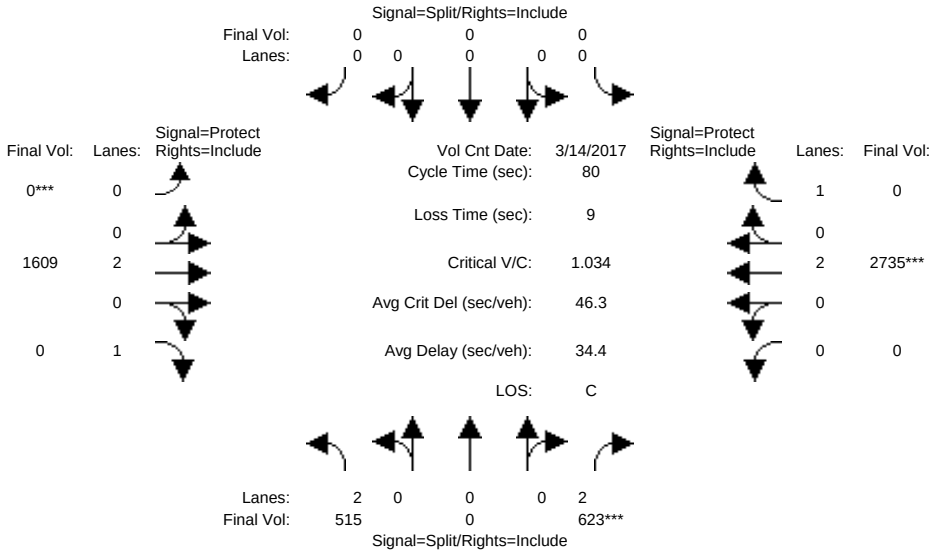
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4069: 101/TRIMBLE (E)



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	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	511	0	389	0	0	0	0	1460	204	0	2496	707
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	511	0	389	0	0	0	0	1460	204	0	2496	707
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	4	0	234	0	0	0	0	149	0	0	239	0
Initial Fut:	515	0	623	0	0	0	0	1609	204	0	2735	707
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	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	1.00
PHF Volume:	515	0	623	0	0	0	0	1609	0	0	2735	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	515	0	623	0	0	0	0	1609	0	0	2735	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	515	0	623	0	0	0	0	1609	0	0	2735	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.00	0.20	0.00	0.00	0.00	0.00	0.42	0.00	0.00	0.72	0.00
Crit Moves:			****				****				****	
Green Time:	15.3	0.0	15.3	0.0	0.0	0.0	0.0	55.7	0.0	0.0	55.7	0.0
Volume/Cap:	0.85	0.00	1.03	0.00	0.00	0.00	0.00	0.61	0.00	0.00	1.03	0.00
Delay/Veh:	42.7	0.0	78.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	39.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.7	0.0	78.0	0.0	0.0	0.0	0.0	6.8	0.0	0.0	39.1	0.0
LOS by Move:	D	A	E	A	A	A	A	A	A	A	D	A
HCM2k95thQ:	19	0	28	0	0	0	0	20	0	0	59	0

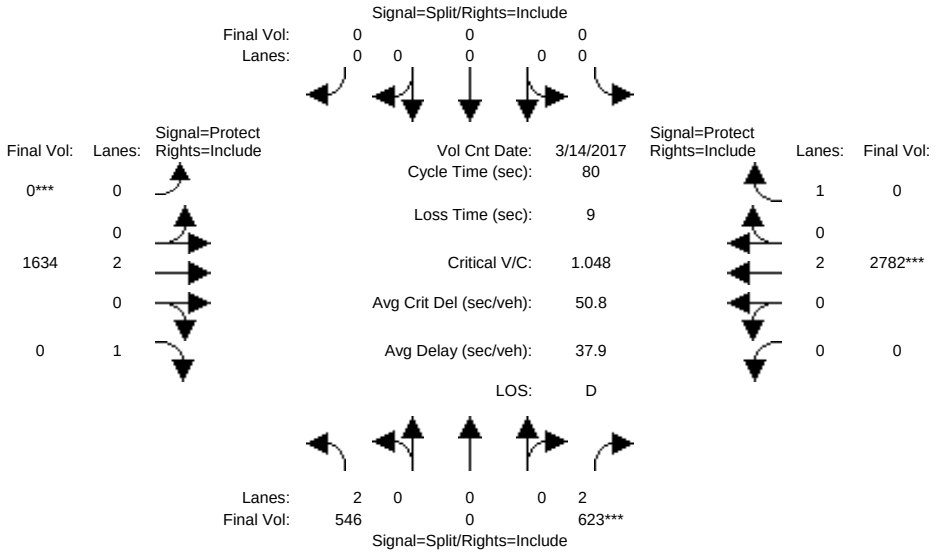
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4069: 101/TRIMBLE (E)



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	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	511	0	389	0	0	0	0	1460	204	0	2496	707
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	511	0	389	0	0	0	0	1460	204	0	2496	707
Added Vol:	31	0	0	0	0	0	0	25	0	0	47	0
ATI:	4	0	234	0	0	0	0	149	0	0	239	0
Initial Fut:	546	0	623	0	0	0	0	1634	204	0	2782	707
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	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	1.00
PHF Volume:	546	0	623	0	0	0	0	1634	0	0	2782	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	546	0	623	0	0	0	0	1634	0	0	2782	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	546	0	623	0	0	0	0	1634	0	0	2782	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.20	0.00	0.00	0.00	0.00	0.43	0.00	0.00	0.73	0.00
Crit Moves:			****				****				****	
Green Time:	15.1	0.0	15.1	0.0	0.0	0.0	0.0	55.9	0.0	0.0	55.9	0.0
Volume/Cap:	0.92	0.00	1.05	0.00	0.00	0.00	0.00	0.62	0.00	0.00	1.05	0.00
Delay/Veh:	51.2	0.0	82.5	0.0	0.0	0.0	0.0	6.8	0.0	0.0	43.7	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:	51.2	0.0	82.5	0.0	0.0	0.0	0.0	6.8	0.0	0.0	43.7	0.0
LOS by Move:	D	A	F	A	A	A	A	A	A	A	D	A
HCM2k95thQ:	22	0	28	0	0	0	0	20	0	0	63	0

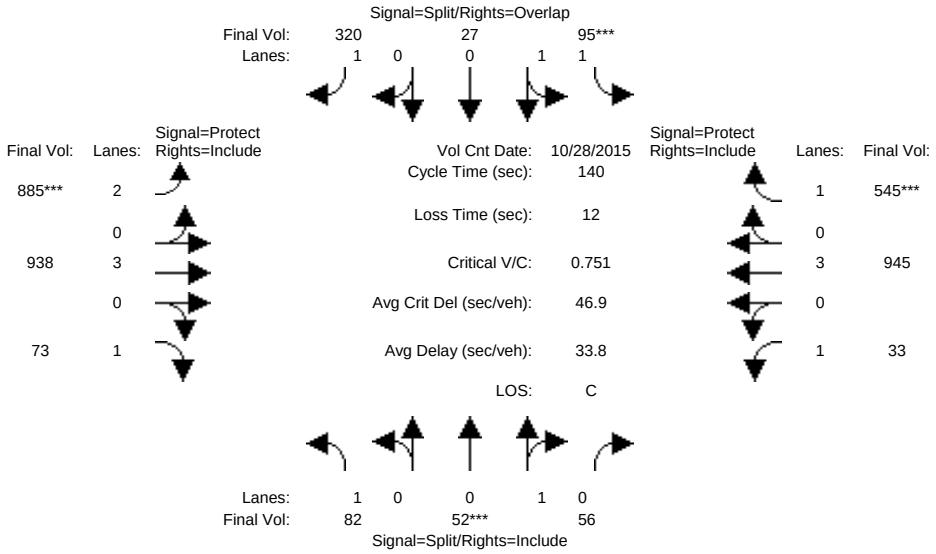
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Street Name:	De La Cruz Boulevard						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 <<												
Base Vol:	82	52	56	95	27	320	885	938	73	33	945	545
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	52	56	95	27	320	885	938	73	33	945	545
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	52	56	95	27	320	885	938	73	33	945	545
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	52	56	95	27	320	885	938	73	33	945	545
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	52	56	95	27	320	885	938	73	33	945	545
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	52	56	95	27	320	885	938	73	33	945	545
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.48	0.52	1.56	0.44	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	867	933	2764	786	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.03	0.03	0.18	0.28	0.16	0.04	0.02	0.17	0.31
Crit Moves:		****		****			****					****
Green Time:	10.9	10.9	10.9	10.0	10.0	60.8	50.8	82.2	82.2	25.0	56.3	56.3
Volume/Cap:	0.60	0.77	0.77	0.48	0.48	0.42	0.77	0.28	0.07	0.11	0.41	0.77
Delay/Veh:	70.0	86.5	86.5	63.9	63.9	27.8	42.9	14.3	12.5	48.3	30.1	41.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	86.5	86.5	63.9	63.9	27.8	42.9	14.3	12.5	48.3	30.1	41.7
LOS by Move:	E	F	F	E	E	C	D	B	B	D	C	D
HCM2k95thQ:	9	13	13	7	7	19	33	12	3	3	18	38

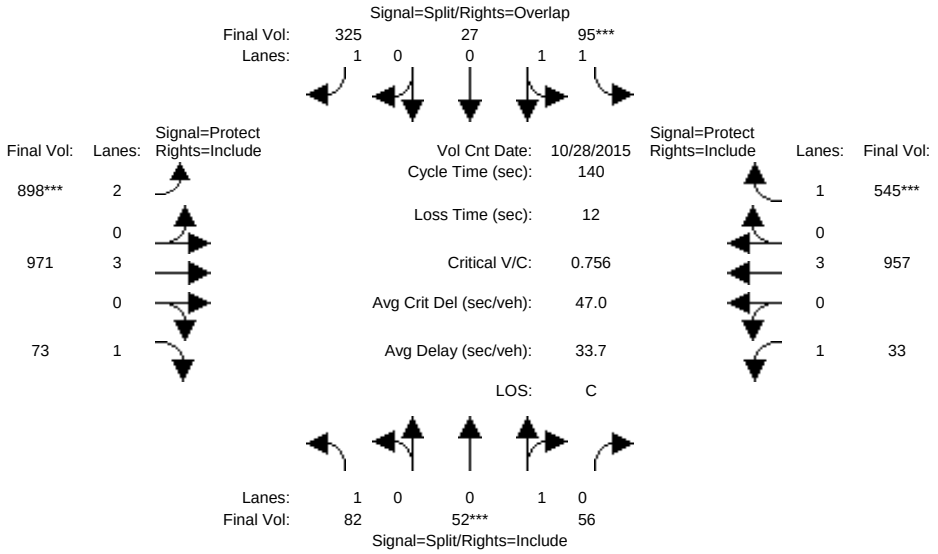
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Street Name:	De La Cruz Boulevard						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 <<												
Base Vol:	82	52	56	95	27	320	885	938	73	33	945	545
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	52	56	95	27	320	885	938	73	33	945	545
Added Vol:	0	0	0	0	0	5	13	33	0	0	12	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	52	56	95	27	325	898	971	73	33	957	545
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	52	56	95	27	325	898	971	73	33	957	545
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	52	56	95	27	325	898	971	73	33	957	545
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	52	56	95	27	325	898	971	73	33	957	545
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.48	0.52	1.56	0.44	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	867	933	2764	786	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.03	0.03	0.19	0.29	0.17	0.04	0.02	0.17	0.31
Crit Moves:		****		****			****					****
Green Time:	10.8	10.8	10.8	10.0	10.0	61.2	51.2	82.9	82.9	24.3	56.0	56.0
Volume/Cap:	0.61	0.78	0.78	0.48	0.48	0.42	0.78	0.29	0.07	0.11	0.42	0.78
Delay/Veh:	70.4	87.4	87.4	63.9	63.9	27.6	42.8	14.1	12.2	48.9	30.4	42.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.4	87.4	87.4	63.9	63.9	27.6	42.8	14.1	12.2	48.9	30.4	42.2
LOS by Move:	E	F	F	E	E	C	D	B	B	D	C	D
HCM2k95thQ:	9	13	13	7	7	19	33	12	3	3	18	39

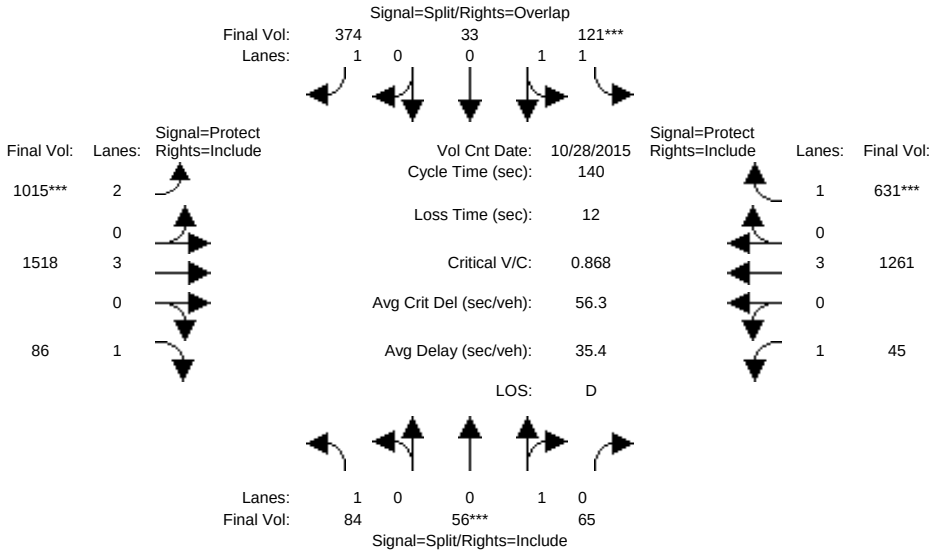
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Street Name:	De La Cruz Boulevard						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 <<												
Base Vol:	82	52	56	95	27	320	885	938	73	33	945	545
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	52	56	95	27	320	885	938	73	33	945	545
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	2	4	9	26	6	54	130	580	13	12	316	86
Initial Fut:	84	56	65	121	33	374	1015	1518	86	45	1261	631
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	56	65	121	33	374	1015	1518	86	45	1261	631
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	56	65	121	33	374	1015	1518	86	45	1261	631
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	56	65	121	33	374	1015	1518	86	45	1261	631
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.46	0.54	1.58	0.42	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	833	967	2789	761	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.07	0.04	0.04	0.21	0.32	0.27	0.05	0.03	0.22	0.36
Crit Moves:		****		****			****					****
Green Time:	10.6	10.6	10.6	10.0	10.0	60.7	50.7	90.4	90.4	17.0	56.7	56.7
Volume/Cap:	0.64	0.89	0.89	0.61	0.61	0.49	0.89	0.41	0.08	0.21	0.55	0.89
Delay/Veh:	72.6	110	109.9	67.3	67.3	29.1	50.9	12.0	9.3	56.0	32.1	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:	72.6	110	109.9	67.3	67.3	29.1	50.9	12.0	9.3	56.0	32.1	52.0
LOS by Move:	E	F	F	E	E	C	D	B	A	E	C	D
HCM2k95thQ:	10	15	15	9	9	22	38	18	3	4	24	49

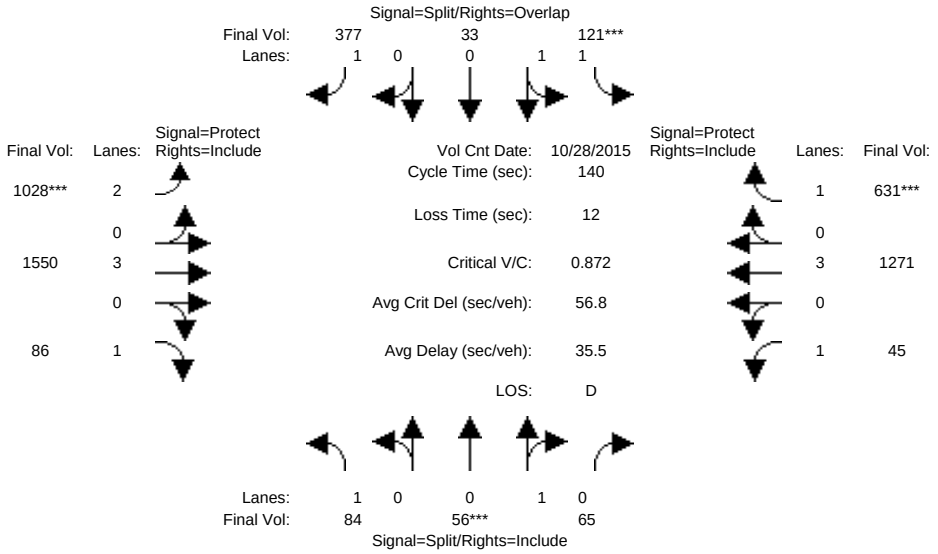
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Street Name:	De La Cruz Boulevard						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 <<												
Base Vol:	82	52	56	95	27	320	885	938	73	33	945	545
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	52	56	95	27	320	885	938	73	33	945	545
Added Vol:	0	0	0	0	0	3	13	32	0	0	10	0
ATI:	2	4	9	26	6	54	130	580	13	12	316	86
Initial Fut:	84	56	65	121	33	377	1028	1550	86	45	1271	631
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	56	65	121	33	377	1028	1550	86	45	1271	631
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	56	65	121	33	377	1028	1550	86	45	1271	631
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	56	65	121	33	377	1028	1550	86	45	1271	631
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.46	0.54	1.58	0.42	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	833	967	2789	761	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.07	0.04	0.04	0.22	0.33	0.27	0.05	0.03	0.22	0.36
Crit Moves:		****		****			****					****
Green Time:	10.5	10.5	10.5	10.0	10.0	61.1	51.1	90.8	90.8	16.7	56.4	56.4
Volume/Cap:	0.64	0.89	0.89	0.61	0.61	0.49	0.89	0.42	0.08	0.22	0.55	0.89
Delay/Veh:	73.0	111	111.3	67.3	67.3	28.9	51.2	12.0	9.1	56.3	32.4	53.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.0	111	111.3	67.3	67.3	28.9	51.2	12.0	9.1	56.3	32.4	53.0
LOS by Move:	E	F	F	E	E	C	D	B	A	E	C	D
HCM2k95thQ:	10	15	15	9	9	22	39	18	3	4	25	49

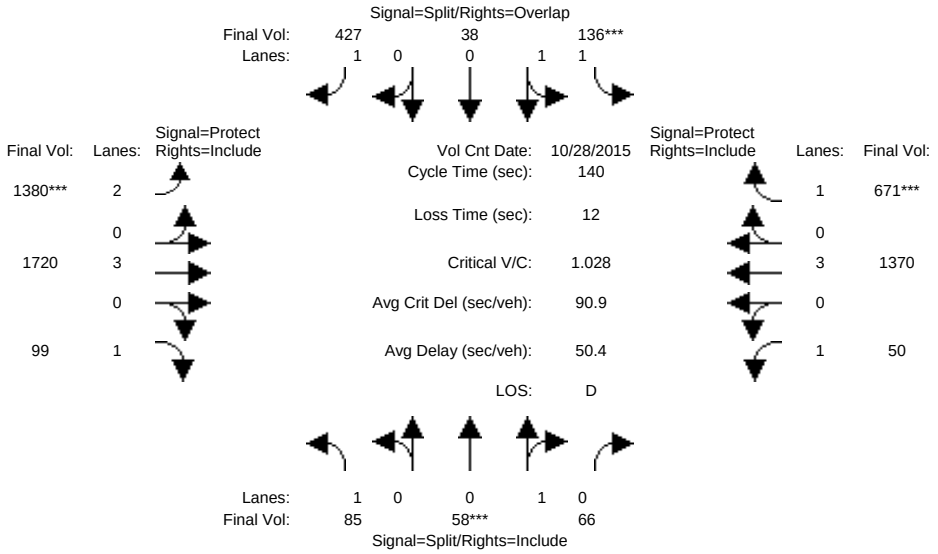
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Street Name:	De La Cruz Boulevard						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 <<												
Base Vol:	84	56	65	121	33	374	1015	1518	86	45	1261	631
Growth Adj:	1.00	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	56	65	121	33	374	1015	1518	86	45	1261	631
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	1	2	1	15	5	53	365	202	13	5	109	40
Initial Fut:	85	58	66	136	38	427	1380	1720	99	50	1370	671
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	58	66	136	38	427	1380	1720	99	50	1370	671
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	58	66	136	38	427	1380	1720	99	50	1370	671
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	58	66	136	38	427	1380	1720	99	50	1370	671
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.47	0.53	1.57	0.43	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	842	958	2771	779	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.07	0.05	0.05	0.24	0.44	0.30	0.06	0.03	0.24	0.38
Crit Moves:		****		****			****					****
Green Time:	10.0	10.0	10.0	10.0	10.0	67.6	57.6	92.6	92.6	15.4	50.4	50.4
Volume/Cap:	0.68	0.97	0.97	0.69	0.69	0.50	1.06	0.46	0.09	0.26	0.67	1.06
Delay/Veh:	77.9	134	134.4	71.2	71.2	25.2	85.4	11.6	8.5	57.8	38.6	99.1
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:	77.9	134	134.4	71.2	71.2	25.2	85.4	11.6	8.5	57.8	38.6	99.1
LOS by Move:	E	F	F	E	E	C	F	B	A	E	D	F
HCM2k95thQ:	10	17	17	10	10	24	62	20	3	5	29	64

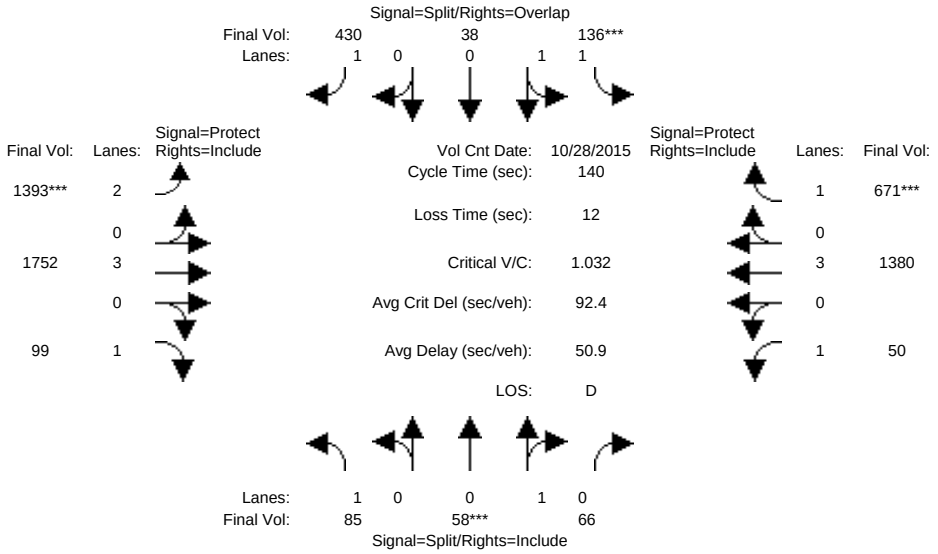
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Street Name:	De La Cruz Boulevard						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 <<												
Base Vol:	84	56	65	121	33	374	1015	1518	86	45	1261	631
Growth Adj:	1.00	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	56	65	121	33	374	1015	1518	86	45	1261	631
Added Vol:	0	0	0	0	0	3	13	32	0	0	10	0
ATI:	1	2	1	15	5	53	365	202	13	5	109	40
Initial Fut:	85	58	66	136	38	430	1393	1752	99	50	1380	671
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	58	66	136	38	430	1393	1752	99	50	1380	671
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	58	66	136	38	430	1393	1752	99	50	1380	671
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	58	66	136	38	430	1393	1752	99	50	1380	671
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.47	0.53	1.57	0.43	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	842	958	2771	779	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.07	0.05	0.05	0.25	0.44	0.31	0.06	0.03	0.24	0.38
Crit Moves:		****		****			****					****
Green Time:	10.0	10.0	10.0	10.0	10.0	67.9	57.9	92.9	92.9	15.1	50.1	50.1
Volume/Cap:	0.68	0.97	0.97	0.69	0.69	0.51	1.07	0.46	0.09	0.26	0.68	1.07
Delay/Veh:	77.9	134	134.4	71.2	71.2	25.1	87.1	11.5	8.4	58.1	39.0	101.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.9	134	134.4	71.2	71.2	25.1	87.1	11.5	8.4	58.1	39.0	101.1
LOS by Move:	E	F	F	E	E	C	F	B	A	E	D	F
HCM2k95thQ:	10	17	17	10	10	24	63	20	3	5	30	64

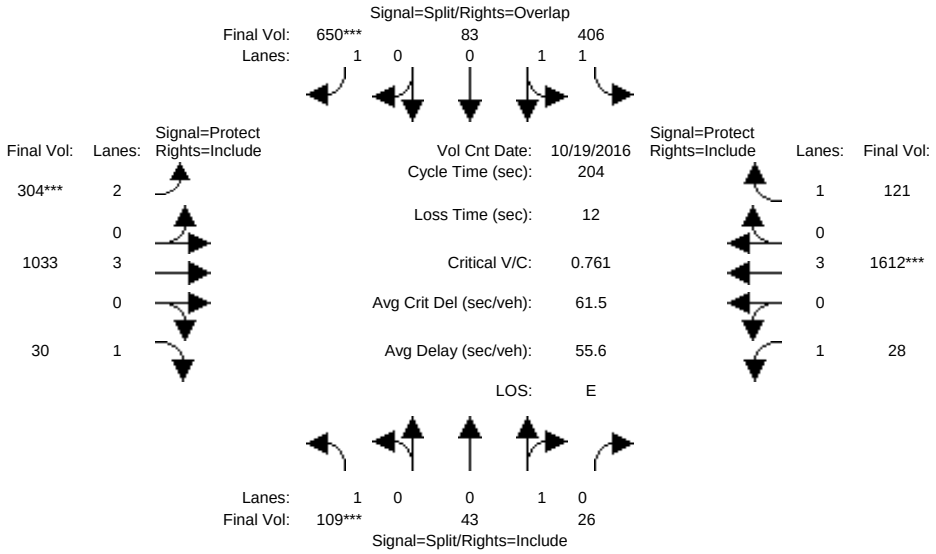
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Street Name:	De La Cruz Boulevard						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Oct 2016 <<												
Base Vol:	109	43	26	406	83	650	304	1033	30	28	1612	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	43	26	406	83	650	304	1033	30	28	1612	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	43	26	406	83	650	304	1033	30	28	1612	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	43	26	406	83	650	304	1033	30	28	1612	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	43	26	406	83	650	304	1033	30	28	1612	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	43	26	406	83	650	304	1033	30	28	1612	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.62	0.38	1.67	0.33	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1122	678	2947	603	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.04	0.14	0.14	0.37	0.10	0.18	0.02	0.02	0.28	0.07
Crit Moves:	****					****	****				****	
Green Time:	16.7	16.7	16.7	73.7	73.7	99.5	25.9	85.5	85.5	16.2	75.8	75.8
Volume/Cap:	0.76	0.47	0.47	0.38	0.38	0.76	0.76	0.43	0.04	0.20	0.76	0.19
Delay/Veh:	112.7	91.8	91.8	48.5	48.5	46.6	94.4	42.2	35.1	88.6	57.9	43.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	112.7	91.8	91.8	48.5	48.5	46.6	94.4	42.2	35.1	88.6	57.9	43.4
LOS by Move:	F	F	F	D	D	D	F	D	D	F	E	D
HCM2k95thQ:	16	9	9	21	21	56	20	26	2	4	48	10

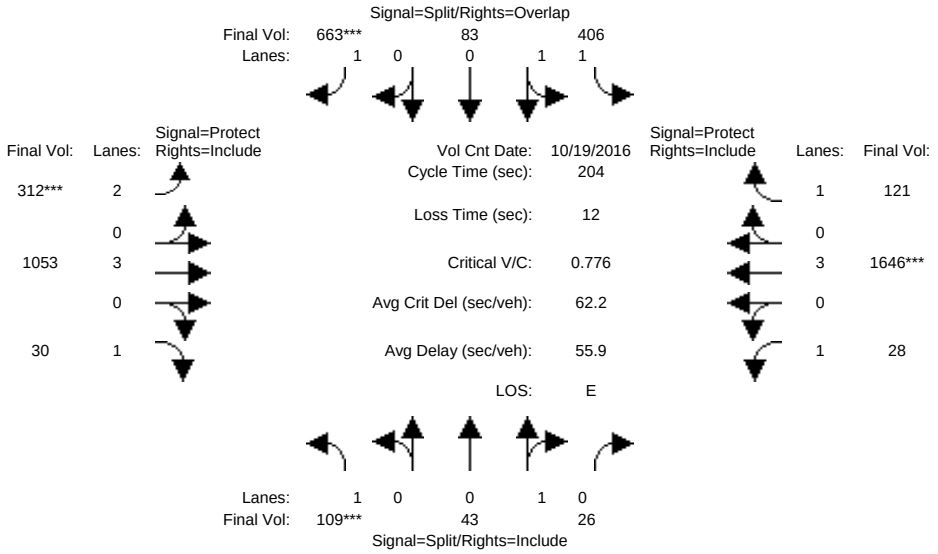
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Street Name:	De La Cruz Boulevard						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Oct 2016 <<												
Base Vol:	109	43	26	406	83	650	304	1033	30	28	1612	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	43	26	406	83	650	304	1033	30	28	1612	121
Added Vol:	0	0	0	0	0	13	8	20	0	0	34	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	43	26	406	83	663	312	1053	30	28	1646	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	43	26	406	83	663	312	1053	30	28	1646	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	43	26	406	83	663	312	1053	30	28	1646	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	43	26	406	83	663	312	1053	30	28	1646	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.62	0.38	1.67	0.33	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1122	678	2947	603	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.04	0.14	0.14	0.38	0.10	0.18	0.02	0.02	0.29	0.07
Crit Moves:	****					****	****				****	
Green Time:	16.4	16.4	16.4	73.6	73.6	99.7	26.1	86.0	86.0	16.0	76.0	76.0
Volume/Cap:	0.78	0.48	0.48	0.38	0.38	0.78	0.78	0.44	0.04	0.20	0.78	0.19
Delay/Veh:	115.2	92.2	92.2	48.5	48.5	47.5	95.3	42.0	34.7	88.8	58.4	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.2	92.2	92.2	48.5	48.5	47.5	95.3	42.0	34.7	88.8	58.4	43.3
LOS by Move:	F	F	F	D	D	D	F	D	C	F	E	D
HCM2k95thQ:	17	9	9	21	21	58	21	26	2	4	49	10

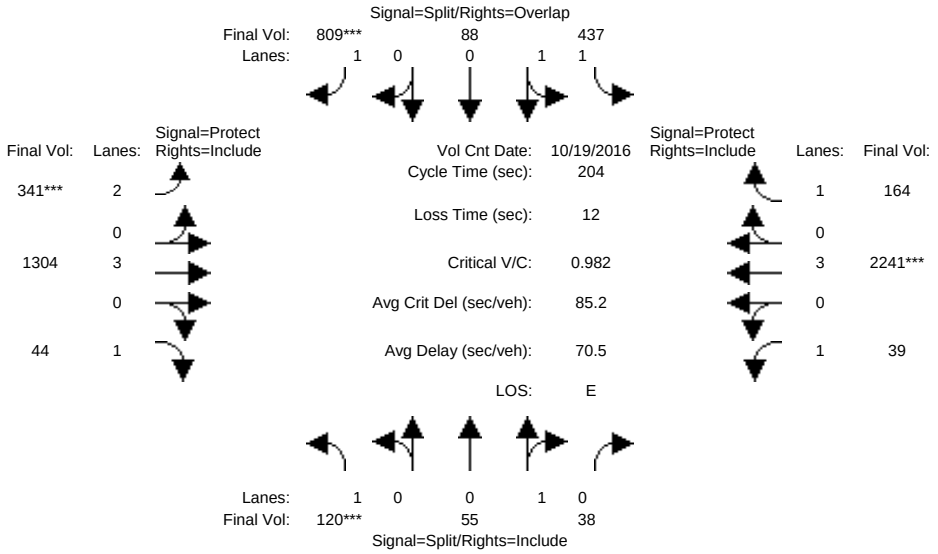
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Street Name:	De La Cruz Boulevard						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Oct 2016 <<												
Base Vol:	109	43	26	406	83	650	304	1033	30	28	1612	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	43	26	406	83	650	304	1033	30	28	1612	121
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	11	12	12	31	5	159	37	271	14	11	629	43
Initial Fut:	120	55	38	437	88	809	341	1304	44	39	2241	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	55	38	437	88	809	341	1304	44	39	2241	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	55	38	437	88	809	341	1304	44	39	2241	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	55	38	437	88	809	341	1304	44	39	2241	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.59	0.41	1.67	0.33	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1065	735	2955	595	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.05	0.15	0.15	0.46	0.11	0.23	0.03	0.02	0.39	0.09
Crit Moves:	****					****	****				****	
Green Time:	14.2	14.2	14.2	73.6	73.6	96.1	22.5	90.6	90.6	13.6	81.7	81.7
Volume/Cap:	0.98	0.74	0.74	0.41	0.41	0.98	0.98	0.52	0.06	0.33	0.98	0.23
Delay/Veh:	170.2	114	113.7	49.2	49.2	79.9	133.8	41.1	32.4	92.6	75.2	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	170.2	114	113.7	49.2	49.2	79.9	133.8	41.1	32.4	92.6	75.2	40.6
LOS by Move:	F	F	F	D	D	E	F	D	C	F	E	D
HCM2k95thQ:	21	14	14	23	23	89	26	32	3	6	78	13

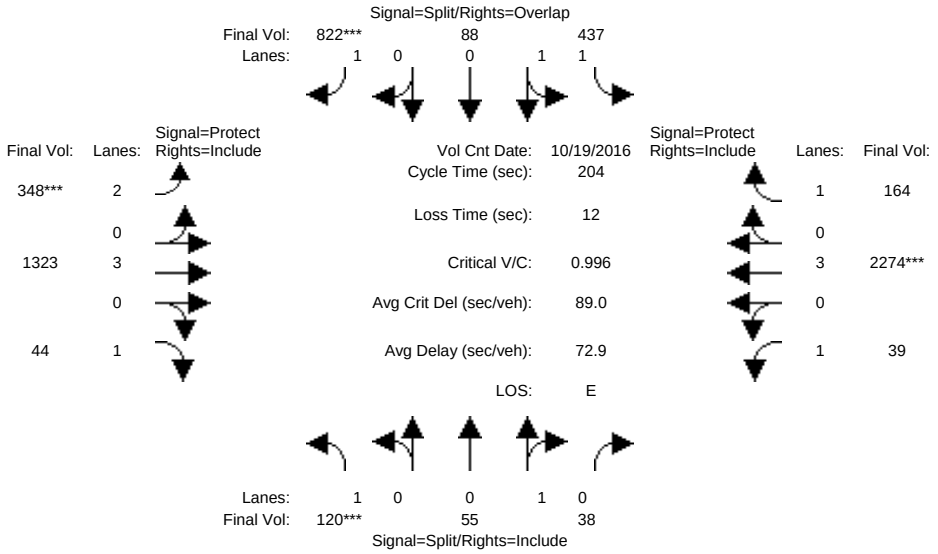
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Street Name:	De La Cruz Boulevard						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Oct 2016 <<												
Base Vol:	109	43	26	406	83	650	304	1033	30	28	1612	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	43	26	406	83	650	304	1033	30	28	1612	121
Added Vol:	0	0	0	0	0	13	7	19	0	0	33	0
ATI:	11	12	12	31	5	159	37	271	14	11	629	43
Initial Fut:	120	55	38	437	88	822	348	1323	44	39	2274	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	55	38	437	88	822	348	1323	44	39	2274	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	55	38	437	88	822	348	1323	44	39	2274	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	55	38	437	88	822	348	1323	44	39	2274	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.59	0.41	1.67	0.33	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1065	735	2955	595	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.05	0.15	0.15	0.47	0.11	0.23	0.03	0.02	0.40	0.09
Crit Moves:	****					****	****				****	
Green Time:	14.0	14.0	14.0	73.6	73.6	96.2	22.6	90.9	90.9	13.4	81.7	81.7
Volume/Cap:	1.00	0.75	0.75	0.41	0.41	1.00	1.00	0.52	0.06	0.34	1.00	0.23
Delay/Veh:	175.5	115	115.5	49.1	49.1	83.9	137.6	41.0	32.2	92.8	78.8	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	175.5	115	115.5	49.1	49.1	83.9	137.6	41.0	32.2	92.8	78.8	40.6
LOS by Move:	F	F	F	D	D	F	F	D	C	F	E	D
HCM2k95thQ:	21	14	14	23	23	92	26	32	3	6	80	13

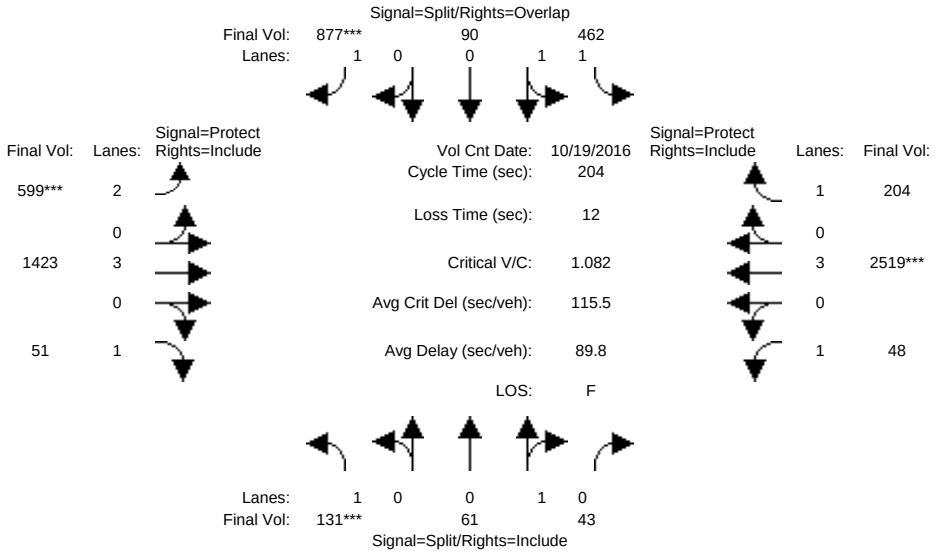
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Street Name:	De La Cruz Boulevard						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Oct 2016 <<												
Base Vol:	120	55	38	437	88	809	341	1304	44	39	2241	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	55	38	437	88	809	341	1304	44	39	2241	164
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
ATI:	11	6	5	25	2	68	258	119	7	9	278	40
Initial Fut:	131	61	43	462	90	877	599	1423	51	48	2519	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	61	43	462	90	877	599	1423	51	48	2519	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	61	43	462	90	877	599	1423	51	48	2519	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	61	43	462	90	877	599	1423	51	48	2519	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.59	0.41	1.68	0.32	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1056	744	2972	578	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.06	0.16	0.16	0.50	0.19	0.25	0.03	0.03	0.44	0.12
Crit Moves:	****					****	****				****	
Green Time:	14.2	14.2	14.2	58.6	58.6	94.5	35.9	105	104.8	14.4	83.4	83.4
Volume/Cap:	1.08	0.84	0.84	0.54	0.54	1.08	1.08	0.49	0.06	0.39	1.08	0.29
Delay/Veh:	200.2	130	130.1	61.9	61.9	110.8	146.3	32.3	24.9	92.6	105	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	200.2	130	130.1	61.9	61.9	110.8	146.3	32.3	24.9	92.6	105	40.6
LOS by Move:	F	F	F	E	E	F	F	C	C	F	F	D
HCM2k95thQ:	23	16	16	27	27	106	44	31	3	7	95	16

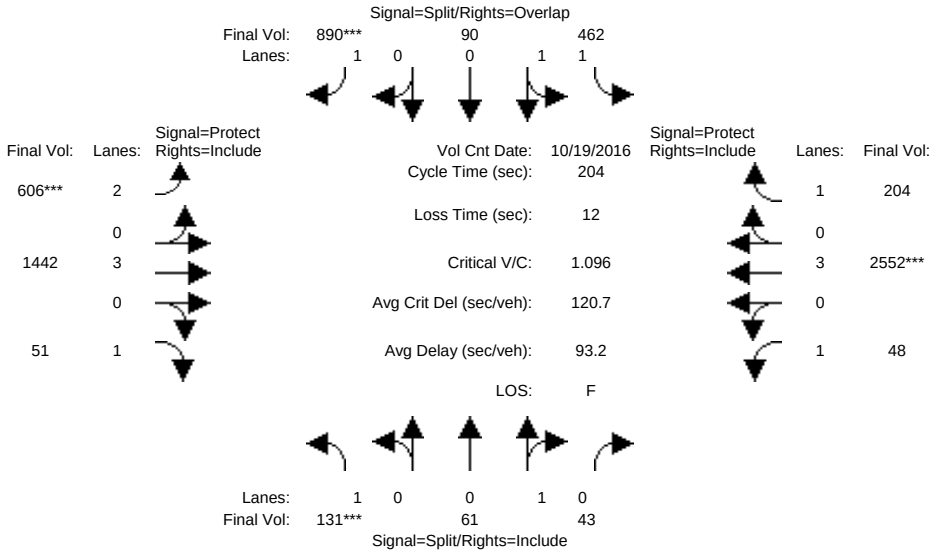
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Street Name:	De La Cruz Boulevard						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Oct 2016 <<												
Base Vol:	120	55	38	437	88	809	341	1304	44	39	2241	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	55	38	437	88	809	341	1304	44	39	2241	164
Added Vol:	0	0	0	0	0	13	7	19	0	0	33	0
ATI:	11	6	5	25	2	68	258	119	7	9	278	40
Initial Fut:	131	61	43	462	90	890	606	1442	51	48	2552	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	61	43	462	90	890	606	1442	51	48	2552	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	61	43	462	90	890	606	1442	51	48	2552	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	61	43	462	90	890	606	1442	51	48	2552	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.59	0.41	1.68	0.32	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1056	744	2972	578	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.06	0.16	0.16	0.51	0.19	0.25	0.03	0.03	0.45	0.12
Crit Moves:	****					****	****				****	
Green Time:	14.0	14.0	14.0	58.8	58.8	94.7	35.8	105	104.9	14.2	83.4	83.4
Volume/Cap:	1.10	0.85	0.85	0.54	0.54	1.10	1.10	0.49	0.06	0.39	1.10	0.29
Delay/Veh:	205.2	133	132.9	61.7	61.7	115.7	151.1	32.3	24.8	92.8	111	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	205.2	133	132.9	61.7	61.7	115.7	151.1	32.3	24.8	92.8	111	40.6
LOS by Move:	F	F	F	E	E	F	F	C	C	F	F	D
HCM2k95thQ:	24	17	17	27	27	109	45	32	3	7	97	16

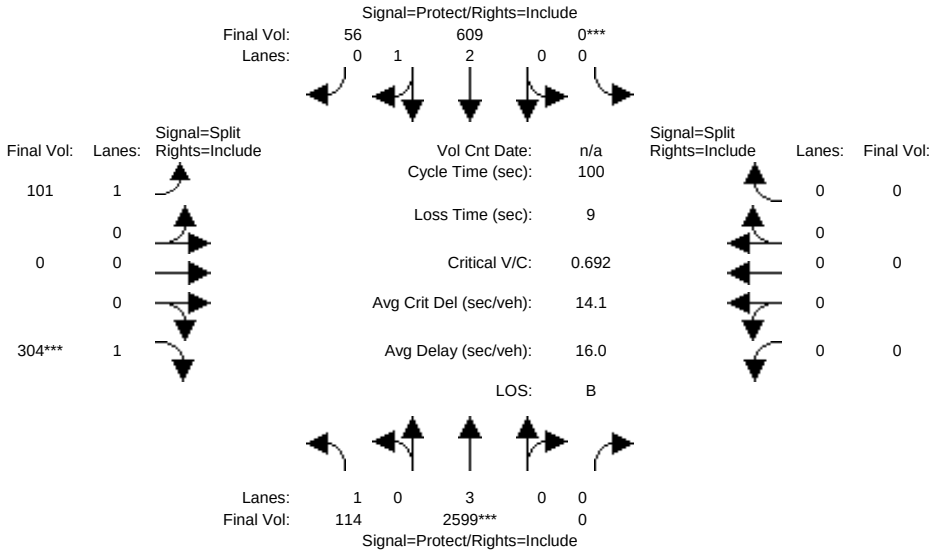
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #555: Coleman & Project Entrance



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2586	0	0	556	0	0	0	0	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	2586	0	0	556	0	0	0	0	0	0	0
Added Vol:	114	13	0	0	53	56	101	0	304	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	2599	0	0	609	56	101	0	304	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	2599	0	0	609	56	101	0	304	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	2599	0	0	609	56	101	0	304	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	2599	0	0	609	56	101	0	304	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.74	0.26	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5128	472	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.46	0.00	0.00	0.12	0.12	0.06	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	24.4	65.9	0.0	0.0	41.5	41.5	25.1	0.0	25.1	0.0	0.0	0.0
Volume/Cap:	0.27	0.69	0.00	0.00	0.29	0.29	0.23	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	30.9	11.3	0.0	0.0	19.5	19.5	30.0	0.0	38.6	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:	30.9	11.3	0.0	0.0	19.5	19.5	30.0	0.0	38.6	0.0	0.0	0.0
LOS by Move:	C	B	A	A	B	B	C	A	D	A	A	A
HCM2k95thQ:	6	30	0	0	9	9	5	0	17	0	0	0

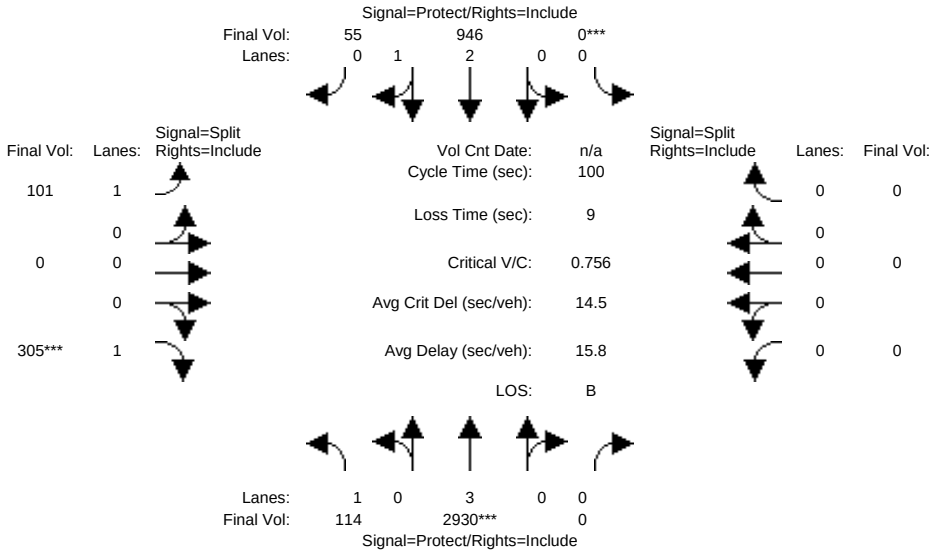
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #555: Coleman & Project Entrance



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2586	0	0	556	0	0	0	0	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	2586	0	0	556	0	0	0	0	0	0	0
Added Vol:	-6	-38	0	0	42	45	99	0	280	0	0	0
ATI:	120	382	0	0	348	10	2	0	25	0	0	0
Initial Fut:	114	2930	0	0	946	55	101	0	305	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	2930	0	0	946	55	101	0	305	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	2930	0	0	946	55	101	0	305	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	2930	0	0	946	55	101	0	305	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.83	0.17	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5292	308	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.51	0.00	0.00	0.18	0.18	0.06	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	19.1	68.0	0.0	0.0	48.8	48.8	23.0	0.0	23.0	0.0	0.0	0.0
Volume/Cap:	0.34	0.76	0.00	0.00	0.37	0.37	0.25	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	35.6	11.4	0.0	0.0	16.0	16.0	31.8	0.0	43.9	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:	35.6	11.4	0.0	0.0	16.0	16.0	31.8	0.0	43.9	0.0	0.0	0.0
LOS by Move:	D	B	A	A	B	B	C	A	D	A	A	A
HCM2k95thQ:	7	35	0	0	12	12	5	0	18	0	0	0

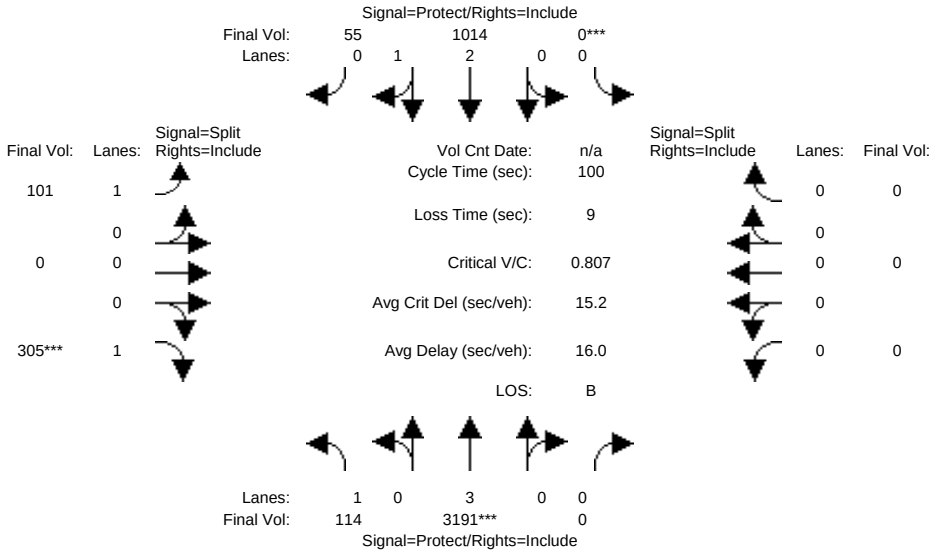
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #555: Coleman & Project Entrance



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	2968	0	0	904	10	2	0	25	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:	120	2968	0	0	904	10	2	0	25	0	0	0
Added Vol:	-6	-38	0	0	42	45	99	0	280	0	0	0
ATI:	0	261	0	0	68	0	0	0	0	0	0	0
Initial Fut:	114	3191	0	0	1014	55	101	0	305	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	3191	0	0	1014	55	101	0	305	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	3191	0	0	1014	55	101	0	305	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	3191	0	0	1014	55	101	0	305	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.84	0.16	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5311	288	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.56	0.00	0.00	0.19	0.19	0.06	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	18.6	69.4	0.0	0.0	50.8	50.8	21.6	0.0	21.6	0.0	0.0	0.0
Volume/Cap:	0.35	0.81	0.00	0.00	0.38	0.38	0.27	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	36.1	11.9	0.0	0.0	15.1	15.1	33.0	0.0	49.3	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:	36.1	11.9	0.0	0.0	15.1	15.1	33.0	0.0	49.3	0.0	0.0	0.0
LOS by Move:	D	B	A	A	B	B	C	A	D	A	A	A
HCM2k95thQ:	7	40	0	0	12	12	5	0	19	0	0	0

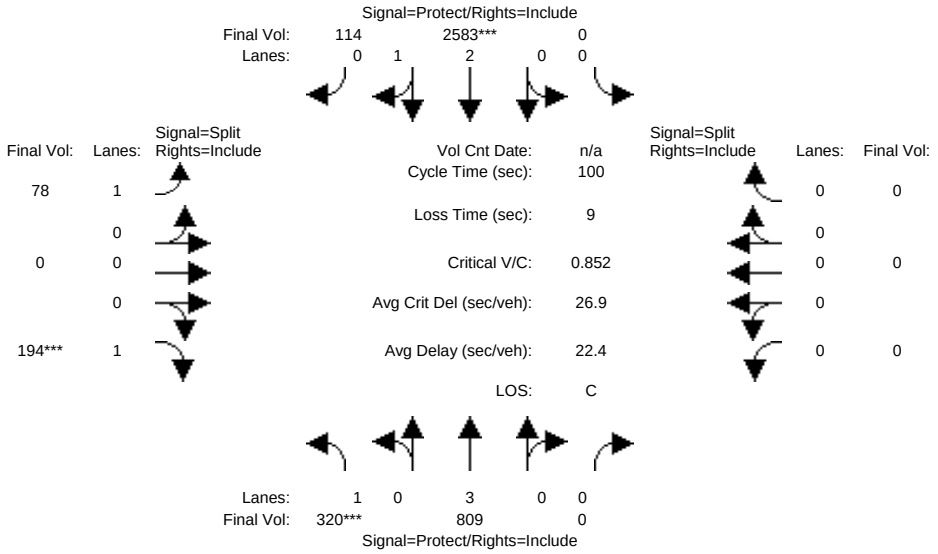
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #555: Coleman & Project Entrance



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	760	0	0	2558	0	0	0	0	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	760	0	0	2558	0	0	0	0	0	0	0
Added Vol:	320	49	0	0	25	114	78	0	194	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	809	0	0	2583	114	78	0	194	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	809	0	0	2583	114	78	0	194	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	809	0	0	2583	114	78	0	194	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	809	0	0	2583	114	78	0	194	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.87	0.13	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5363	237	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.14	0.00	0.00	0.48	0.48	0.04	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	21.5	78.0	0.0	0.0	56.5	56.5	13.0	0.0	13.0	0.0	0.0	0.0
Volume/Cap:	0.85	0.18	0.00	0.00	0.85	0.85	0.34	0.00	0.85	0.00	0.00	0.00
Delay/Veh:	54.6	2.8	0.0	0.0	20.6	20.6	40.5	0.0	67.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	2.8	0.0	0.0	20.6	20.6	40.5	0.0	67.8	0.0	0.0	0.0
LOS by Move:	D	A	A	A	C	C	D	A	E	A	A	A
HCM2k95thQ:	23	4	0	0	36	36	5	0	13	0	0	0

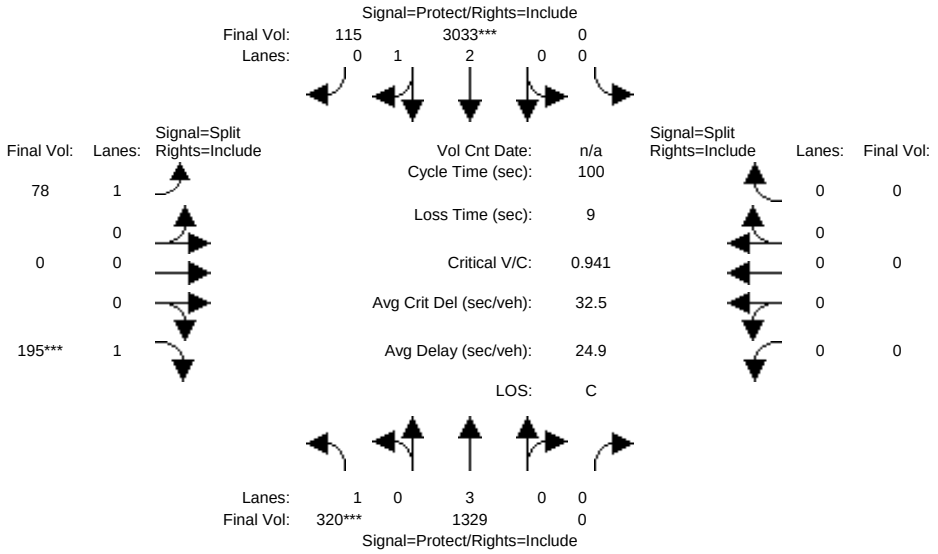
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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #555: Coleman & Project Entrance



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	760	0	0	2558	0	0	0	0	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	760	0	0	2558	0	0	0	0	0	0	0
Added Vol:	301	41	0	0	-21	113	69	0	87	0	0	0
ATI:	19	528	0	0	496	2	9	0	108	0	0	0
Initial Fut:	320	1329	0	0	3033	115	78	0	195	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	1329	0	0	3033	115	78	0	195	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1329	0	0	3033	115	78	0	195	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	1329	0	0	3033	115	78	0	195	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5395	205	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.23	0.00	0.00	0.56	0.56	0.04	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	19.4	79.2	0.0	0.0	59.7	59.7	11.8	0.0	11.8	0.0	0.0	0.0
Volume/Cap:	0.94	0.29	0.00	0.00	0.94	0.94	0.38	0.00	0.94	0.00	0.00	0.00
Delay/Veh:	73.5	2.9	0.0	0.0	24.8	24.8	41.8	0.0	89.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.5	2.9	0.0	0.0	24.8	24.8	41.8	0.0	89.7	0.0	0.0	0.0
LOS by Move:	E	A	A	A	C	C	D	A	F	A	A	A
HCM2k95thQ:	26	7	0	0	46	46	5	0	15	0	0	0

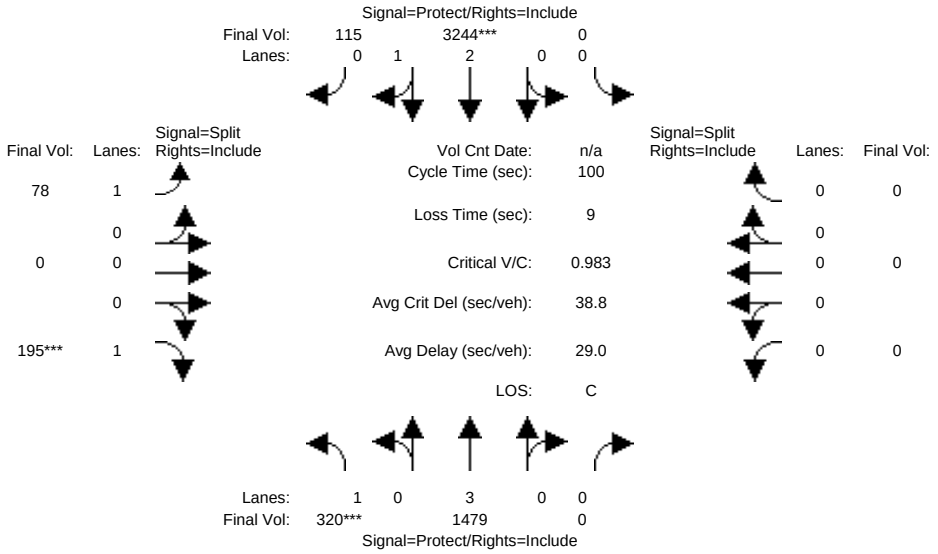
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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #555: Coleman & Project Entrance



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	7	10	0		0	10	10		10	0	10		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module:																
Base Vol:	19	1288	0	0	3054	2	9	0	108	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:	19	1288	0	0	3054	2	9	0	108	0	0	0				
Added Vol:	301	41	0	0	-21	113	69	0	87	0	0	0				
ATI:	0	150	0	0	211	0	0	0	0	0	0	0				
Initial Fut:	320	1479	0	0	3244	115	78	0	195	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	320	1479	0	0	3244	115	78	0	195	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	320	1479	0	0	3244	115	78	0	195	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	320	1479	0	0	3244	115	78	0	195	0	0	0				
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900				
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92				
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	1.00	0.00	0.00	0.00				
Final Sat.:	1750	5700	0	0	5408	192	1750	0	1750	0	0	0				
Capacity Analysis Module:																
Vol/Sat:	0.18	0.26	0.00	0.00	0.60	0.60	0.04	0.00	0.11	0.00	0.00	0.00				
Crit Moves:	****				****				****							
Green Time:	18.6	79.7	0.0	0.0	61.0	61.0	11.3	0.0	11.3	0.0	0.0	0.0				
Volume/Cap:	0.98	0.33	0.00	0.00	0.98	0.98	0.39	0.00	0.98	0.00	0.00	0.00				
Delay/Veh:	85.5	2.8	0.0	0.0	30.6	30.6	42.4	0.0	102.9	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:	85.5	2.8	0.0	0.0	30.6	30.6	42.4	0.0	102.9	0.0	0.0	0.0				
LOS by Move:	F	A	A	A	C	C	D	A	F	A	A	A				
HCM2k95thQ:	28	8	0	0	53	53	5	0	16	0	0	0				

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

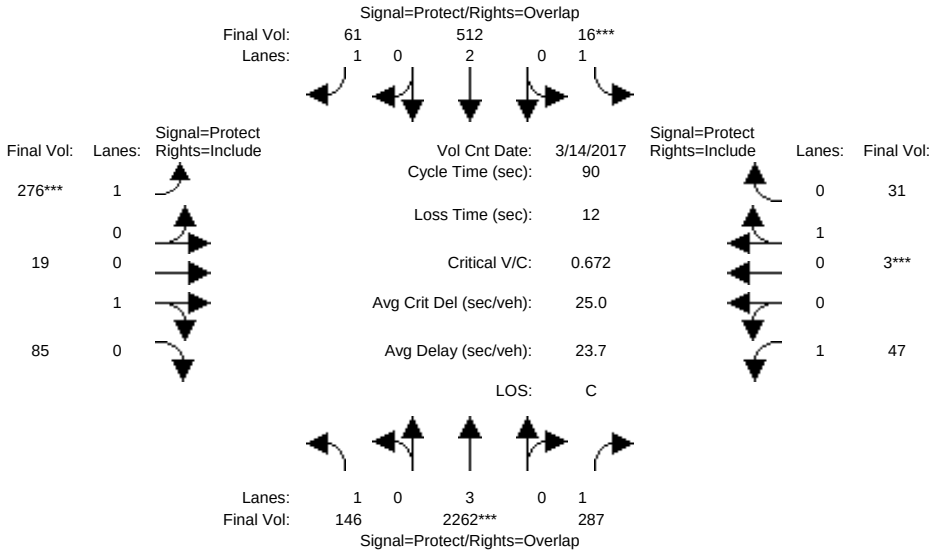
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Level of Service Calculations (Option 1)

Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	138	2161	287	16	456	21	118	19	53	47	3	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	2161	287	16	456	21	118	19	53	47	3	31
Added Vol:	8	101	0	0	56	40	158	0	32	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	2262	287	16	512	61	276	19	85	47	3	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	2262	287	16	512	61	276	19	85	47	3	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	2262	287	16	512	61	276	19	85	47	3	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	2262	287	16	512	61	276	19	85	47	3	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.18	0.82	1.00	0.09	0.91
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	329	1471	1750	159	1641
Capacity Analysis Module:												
Vol/Sat:	0.08	0.40	0.16	0.01	0.13	0.03	0.16	0.06	0.06	0.03	0.02	0.02
Crit Moves:		****		****			****				****	
Green Time:	19.4	43.7	54.9	7.0	31.3	48.6	17.3	16.1	16.1	11.3	10.0	10.0
Volume/Cap:	0.39	0.82	0.27	0.12	0.39	0.06	0.82	0.32	0.32	0.21	0.17	0.17
Delay/Veh:	30.9	21.8	8.3	39.0	22.3	9.9	49.3	32.8	32.8	35.9	36.6	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.9	21.8	8.3	39.0	22.3	9.9	49.3	32.8	32.8	35.9	36.6	36.6
LOS by Move:	C	C	A	D	C	A	D	C	C	D	D	D
HCM2k95thQ:	7	31	8	1	11	2	19	6	6	3	2	2

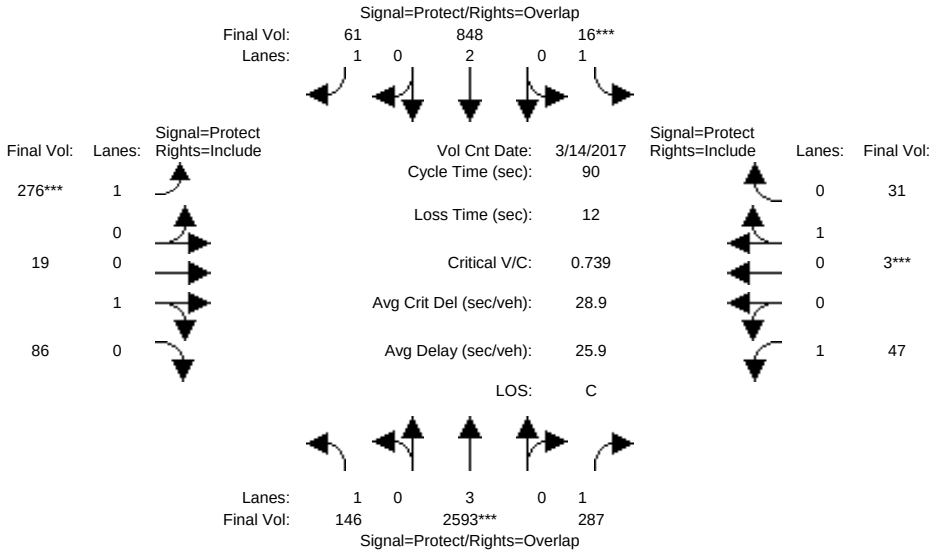
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	138	2161	287	16	456	21	118	19	53	47	3	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	2161	287	16	456	21	118	19	53	47	3	31
Added Vol:	-43	99	0	0	45	-54	139	0	22	0	0	0
ATI:	51	333	0	0	347	94	19	0	11	0	0	0
Initial Fut:	146	2593	287	16	848	61	276	19	86	47	3	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	2593	287	16	848	61	276	19	86	47	3	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	2593	287	16	848	61	276	19	86	47	3	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	2593	287	16	848	61	276	19	86	47	3	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.18	0.82	1.00	0.09	0.91
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	326	1474	1750	159	1641
Capacity Analysis Module:												
Vol/Sat:	0.08	0.45	0.16	0.01	0.22	0.03	0.16	0.06	0.06	0.03	0.02	0.02
Crit Moves:		****			****			****			****	
Green Time:	14.2	45.3	55.9	7.0	38.1	53.8	15.7	15.1	15.1	10.6	10.0	10.0
Volume/Cap:	0.53	0.90	0.26	0.12	0.53	0.06	0.90	0.35	0.35	0.23	0.17	0.17
Delay/Veh:	36.7	24.9	7.9	39.0	19.6	7.6	64.8	33.8	33.8	36.6	36.6	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.7	24.9	7.9	39.0	19.6	7.6	64.8	33.8	33.8	36.6	36.6	36.6
LOS by Move:	D	C	A	D	B	A	E	C	C	D	D	D
HCM2k95thQ:	8	38	7	1	17	2	21	6	6	3	2	2

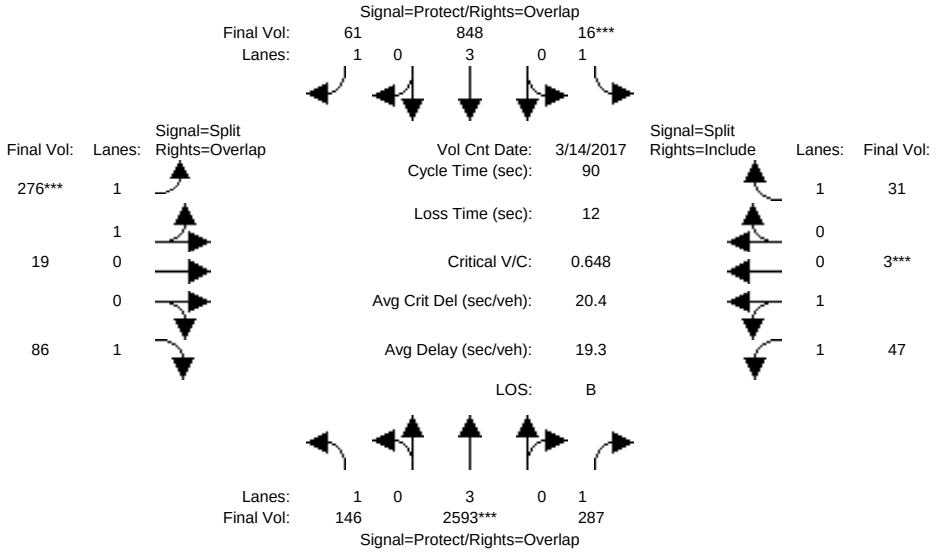
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	138	2161	287	16	456	21	118	19	53	47	3	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	138	2161	287	16	456	21	118	19	53	47	3	31
Added Vol:	-43	99	0	0	45	-54	139	0	22	0	0	0
ATI:	51	333	0	0	347	94	19	0	11	0	0	0
Initial Fut:	146	2593	287	16	848	61	276	19	86	47	3	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	146	2593	287	16	848	61	276	19	86	47	3	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	2593	287	16	848	61	276	19	86	47	3	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	2593	287	16	848	61	276	19	86	47	3	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.87	0.13	1.00	1.88	0.12	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3321	229	1750	3337	213	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.45	0.16	0.01	0.15	0.03	0.08	0.08	0.05	0.01	0.01	0.02
Crit Moves:		****		****			****				****	
Green Time:	20.8	51.0	61.0	7.0	37.2	47.2	10.0	10.0	30.8	10.0	10.0	10.0
Volume/Cap:	0.36	0.80	0.24	0.12	0.36	0.07	0.75	0.75	0.14	0.13	0.13	0.16
Delay/Veh:	29.5	17.0	5.7	39.0	18.3	10.6	46.5	46.5	20.6	36.2	36.2	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.5	17.0	5.7	39.0	18.3	10.6	46.5	46.5	20.6	36.2	36.2	36.6
LOS by Move:	C	B	A	D	B	B	D	D	C	D	D	D
HCM2k95thQ:	7	32	6	1	11	2	12	12	4	2	2	2

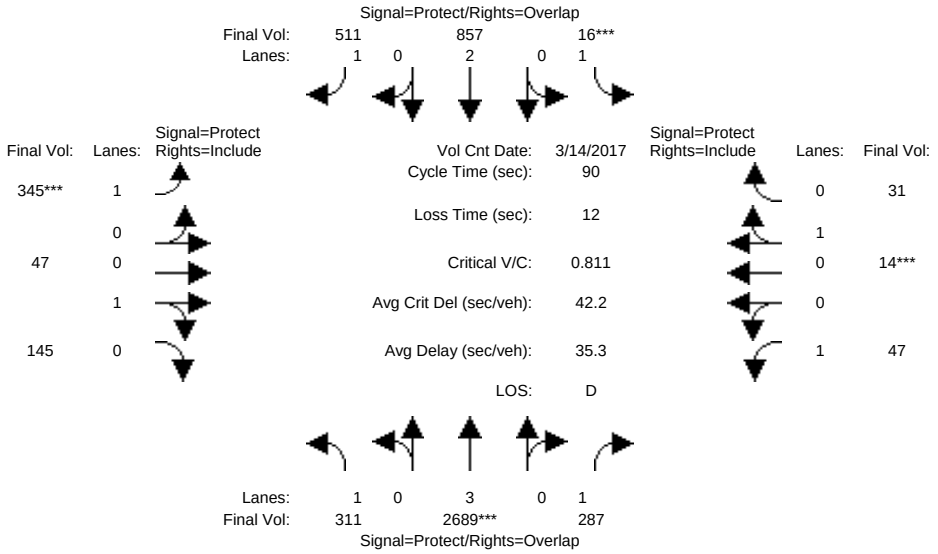
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	189	2494	287	16	803	115	137	19	64	47	3	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	2494	287	16	803	115	137	19	64	47	3	31
Added Vol:	-43	99	0	0	45	-54	139	0	22	0	0	0
ATI:	165	96	0	0	9	450	69	28	59	0	11	0
Initial Fut:	311	2689	287	16	857	511	345	47	145	47	14	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2689	287	16	857	511	345	47	145	47	14	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	2689	287	16	857	511	345	47	145	47	14	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	311	2689	287	16	857	511	345	47	145	47	14	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.24	0.76	1.00	0.31	0.69
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	441	1359	1750	560	1240
Capacity Analysis Module:												
Vol/Sat:	0.18	0.47	0.16	0.01	0.23	0.29	0.20	0.11	0.11	0.03	0.03	0.03
Crit Moves:		****		****			****				****	
Green Time:	22.0	43.0	54.5	7.0	28.0	46.0	18.0	16.5	16.5	11.5	10.0	10.0
Volume/Cap:	0.73	0.99	0.27	0.12	0.73	0.57	0.99	0.58	0.58	0.21	0.23	0.23
Delay/Veh:	37.3	37.5	8.5	39.0	29.9	16.1	80.4	36.3	36.3	35.6	37.0	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:	37.3	37.5	8.5	39.0	29.9	16.1	80.4	36.3	36.3	35.6	37.0	37.0
LOS by Move:	D	D	A	D	C	B	F	D	D	D	D	D
HCM2k95thQ:	16	45	8	1	22	20	28	11	11	3	3	3

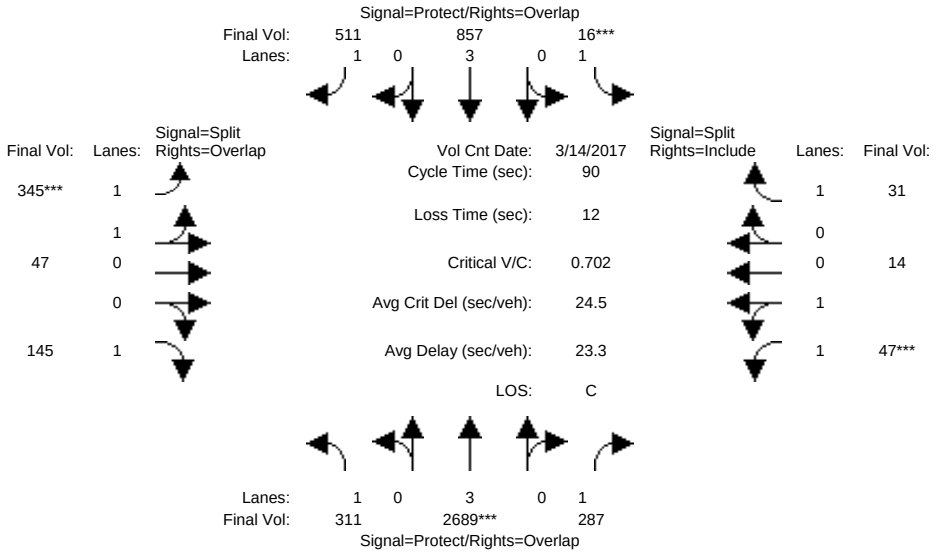
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	189	2494	287	16	803	115	137	19	64	47	3	31
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	189	2494	287	16	803	115	137	19	64	47	3	31
Added Vol:	-43	99	0	0	45	-54	139	0	22	0	0	0
ATI:	165	96	0	0	9	450	69	28	59	0	11	0
Initial Fut:	311	2689	287	16	857	511	345	47	145	47	14	31
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2689	287	16	857	511	345	47	145	47	14	31
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	311	2689	287	16	857	511	345	47	145	47	14	31
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	311	2689	287	16	857	511	345	47	145	47	14	31
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.76	0.24	1.00	1.55	0.45	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3124	426	1750	2735	815	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.47	0.16	0.01	0.15	0.29	0.11	0.11	0.08	0.02	0.02	0.02
Crit Moves:		****		****			****			****		
Green Time:	27.9	49.4	59.4	7.0	28.5	40.1	11.6	11.6	39.5	10.0	10.0	10.0
Volume/Cap:	0.57	0.86	0.25	0.12	0.47	0.66	0.86	0.86	0.19	0.15	0.15	0.16
Delay/Veh:	27.5	19.9	6.3	39.0	24.9	21.6	53.5	53.5	15.6	36.4	36.4	36.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	27.5	19.9	6.3	39.0	24.9	21.6	53.5	53.5	15.6	36.4	36.4	36.6
LOS by Move:	C	B	A	D	C	C	D	D	B	D	D	D
HCM2k95thQ:	14	36	7	1	13	23	16	16	5	2	2	2

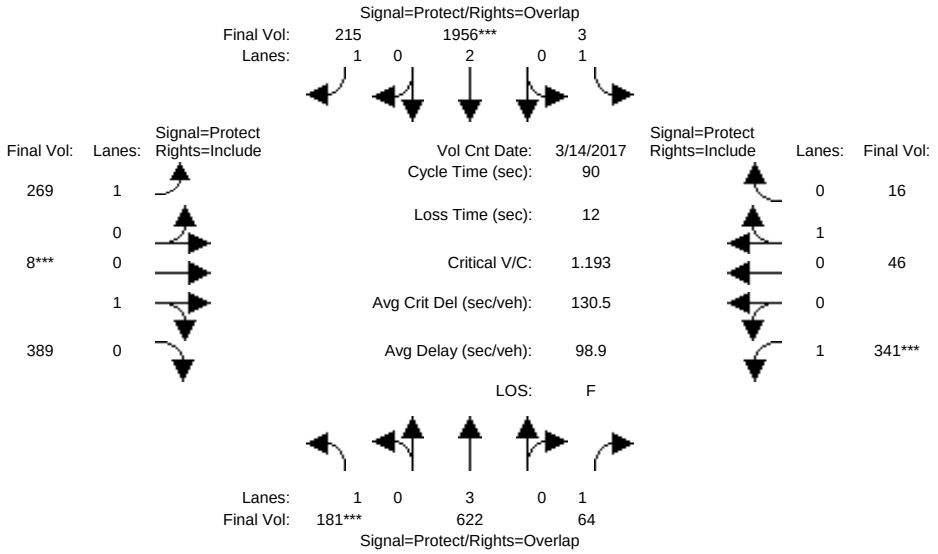
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	149	547	64	3	1845	57	183	8	372	341	46	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	547	64	3	1845	57	183	8	372	341	46	16
Added Vol:	32	75	0	0	111	158	86	0	17	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	181	622	64	3	1956	215	269	8	389	341	46	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	622	64	3	1956	215	269	8	389	341	46	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	622	64	3	1956	215	269	8	389	341	46	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	622	64	3	1956	215	269	8	389	341	46	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.02	0.98	1.00	0.74	0.26
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	36	1764	1750	1335	465
Capacity Analysis Module:												
Vol/Sat:	0.10	0.11	0.04	0.00	0.51	0.12	0.15	0.22	0.22	0.19	0.03	0.03
Crit Moves:	****				****			****		****		
Green Time:	7.8	27.4	42.1	19.2	38.8	57.0	18.2	16.6	16.6	14.7	13.2	13.2
Volume/Cap:	1.19	0.36	0.08	0.01	1.19	0.19	0.76	1.19	1.19	1.19	0.24	0.24
Delay/Veh:	175.2	24.5	13.2	27.9	119	7.0	43.1	149	149.1	153.5	34.4	34.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	175.2	24.5	13.2	27.9	119	7.0	43.1	149	149.1	153.5	34.4	34.4
LOS by Move:	F	C	B	C	F	A	D	F	F	F	C	C
HCM2k95thQ:	18	9	2	0	76	5	18	38	38	35	4	4

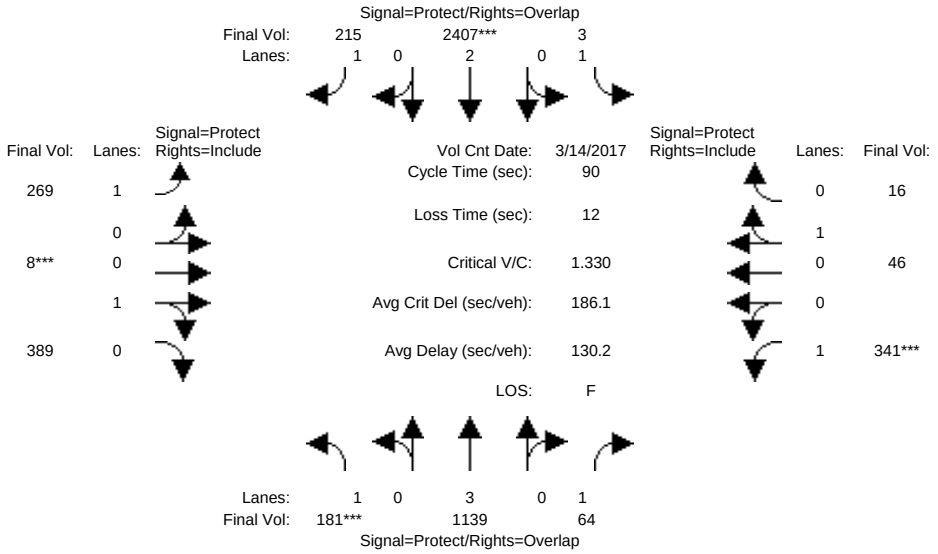
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	149	547	64	3	1845	57	183	8	372	341	46	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	547	64	3	1845	57	183	8	372	341	46	16
Added Vol:	24	66	0	0	110	143	1	0	-29	0	0	0
ATI:	8	526	0	0	452	15	85	0	46	0	0	0
Initial Fut:	181	1139	64	3	2407	215	269	8	389	341	46	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	1139	64	3	2407	215	269	8	389	341	46	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1139	64	3	2407	215	269	8	389	341	46	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	1139	64	3	2407	215	269	8	389	341	46	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.02	0.98	1.00	0.74	0.26
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	36	1764	1750	1335	465
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.04	0.00	0.63	0.12	0.15	0.22	0.22	0.19	0.03	0.03
Crit Moves:	****				****			****		****		
Green Time:	7.0	35.9	49.1	14.0	42.9	59.2	16.3	14.9	14.9	13.2	11.8	11.8
Volume/Cap:	1.33	0.50	0.07	0.01	1.33	0.19	0.85	1.33	1.33	1.33	0.26	0.26
Delay/Veh:	231.4	20.5	9.7	32.2	176	6.1	54.4	207	207.1	211.0	35.8	35.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	231.4	20.5	9.7	32.2	176	6.1	54.4	207	207.1	211.0	35.8	35.8
LOS by Move:	F	C	A	C	F	A	D	F	F	F	D	D
HCM2k95thQ:	21	15	2	0	107	5	20	44	44	40	4	4

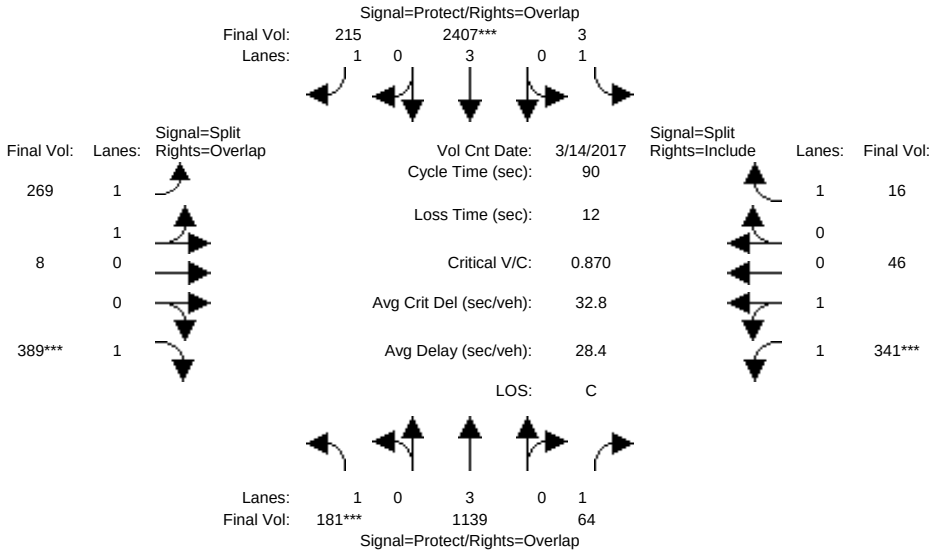
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	149	547	64	3	1845	57	183	8	372	341	46	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	149	547	64	3	1845	57	183	8	372	341	46	16
Added Vol:	24	66	0	0	110	143	1	0	-29	0	0	0
ATI:	8	526	0	0	452	15	85	0	46	0	0	0
Initial Fut:	181	1139	64	3	2407	215	269	8	389	341	46	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	181	1139	64	3	2407	215	269	8	389	341	46	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	181	1139	64	3	2407	215	269	8	389	341	46	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	181	1139	64	3	2407	215	269	8	389	341	46	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.94	0.06	1.00	1.77	0.23	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3447	103	1750	3128	422	1750
Capacity Analysis Module:												
Vol/Sat:	0.10	0.20	0.04	0.00	0.42	0.12	0.08	0.08	0.22	0.11	0.11	0.01
Crit Moves:	****				****				****	****		
Green Time:	10.7	39.2	50.5	15.2	43.7	56.0	12.3	12.3	23.0	11.3	11.3	11.3
Volume/Cap:	0.87	0.46	0.07	0.01	0.87	0.20	0.57	0.57	0.87	0.87	0.87	0.07
Delay/Veh:	69.1	18.1	9.0	31.1	23.9	7.4	38.0	38.0	48.6	55.3	55.3	34.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.1	18.1	9.0	31.1	23.9	7.4	38.0	38.0	48.6	55.3	55.3	34.9
LOS by Move:	E	B	A	C	C	A	D	D	D	E	E	C
HCM2k95thQ:	12	14	2	0	38	6	9	9	26	16	16	1

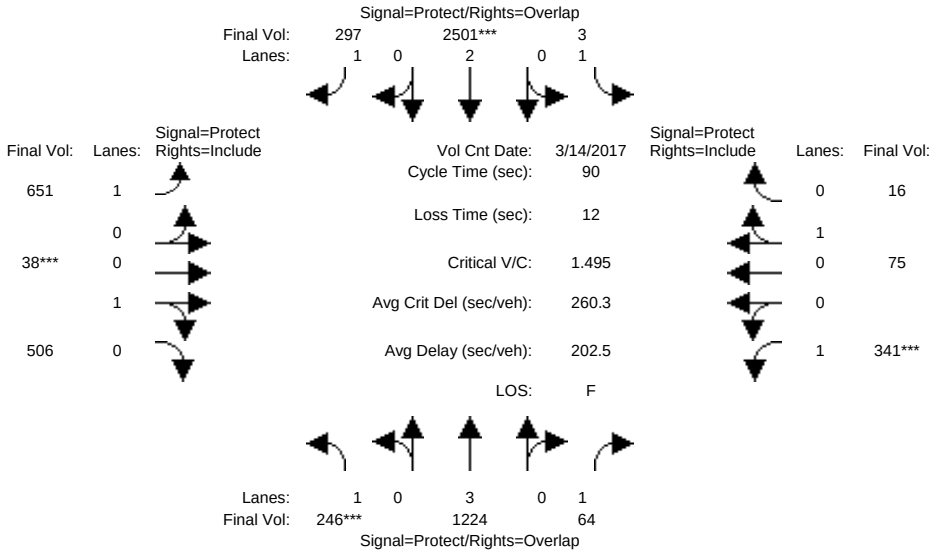
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	157	1073	64	3	2297	72	268	8	418	341	46	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	1073	64	3	2297	72	268	8	418	341	46	16
Added Vol:	24	66	0	0	110	143	1	0	-29	0	0	0
ATI:	65	85	0	0	94	82	382	30	117	0	29	0
Initial Fut:	246	1224	64	3	2501	297	651	38	506	341	75	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	1224	64	3	2501	297	651	38	506	341	75	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	1224	64	3	2501	297	651	38	506	341	75	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	1224	64	3	2501	297	651	38	506	341	75	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	2.00	1.00	1.00	0.07	0.93	1.00	0.82	0.18
Final Sat.:	1750	5700	1750	1750	3800	1750	1750	126	1674	1750	1484	316
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.04	0.00	0.66	0.17	0.37	0.30	0.30	0.19	0.05	0.05
Crit Moves:	****				****			****		****		
Green Time:	8.5	35.3	47.0	12.8	39.6	59.5	19.9	18.2	18.2	11.7	10.0	10.0
Volume/Cap:	1.50	0.55	0.07	0.01	1.50	0.26	1.68	1.50	1.50	1.50	0.46	0.46
Delay/Veh:	292.8	21.5	10.7	33.2	251	6.3	352.4	273	272.8	283.7	39.1	39.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	292.8	21.5	10.7	33.2	251	6.3	352.4	273	272.8	283.7	39.1	39.1
LOS by Move:	F	C	B	C	F	A	F	F	F	F	D	D
HCM2k95thQ:	32	16	2	0	129	7	85	64	64	44	6	6

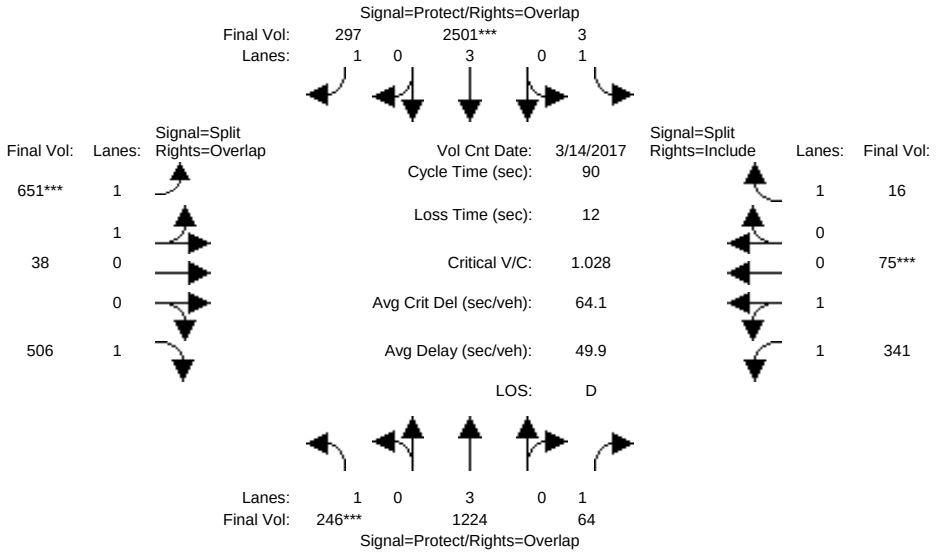
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #302: Coleman/Brokaw



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	157	1073	64	3	2297	72	268	8	418	341	46	16
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	157	1073	64	3	2297	72	268	8	418	341	46	16
Added Vol:	24	66	0	0	110	143	1	0	-29	0	0	0
ATI:	65	85	0	0	94	82	382	30	117	0	29	0
Initial Fut:	246	1224	64	3	2501	297	651	38	506	341	75	16
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	246	1224	64	3	2501	297	651	38	506	341	75	16
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	246	1224	64	3	2501	297	651	38	506	341	75	16
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	246	1224	64	3	2501	297	651	38	506	341	75	16
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.93	0.95	0.92	0.93	0.95	0.92
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.89	0.11	1.00	1.64	0.36	1.00
Final Sat.:	1750	5700	1750	1750	5700	1750	3354	196	1750	2910	640	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.21	0.04	0.00	0.44	0.17	0.19	0.19	0.29	0.12	0.12	0.01
Crit Moves:	****				****		****				****	
Green Time:	12.3	37.2	47.5	13.5	38.4	55.4	17.0	17.0	29.3	10.3	10.3	10.3
Volume/Cap:	1.03	0.52	0.07	0.01	1.03	0.28	1.03	1.03	0.89	1.03	1.03	0.08
Delay/Veh:	104.4	19.9	10.4	32.6	51.5	8.1	78.5	78.5	44.4	91.9	91.9	35.8
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:	104.4	19.9	10.4	32.6	51.5	8.1	78.5	78.5	44.4	91.9	91.9	35.8
LOS by Move:	F	B	B	C	D	A	E	E	D	F	F	D
HCM2k95thQ:	19	15	2	0	52	8	29	29	31	20	20	1

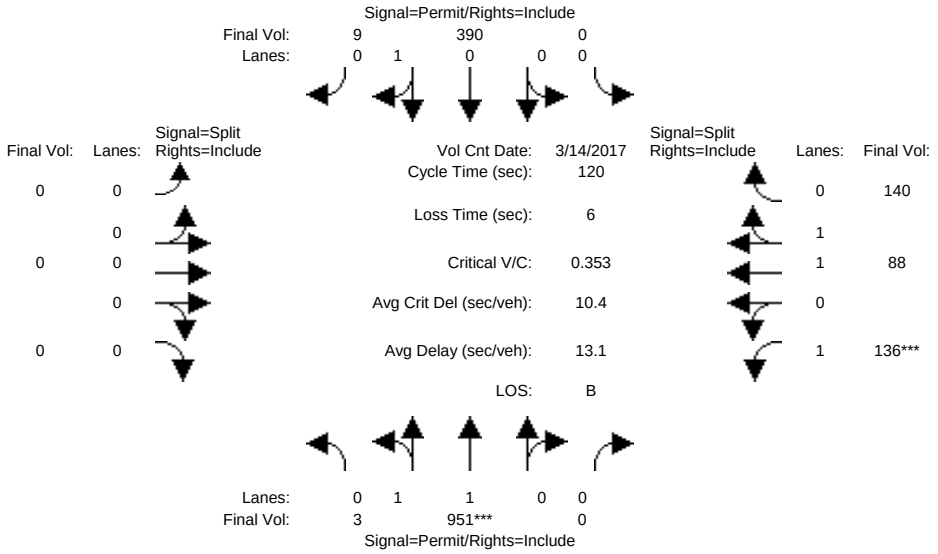
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5828: Lafayette/Lewis



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	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: 14 Mar 2017 <<												
Base Vol:	3	951	0	0	388	9	0	0	0	130	88	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	951	0	0	388	9	0	0	0	130	88	128
Added Vol:	0	0	0	0	2	0	0	0	0	6	0	12
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	3	951	0	0	390	9	0	0	0	136	88	140
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	3	951	0	0	390	9	0	0	0	136	88	140
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	3	951	0	0	390	9	0	0	0	136	88	140
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	3	951	0	0	390	9	0	0	0	136	88	140
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	1.99	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	12	3688	0	0	1759	41	0	0	0	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.00	0.00	0.22	0.22	0.00	0.00	0.00	0.08	0.05	0.08
Crit Moves:		****								****		
Green Time:	87.0	87.0	0.0	0.0	87.0	87.0	0.0	0.0	0.0	27.0	27.0	27.0
Volume/Cap:	0.36	0.36	0.00	0.00	0.31	0.31	0.00	0.00	0.00	0.35	0.21	0.36
Delay/Veh:	6.2	6.2	0.0	0.0	6.0	6.0	0.0	0.0	0.0	39.6	37.9	39.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	6.2	6.2	0.0	0.0	6.0	6.0	0.0	0.0	0.0	39.6	37.9	39.5
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2k95thQ:	13	13	0	0	10	10	0	0	0	9	5	9

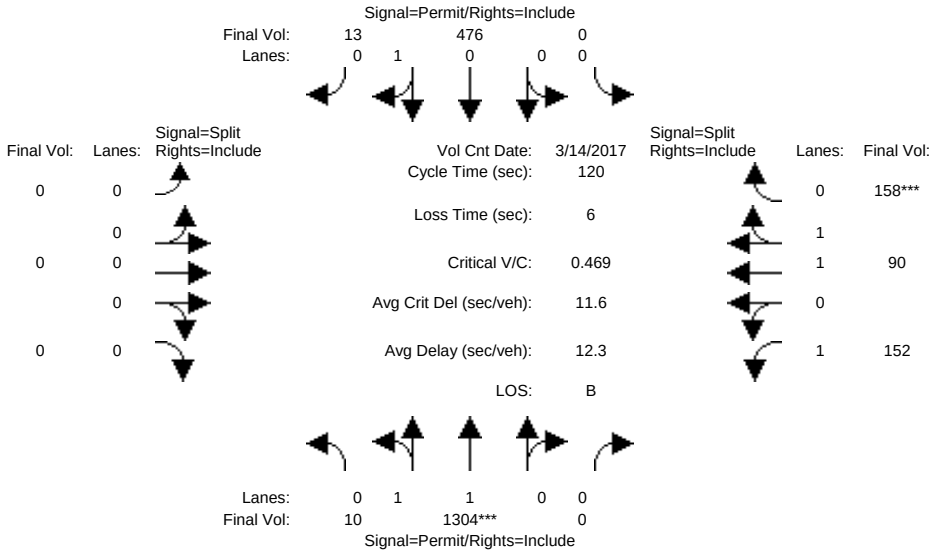
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5828: Lafayette/Lewis



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	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: 14 Mar 2017 <<												
Base Vol:	3	951	0	0	388	9	0	0	0	130	88	128
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	3	951	0	0	388	9	0	0	0	130	88	128
Added Vol:	0	0	0	0	-2	0	0	0	0	5	0	12
ATI:	7	353	0	0	90	4	0	0	0	17	2	18
Initial Fut:	10	1304	0	0	476	13	0	0	0	152	90	158
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1304	0	0	476	13	0	0	0	152	90	158
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1304	0	0	476	13	0	0	0	152	90	158
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1304	0	0	476	13	0	0	0	152	90	158
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.02	1.98	0.00	0.00	0.97	0.03	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	28	3672	0	0	1752	48	0	0	0	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.36	0.36	0.00	0.00	0.27	0.27	0.00	0.00	0.00	0.09	0.05	0.09
Crit Moves:		****										****
Green Time:	90.9	90.9	0.0	0.0	90.9	90.9	0.0	0.0	0.0	23.1	23.1	23.1
Volume/Cap:	0.47	0.47	0.00	0.00	0.36	0.36	0.00	0.00	0.00	0.45	0.25	0.47
Delay/Veh:	5.6	5.6	0.0	0.0	5.0	5.0	0.0	0.0	0.0	43.8	41.2	43.7
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:	5.6	5.6	0.0	0.0	5.0	5.0	0.0	0.0	0.0	43.8	41.2	43.7
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2k95thQ:	17	17	0	0	12	12	0	0	0	11	6	11

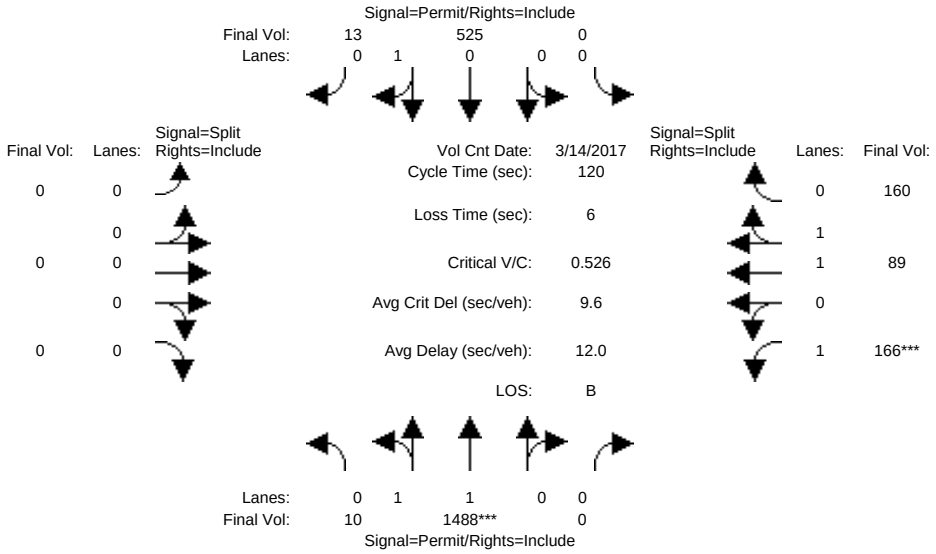
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5828: Lafayette/Lewis



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	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: 14 Mar 2017 <<												
Base Vol:	10	1304	0	0	478	13	0	0	0	147	90	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	1304	0	0	478	13	0	0	0	147	90	146
Added Vol:	0	0	0	0	-2	0	0	0	0	5	0	12
ATI:	0	184	0	0	49	0	0	0	0	14	-1	2
Initial Fut:	10	1488	0	0	525	13	0	0	0	166	89	160
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	10	1488	0	0	525	13	0	0	0	166	89	160
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	10	1488	0	0	525	13	0	0	0	166	89	160
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	10	1488	0	0	525	13	0	0	0	166	89	160
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.97	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	0.01	1.99	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.00	1.00	1.00
Final Sat.:	25	3675	0	0	1756	44	0	0	0	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.40	0.40	0.00	0.00	0.30	0.30	0.00	0.00	0.00	0.09	0.05	0.09
Crit Moves:		****								****		
Green Time:	92.4	92.4	0.0	0.0	92.4	92.4	0.0	0.0	0.0	21.6	21.6	21.6
Volume/Cap:	0.53	0.53	0.00	0.00	0.39	0.39	0.00	0.00	0.00	0.53	0.26	0.51
Delay/Veh:	5.5	5.5	0.0	0.0	4.7	4.7	0.0	0.0	0.0	46.2	42.4	45.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	5.5	5.5	0.0	0.0	4.7	4.7	0.0	0.0	0.0	46.2	42.4	45.2
LOS by Move:	A	A	A	A	A	A	A	A	A	D	D	D
HCM2k95thQ:	20	20	0	0	13	13	0	0	0	12	6	12

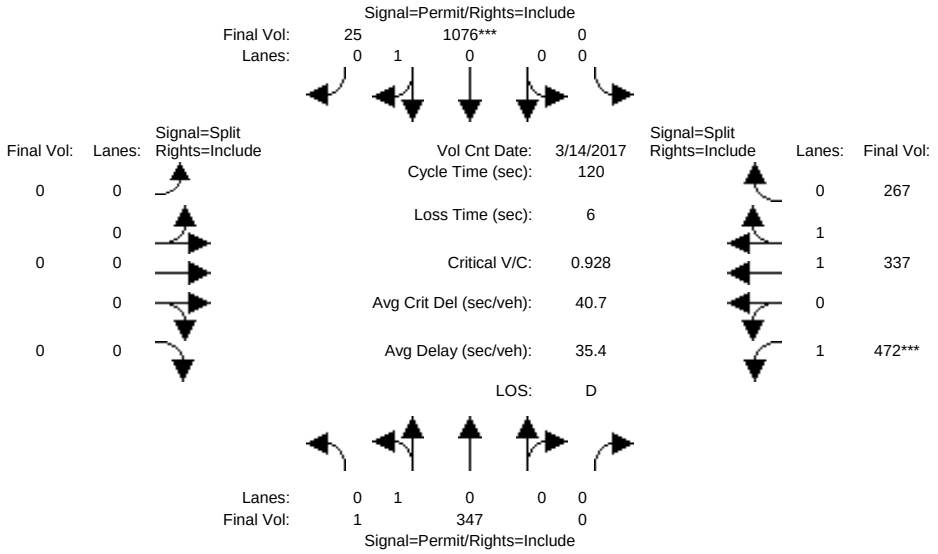
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5828: Lafayette/Lewis



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	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: 14 Mar 2017 <<												
Base Vol:	1	347	0	0	1070	25	0	0	0	468	337	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	347	0	0	1070	25	0	0	0	468	337	260
Added Vol:	0	0	0	0	6	0	0	0	0	4	0	7
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1	347	0	0	1076	25	0	0	0	472	337	267
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	1	347	0	0	1076	25	0	0	0	472	337	267
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1	347	0	0	1076	25	0	0	0	472	337	267
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1	347	0	0	1076	25	0	0	0	472	337	267
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.01	0.99	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.00	1.09	0.91
Final Sat.:	5	1795	0	0	1759	41	0	0	0	1750	2063	1635
Capacity Analysis Module:												
Vol/Sat:	0.19	0.19	0.00	0.00	0.61	0.61	0.00	0.00	0.00	0.27	0.16	0.16
Crit Moves:					****					****		
Green Time:	79.1	79.1	0.0	0.0	79.1	79.1	0.0	0.0	0.0	34.9	34.9	34.9
Volume/Cap:	0.29	0.29	0.00	0.00	0.93	0.93	0.00	0.00	0.00	0.93	0.56	0.56
Delay/Veh:	8.8	8.8	0.0	0.0	30.4	30.4	0.0	0.0	0.0	64.7	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:	8.8	8.8	0.0	0.0	30.4	30.4	0.0	0.0	0.0	64.7	36.8	36.8
LOS by Move:	A	A	A	A	C	C	A	A	A	E	D	D
HCM2k95thQ:	11	11	0	0	62	62	0	0	0	38	18	18

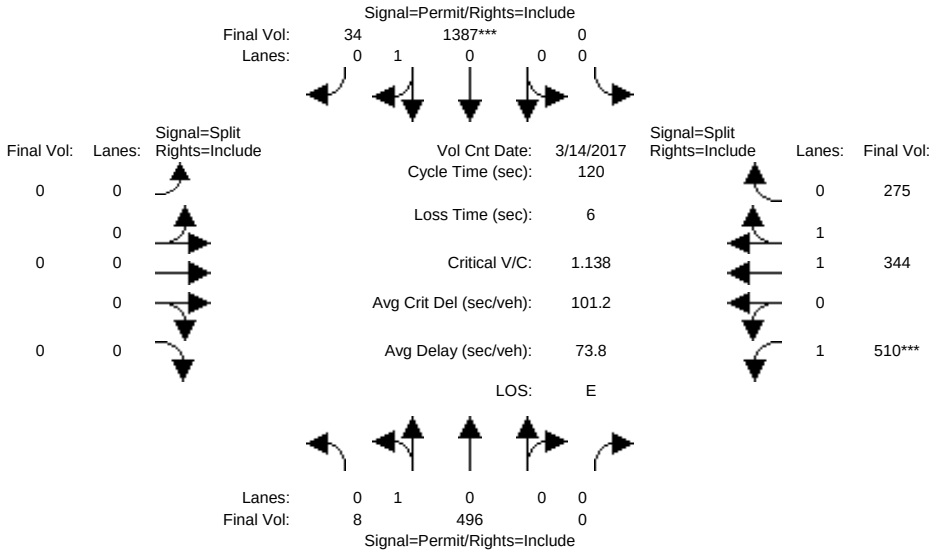
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5828: Lafayette/Lewis



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	0	0	10	10	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: 14 Mar 2017 <<												
Base Vol:	1	347	0	0	1070	25	0	0	0	468	337	260
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1	347	0	0	1070	25	0	0	0	468	337	260
Added Vol:	0	0	0	0	5	0	0	0	0	1	0	7
ATI:	7	149	0	0	312	9	0	0	0	41	7	8
Initial Fut:	8	496	0	0	1387	34	0	0	0	510	344	275
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	8	496	0	0	1387	34	0	0	0	510	344	275
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	8	496	0	0	1387	34	0	0	0	510	344	275
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	8	496	0	0	1387	34	0	0	0	510	344	275
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.92	0.92	0.95	0.95	0.92	1.00	0.92	0.92	0.99	0.95
Lanes:	0.02	0.98	0.00	0.00	0.98	0.02	0.00	0.00	0.00	1.00	1.09	0.91
Final Sat.:	29	1771	0	0	1757	43	0	0	0	1750	2055	1643
Capacity Analysis Module:												
Vol/Sat:	0.28	0.28	0.00	0.00	0.79	0.79	0.00	0.00	0.00	0.29	0.17	0.17
Crit Moves:					****					****		
Green Time:	83.3	83.3	0.0	0.0	83.3	83.3	0.0	0.0	0.0	30.7	30.7	30.7
Volume/Cap:	0.40	0.40	0.00	0.00	1.14	1.14	0.00	0.00	0.00	1.14	0.65	0.65
Delay/Veh:	8.0	8.0	0.0	0.0	90.7	90.7	0.0	0.0	0.0	130.7	41.5	41.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	8.0	8.0	0.0	0.0	90.7	90.7	0.0	0.0	0.0	130.7	41.5	41.5
LOS by Move:	A	A	A	A	F	F	A	A	A	F	D	D
HCM2k95thQ:	15	15	0	0	114	114	0	0	0	51	20	20

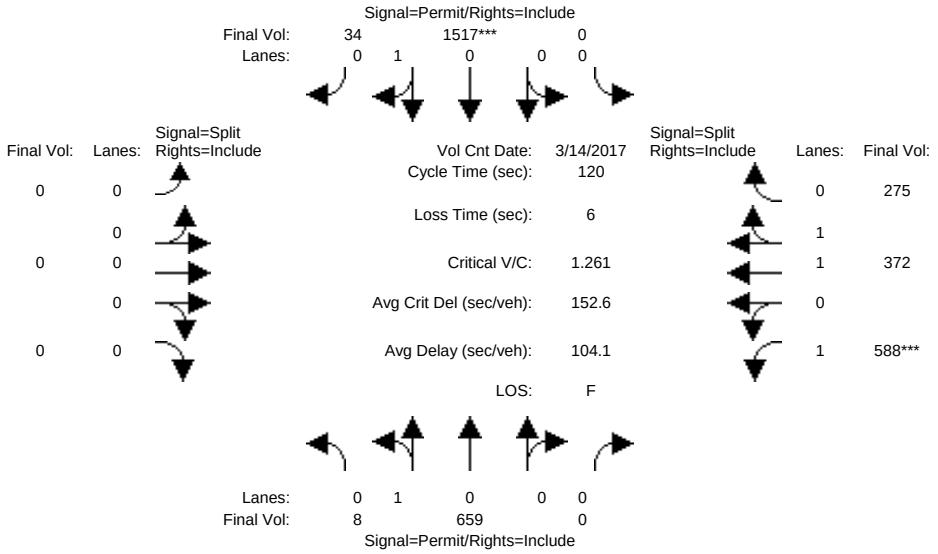
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5828: Lafayette/Lewis



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	10	10	0		0	10	10		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: 14 Mar 2017 <<																
Base Vol:	8	496	0		0	1382	34		0	0	0		509	344	268	
Growth Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
Initial Bse:	8	496	0		0	1382	34		0	0	0		509	344	268	
Added Vol:	0	0	0		0	5	0		0	0	0		1	0	7	
ATI:	0	163	0		0	130	0		0	0	0		78	28	0	
Initial Fut:	8	659	0		0	1517	34		0	0	0		588	372	275	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
PHF Volume:	8	659	0		0	1517	34		0	0	0		588	372	275	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	8	659	0		0	1517	34		0	0	0		588	372	275	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
FinalVolume:	8	659	0		0	1517	34		0	0	0		588	372	275	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.95	0.95	0.92		0.92	0.95	0.95		0.92	1.00	0.92		0.92	0.99	0.95	
Lanes:	0.01	0.99	0.00		0.00	0.98	0.02		0.00	0.00	0.00		1.00	1.13	0.87	
Final Sat.:	22	1778	0		0	1761	39		0	0	0		1750	2126	1572	
Capacity Analysis Module:																
Vol/Sat:	0.37	0.37	0.00		0.00	0.86	0.86		0.00	0.00	0.00		0.34	0.17	0.17	
Crit Moves:						****							****			
Green Time:	82.0	82.0	0.0		0.0	82.0	82.0		0.0	0.0	0.0		32.0	32.0	32.0	
Volume/Cap:	0.54	0.54	0.00		0.00	1.26	1.26		0.00	0.00	0.00		1.26	0.66	0.66	
Delay/Veh:	10.0	10.0	0.0		0.0	143	143.0		0.0	0.0	0.0		177.7	40.8	40.8	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	10.0	10.0	0.0		0.0	143	143.0		0.0	0.0	0.0		177.7	40.8	40.8	
LOS by Move:	B	B	A		A	F	F		A	A	A		F	D	D	
HCM2k95thQ:	23	23	0		0	147	147		0	0	0		65	21	21	

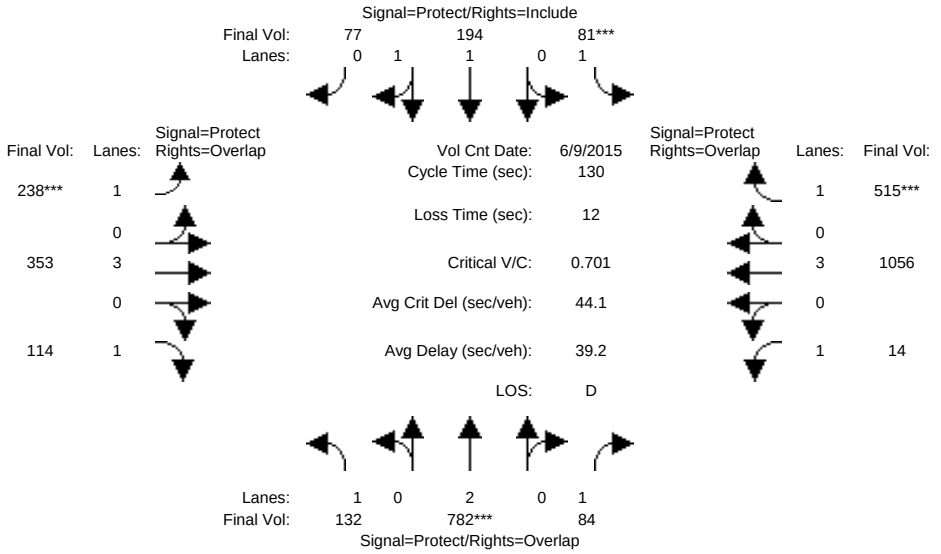
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Jun 2015 <<												
Base Vol:	132	782	72	81	194	77	238	344	112	14	1027	515
Growth Adj:	1.00	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	782	72	81	194	77	238	344	112	14	1027	515
Added Vol:	0	0	12	0	0	0	0	9	2	0	29	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	782	84	81	194	77	238	353	114	14	1056	515
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	782	84	81	194	77	238	353	114	14	1056	515
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	782	84	81	194	77	238	353	114	14	1056	515
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	782	84	81	194	77	238	353	114	14	1056	515
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.42	0.58	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2648	1051	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.21	0.05	0.05	0.07	0.07	0.14	0.06	0.07	0.01	0.19	0.29
Crit Moves:		****		****			****					****
Green Time:	23.2	38.2	66.9	8.6	23.6	23.6	25.2	41.1	64.2	28.8	44.6	53.2
Volume/Cap:	0.42	0.70	0.09	0.70	0.40	0.40	0.70	0.20	0.13	0.04	0.54	0.72
Delay/Veh:	48.4	42.8	16.1	76.9	47.4	47.4	55.3	32.5	17.9	39.8	34.7	35.7
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:	48.4	42.8	16.1	76.9	47.4	47.4	55.3	32.5	17.9	39.8	34.7	35.7
LOS by Move:	D	D	B	E	D	D	E	C	B	D	C	D
HCM2k95thQ:	10	25	4	7	9	9	20	7	5	1	21	33

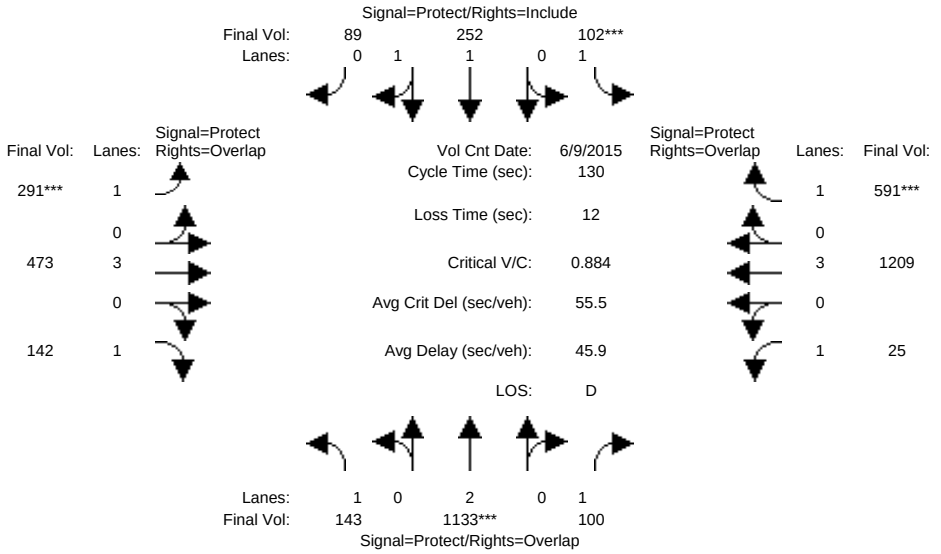
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Jun 2015 <<												
Base Vol:	132	782	72	81	194	77	238	344	112	14	1027	515
Growth Adj:	1.00	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	782	72	81	194	77	238	344	112	14	1027	515
Added Vol:	0	0	12	0	0	0	0	-9	-2	0	24	0
ATI:	11	351	16	21	58	12	53	138	32	11	158	76
Initial Fut:	143	1133	100	102	252	89	291	473	142	25	1209	591
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1133	100	102	252	89	291	473	142	25	1209	591
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1133	100	102	252	89	291	473	142	25	1209	591
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1133	100	102	252	89	291	473	142	25	1209	591
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.46	0.54	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2733	966	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.30	0.06	0.06	0.09	0.09	0.17	0.08	0.08	0.01	0.21	0.34
Crit Moves:		****		****			****					****
Green Time:	24.6	43.9	69.6	8.6	27.9	27.9	24.4	39.7	64.4	25.8	41.1	49.7
Volume/Cap:	0.43	0.88	0.11	0.88	0.43	0.43	0.88	0.27	0.16	0.07	0.67	0.88
Delay/Veh:	47.4	48.2	14.9	109.6	44.6	44.6	74.8	34.2	18.1	42.5	39.6	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.4	48.2	14.9	109.6	44.6	44.6	74.8	34.2	18.1	42.5	39.6	50.7
LOS by Move:	D	D	B	F	D	D	E	C	B	D	D	D
HCM2k95thQ:	10	38	4	10	11	11	27	9	7	2	26	44

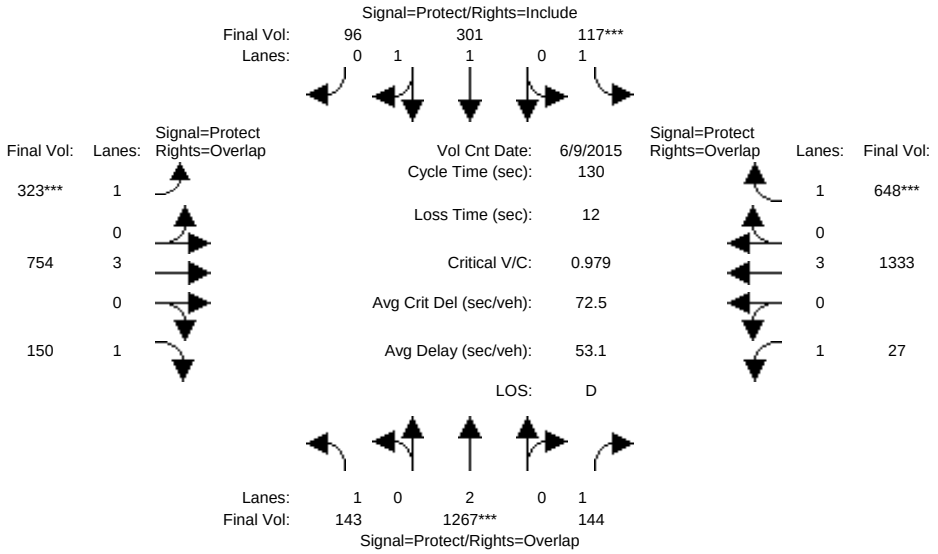
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 9 Jun 2015 <<												
Base Vol:	143	1133	88	102	252	89	291	482	144	25	1185	591
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	1133	88	102	252	89	291	482	144	25	1185	591
Added Vol:	0	0	12	0	0	0	0	-9	-2	0	24	0
ATI:	0	134	44	15	49	7	32	281	8	2	124	57
Initial Fut:	143	1267	144	117	301	96	323	754	150	27	1333	648
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	1267	144	117	301	96	323	754	150	27	1333	648
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	1267	144	117	301	96	323	754	150	27	1333	648
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	1267	144	117	301	96	323	754	150	27	1333	648
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.50	0.50	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2803	896	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.33	0.08	0.07	0.11	0.11	0.18	0.13	0.09	0.02	0.23	0.37
Crit Moves:		****		****			****					****
Green Time:	23.0	44.3	63.0	8.9	30.2	30.2	24.5	46.1	69.0	18.7	40.3	49.2
Volume/Cap:	0.46	0.98	0.17	0.98	0.46	0.46	0.98	0.37	0.16	0.11	0.75	0.98
Delay/Veh:	49.1	62.3	18.9	135.6	43.3	43.3	96.1	31.4	15.7	48.5	42.3	69.4
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:	49.1	62.3	18.9	135.6	43.3	43.3	96.1	31.4	15.7	48.5	42.3	69.4
LOS by Move:	D	E	B	F	D	D	F	C	B	D	D	E
HCM2k95thQ:	10	46	7	12	13	13	32	14	6	2	30	53

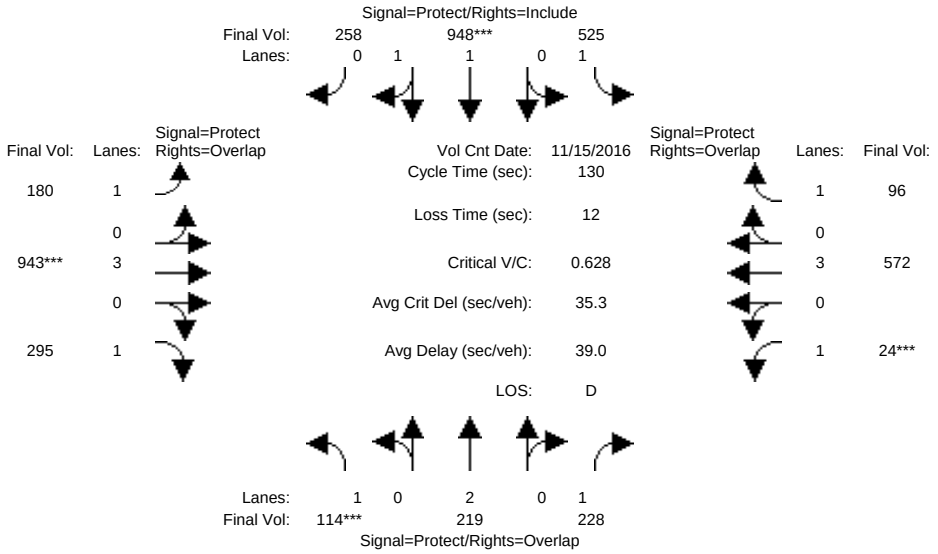
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2016 <<												
Base Vol:	114	219	221	525	948	258	180	919	289	24	554	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	219	221	525	948	258	180	919	289	24	554	96
Added Vol:	0	0	7	0	0	0	0	24	6	0	18	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	219	228	525	948	258	180	943	295	24	572	96
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	219	228	525	948	258	180	943	295	24	572	96
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	219	228	525	948	258	180	943	295	24	572	96
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	219	228	525	948	258	180	943	295	24	572	96
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.56	0.44	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2908	791	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.13	0.30	0.33	0.33	0.10	0.17	0.17	0.01	0.10	0.05
Crit Moves:	****				****			****			****	
Green Time:	13.0	21.8	28.8	56.2	65.0	65.0	20.2	33.0	46.0	7.0	19.7	75.9
Volume/Cap:	0.65	0.34	0.59	0.69	0.65	0.65	0.66	0.65	0.48	0.25	0.66	0.09
Delay/Veh:	64.8	48.1	47.6	32.8	24.9	24.9	57.5	44.4	33.2	60.4	53.9	11.9
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:	64.8	48.1	47.6	32.8	24.9	24.9	57.5	44.4	33.2	60.4	53.9	11.9
LOS by Move:	E	D	D	C	C	C	E	D	C	E	D	B
HCM2k95thQ:	9	7	16	31	31	31	16	22	18	3	15	4

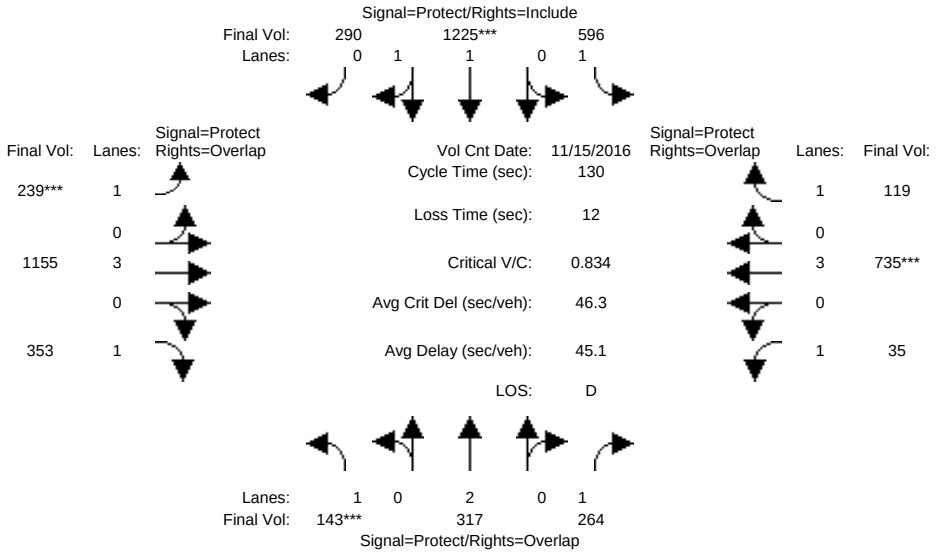
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2016 <<												
Base Vol:	114	219	221	525	948	258	180	919	289	24	554	96
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	114	219	221	525	948	258	180	919	289	24	554	96
Added Vol:	0	0	7	0	0	0	0	21	5	0	-2	0
ATI:	29	98	36	71	277	32	59	215	59	11	183	23
Initial Fut:	143	317	264	596	1225	290	239	1155	353	35	735	119
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	317	264	596	1225	290	239	1155	353	35	735	119
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	317	264	596	1225	290	239	1155	353	35	735	119
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	317	264	596	1225	290	239	1155	353	35	735	119
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.61	0.39	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	2992	707	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.15	0.34	0.41	0.41	0.14	0.20	0.20	0.02	0.13	0.07
Crit Moves:	****				****		****				****	
Green Time:	12.8	21.2	29.9	55.4	63.9	63.9	21.3	32.7	45.5	8.7	20.1	75.5
Volume/Cap:	0.83	0.51	0.66	0.80	0.83	0.83	0.83	0.81	0.58	0.30	0.83	0.12
Delay/Veh:	85.6	50.4	49.3	38.5	32.0	32.0	71.2	49.1	35.8	59.2	60.2	12.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.6	50.4	49.3	38.5	32.0	32.0	71.2	49.1	35.8	59.2	60.2	12.3
LOS by Move:	F	D	D	D	C	C	E	D	D	E	E	B
HCM2k95thQ:	13	11	19	38	45	45	22	28	23	4	21	5

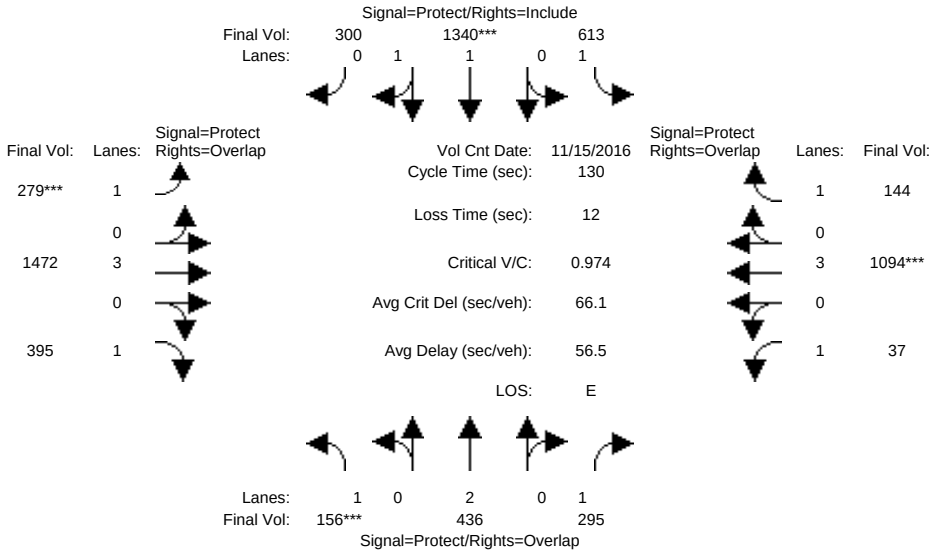
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #1202: LAFAYETTE/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 15 Nov 2016 <<												
Base Vol:	143	317	257	596	1225	290	239	1134	348	35	737	119
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	143	317	257	596	1225	290	239	1134	348	35	737	119
Added Vol:	0	0	7	0	0	0	0	21	5	0	-2	0
ATI:	13	119	31	17	115	10	40	317	42	2	359	25
Initial Fut:	156	436	295	613	1340	300	279	1472	395	37	1094	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	156	436	295	613	1340	300	279	1472	395	37	1094	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	436	295	613	1340	300	279	1472	395	37	1094	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	156	436	295	613	1340	300	279	1472	395	37	1094	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	2.00	1.00	1.00	1.62	0.38	1.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	3800	1750	1750	3023	676	1750	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.09	0.11	0.17	0.35	0.44	0.44	0.16	0.26	0.23	0.02	0.19	0.08
Crit Moves:	****				****		****				****	
Green Time:	11.9	21.0	29.1	50.1	59.2	59.2	21.3	38.8	50.7	8.1	25.6	75.7
Volume/Cap:	0.97	0.71	0.75	0.91	0.97	0.97	0.97	0.87	0.58	0.34	0.97	0.14
Delay/Veh:	121.8	55.4	55.0	54.1	50.7	50.7	99.9	48.1	32.4	60.3	72.5	12.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	121.8	55.4	55.0	54.1	50.7	50.7	99.9	48.1	32.4	60.3	72.5	12.4
LOS by Move:	F	E	E	D	D	D	F	D	C	E	E	B
HCM2k95thQ:	15	15	22	45	59	59	29	36	24	4	33	6

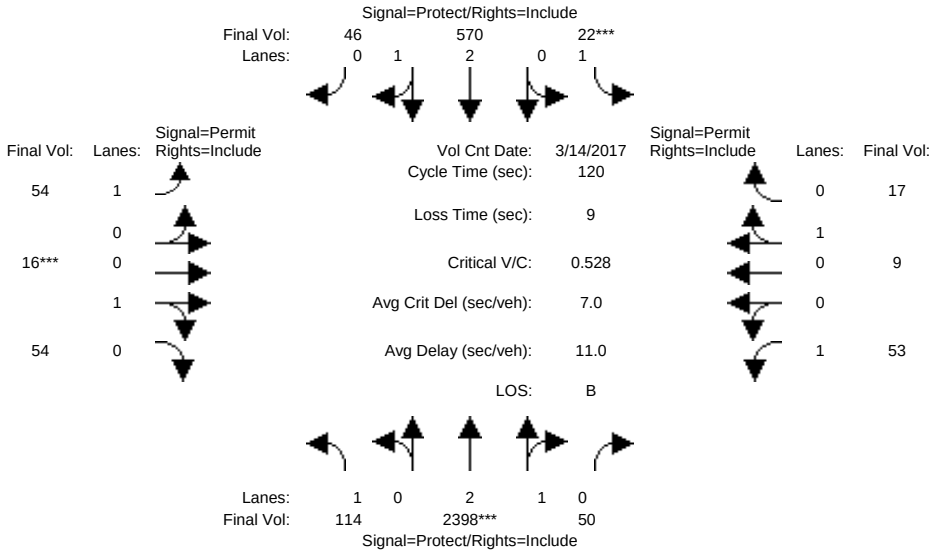
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #301: Reed/De La Cruz



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	113	2186	50	22	492	46	54	16	53	53	9	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:	113	2186	50	22	492	46	54	16	53	53	9	17
Added Vol:	1	212	0	0	78	0	0	0	1	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	2398	50	22	570	46	54	16	54	53	9	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:	1.00	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	2398	50	22	570	46	54	16	54	53	9	17
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	2398	50	22	570	46	54	16	54	53	9	17
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	2398	50	22	570	46	54	16	54	53	9	17
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	2.94	0.06	1.00	2.77	0.23	1.00	0.23	0.77	1.00	0.35	0.65
Final Sat.:	1750	5485	114	1750	5181	418	1750	411	1389	1750	623	1177
Capacity Analysis Module:												
Vol/Sat:	0.07	0.44	0.44	0.01	0.11	0.11	0.03	0.04	0.04	0.03	0.01	0.01
Crit Moves:		****		****				****				
Green Time:	37.6	94.0	94.0	7.0	63.4	63.4	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.21	0.56	0.56	0.22	0.21	0.21	0.37	0.47	0.47	0.36	0.17	0.17
Delay/Veh:	30.5	5.2	5.2	54.9	15.0	15.0	53.6	54.7	54.7	53.5	51.7	51.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.5	5.2	5.2	54.9	15.0	15.0	53.6	54.7	54.7	53.5	51.7	51.7
LOS by Move:	C	A	A	D	B	B	D	D	D	D	D	D
HCM2k95thQ:	7	22	22	2	8	8	4	5	5	5	2	2

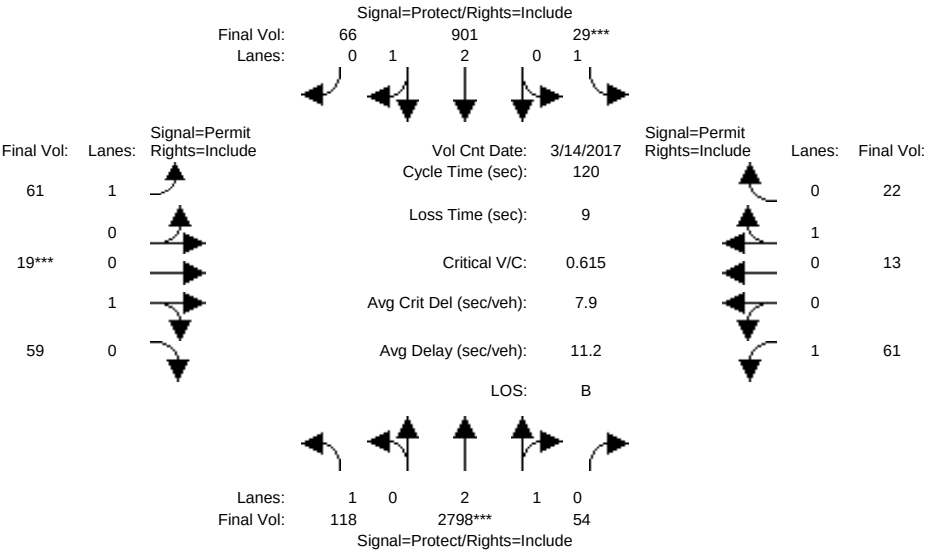
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #301: Reed/De La Cruz



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	113	2186	50	22	492	46	54	16	53	53	9	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:	113	2186	50	22	492	46	54	16	53	53	9	17
Added Vol:	1	195	0	0	-2	0	0	0	1	0	0	0
ATI:	4	417	4	7	411	20	7	3	5	8	4	5
Initial Fut:	118	2798	54	29	901	66	61	19	59	61	13	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	118	2798	54	29	901	66	61	19	59	61	13	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	2798	54	29	901	66	61	19	59	61	13	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	118	2798	54	29	901	66	61	19	59	61	13	22
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	2.94	0.06	1.00	2.79	0.21	1.00	0.24	0.76	1.00	0.37	0.63
Final Sat.:	1750	5494	106	1750	5217	382	1750	438	1362	1750	669	1131
Capacity Analysis Module:												
Vol/Sat:	0.07	0.51	0.51	0.02	0.17	0.17	0.03	0.04	0.04	0.03	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	28.4	94.0	94.0	7.0	72.6	72.6	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.29	0.65	0.65	0.28	0.29	0.29	0.42	0.52	0.52	0.42	0.23	0.23
Delay/Veh:	37.9	6.1	6.1	55.6	11.3	11.3	54.2	55.9	55.9	54.2	52.2	52.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.9	6.1	6.1	55.6	11.3	11.3	54.2	55.9	55.9	54.2	52.2	52.2
LOS by Move:	D	A	A	E	B	B	D	E	E	D	D	D
HCM2k95thQ:	8	28	28	2	11	11	5	6	6	6	3	3

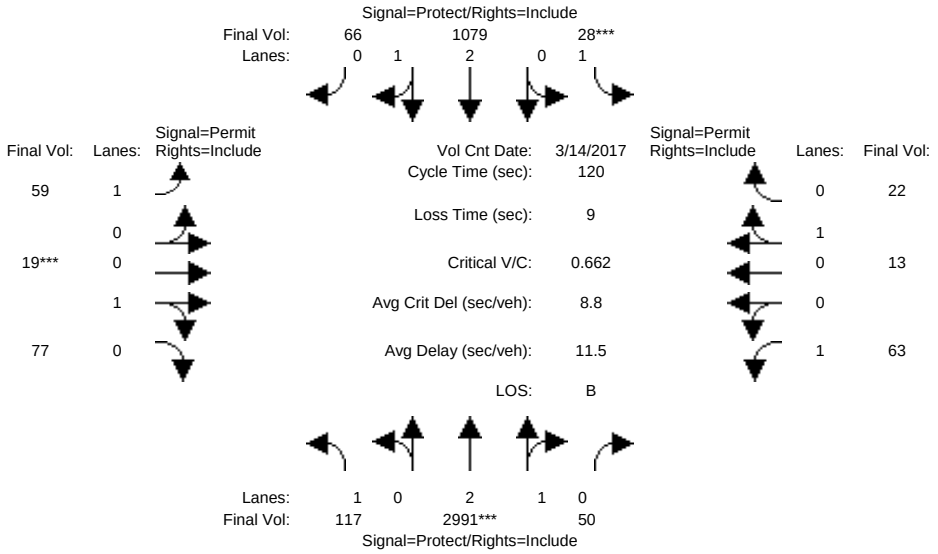
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #301: Reed/De La Cruz



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	117	2603	54	29	903	66	61	19	58	61	13	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:	117	2603	54	29	903	66	61	19	58	61	13	22
Added Vol:	1	195	0	0	-2	0	0	0	1	0	0	0
ATI:	-1	193	-4	-1	178	0	-2	0	18	2	0	0
Initial Fut:	117	2991	50	28	1079	66	59	19	77	63	13	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	117	2991	50	28	1079	66	59	19	77	63	13	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	117	2991	50	28	1079	66	59	19	77	63	13	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	117	2991	50	28	1079	66	59	19	77	63	13	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.95	0.05	1.00	2.82	0.18	1.00	0.20	0.80	1.00	0.37	0.63
Final Sat.:	1750	5508	92	1750	5277	323	1750	356	1444	1750	669	1131
Capacity Analysis Module:												
Vol/Sat:	0.07	0.54	0.54	0.02	0.20	0.20	0.03	0.05	0.05	0.04	0.02	0.02
Crit Moves:		****		****				****				
Green Time:	24.9	94.0	94.0	7.0	76.1	76.1	10.0	10.0	10.0	10.0	10.0	10.0
Volume/Cap:	0.32	0.69	0.69	0.27	0.32	0.32	0.40	0.64	0.64	0.43	0.23	0.23
Delay/Veh:	40.9	6.7	6.7	55.5	10.1	10.1	54.0	62.2	62.2	54.3	52.2	52.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.9	6.7	6.7	55.5	10.1	10.1	54.0	62.2	62.2	54.3	52.2	52.2
LOS by Move:	D	A	A	E	B	B	D	E	E	D	D	D
HCM2k95thQ:	8	32	32	2	12	12	4	7	7	6	3	3

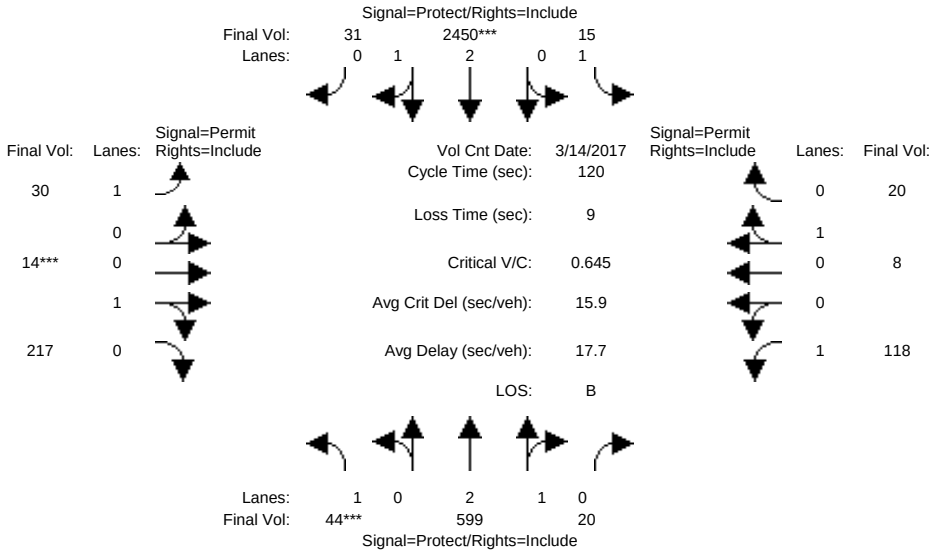
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #301: Reed/De La Cruz



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	43	467	20	15	2230	31	30	14	216	118	8	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	467	20	15	2230	31	30	14	216	118	8	20
Added Vol:	1	132	0	0	220	0	0	0	1	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	44	599	20	15	2450	31	30	14	217	118	8	20
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	44	599	20	15	2450	31	30	14	217	118	8	20
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	44	599	20	15	2450	31	30	14	217	118	8	20
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	44	599	20	15	2450	31	30	14	217	118	8	20
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.90	0.10	1.00	2.96	0.04	1.00	0.06	0.94	1.00	0.29	0.71
Final Sat.:	1750	5419	181	1750	5530	70	1750	109	1691	1750	514	1286
Capacity Analysis Module:												
Vol/Sat:	0.03	0.11	0.11	0.01	0.44	0.44	0.02	0.13	0.13	0.07	0.02	0.02
Crit Moves:	****				****			****				
Green Time:	7.0	57.4	57.4	30.3	80.6	80.6	23.4	23.4	23.4	23.4	23.4	23.4
Volume/Cap:	0.43	0.23	0.23	0.03	0.66	0.66	0.09	0.66	0.66	0.35	0.08	0.08
Delay/Veh:	57.5	18.4	18.4	33.9	12.0	12.0	39.7	49.2	49.2	42.3	39.6	39.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.5	18.4	18.4	33.9	12.0	12.0	39.7	49.2	49.2	42.3	39.6	39.6
LOS by Move:	E	B	B	C	B	B	D	D	D	D	D	D
HCM2k95thQ:	5	9	9	1	31	31	2	16	16	8	2	2

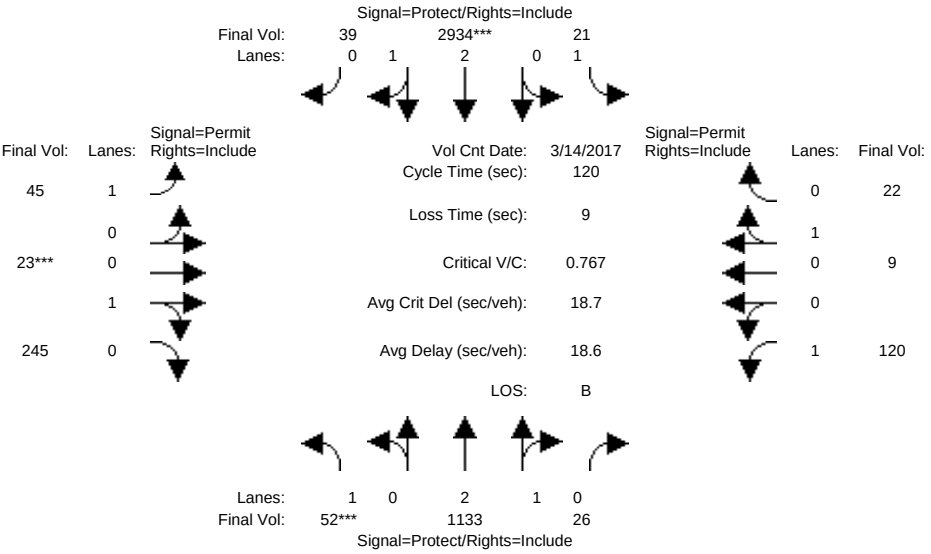
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #301: Reed/De La Cruz



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	43	467	20	15	2230	31	30	14	216	118	8	20
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	467	20	15	2230	31	30	14	216	118	8	20
Added Vol:	1	60	0	0	207	0	0	0	1	0	0	0
ATI:	8	606	6	6	497	8	15	9	28	2	1	2
Initial Fut:	52	1133	26	21	2934	39	45	23	245	120	9	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:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	52	1133	26	21	2934	39	45	23	245	120	9	22
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	52	1133	26	21	2934	39	45	23	245	120	9	22
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	52	1133	26	21	2934	39	45	23	245	120	9	22
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.93	0.07	1.00	2.96	0.04	1.00	0.09	0.91	1.00	0.29	0.71
Final Sat.:	1750	5474	126	1750	5526	73	1750	154	1646	1750	523	1277
Capacity Analysis Module:												
Vol/Sat:	0.03	0.21	0.21	0.01	0.53	0.53	0.03	0.15	0.15	0.07	0.02	0.02
Crit Moves:	****				****			****				
Green Time:	7.0	68.8	68.8	19.4	81.2	81.2	22.8	22.8	22.8	22.8	22.8	22.8
Volume/Cap:	0.51	0.36	0.36	0.07	0.78	0.78	0.14	0.78	0.78	0.36	0.09	0.09
Delay/Veh:	59.1	13.8	13.8	42.8	14.5	14.5	40.6	57.6	57.6	43.0	40.2	40.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	59.1	13.8	13.8	42.8	14.5	14.5	40.6	57.6	57.6	43.0	40.2	40.2
LOS by Move:	E	B	B	D	B	B	D	E	E	D	D	D
HCM2k95thQ:	6	14	14	1	41	41	3	19	19	9	2	2

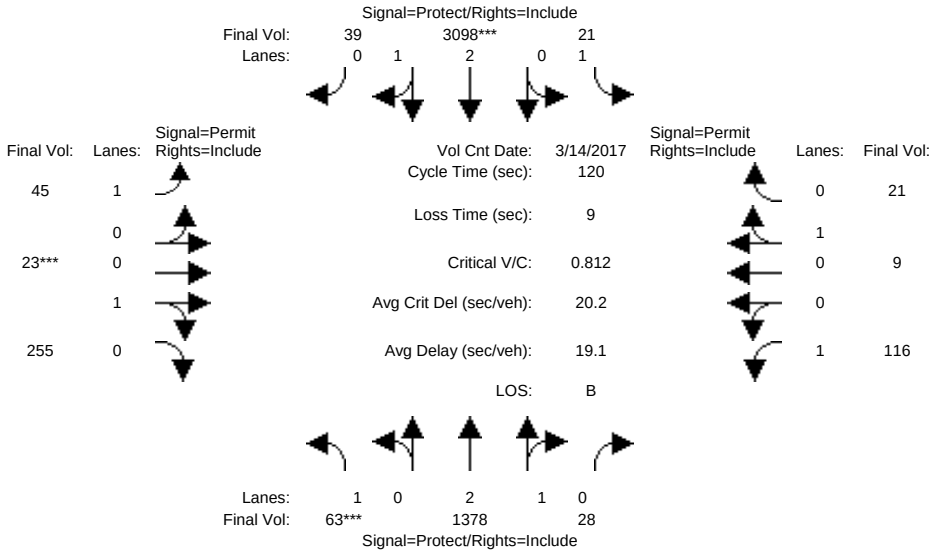
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #301: Reed/De La Cruz



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	51	1073	26	21	2727	39	45	23	244	120	9	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:	51	1073	26	21	2727	39	45	23	244	120	9	22
Added Vol:	1	60	0	0	207	0	0	0	1	0	0	0
ATI:	11	245	2	0	164	0	0	0	10	-4	0	-1
Initial Fut:	63	1378	28	21	3098	39	45	23	255	116	9	21
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1378	28	21	3098	39	45	23	255	116	9	21
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1378	28	21	3098	39	45	23	255	116	9	21
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	1378	28	21	3098	39	45	23	255	116	9	21
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	2.94	0.06	1.00	2.96	0.04	1.00	0.08	0.92	1.00	0.30	0.70
Final Sat.:	1750	5488	111	1750	5530	70	1750	149	1651	1750	540	1260
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.01	0.56	0.56	0.03	0.15	0.15	0.07	0.02	0.02
Crit Moves:	****				****			****				
Green Time:	7.0	71.8	71.8	16.7	81.5	81.5	22.5	22.5	22.5	22.5	22.5	22.5
Volume/Cap:	0.62	0.42	0.42	0.09	0.82	0.82	0.14	0.82	0.82	0.35	0.09	0.09
Delay/Veh:	66.1	13.0	13.0	45.2	15.6	15.6	40.9	62.0	62.0	43.1	40.4	40.4
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:	66.1	13.0	13.0	45.2	15.6	15.6	40.9	62.0	62.0	43.1	40.4	40.4
LOS by Move:	E	B	B	D	B	B	D	E	E	D	D	D
HCM2k95thQ:	7	17	17	1	45	45	3	20	20	8	2	2

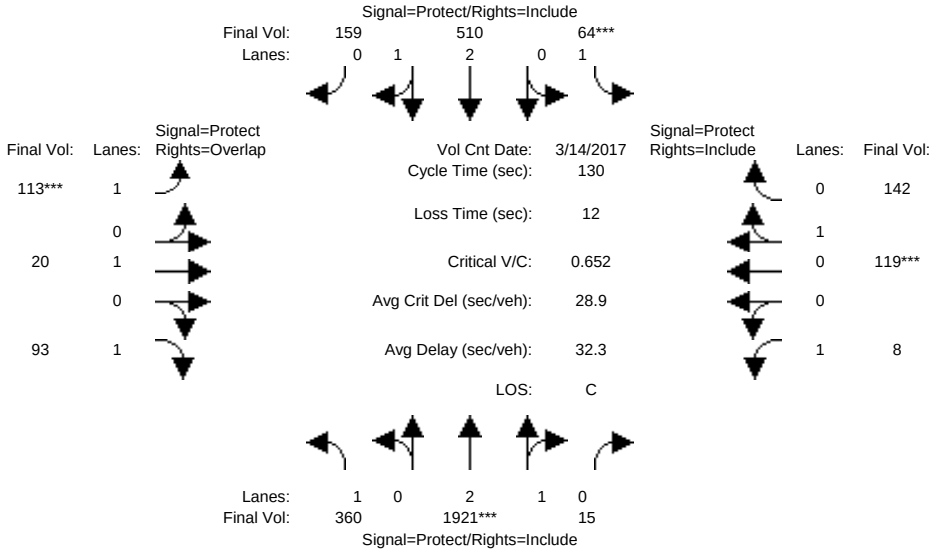
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #300: DE LA CRUZ/MARTIN



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	353	1717	15	64	434	159	113	20	90	8	119	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	1717	15	64	434	159	113	20	90	8	119	142
Added Vol:	7	204	0	0	76	0	0	0	3	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	360	1921	15	64	510	159	113	20	93	8	119	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:	360	1921	15	64	510	159	113	20	93	8	119	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	360	1921	15	64	510	159	113	20	93	8	119	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:	360	1921	15	64	510	159	113	20	93	8	119	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.26	0.74	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	1750	5557	43	1750	4267	1330	1750	1900	1750	1750	821	979
Capacity Analysis Module:												
Vol/Sat:	0.21	0.35	0.35	0.04	0.12	0.12	0.06	0.01	0.05	0.00	0.15	0.15
Crit Moves:		****		****			****				****	
Green Time:	48.2	68.9	68.9	7.3	28.0	28.0	12.9	24.6	72.8	17.2	28.9	28.9
Volume/Cap:	0.55	0.65	0.65	0.65	0.55	0.55	0.65	0.06	0.09	0.03	0.65	0.65
Delay/Veh:	33.5	22.5	22.5	74.7	46.0	46.0	65.0	43.3	13.3	49.2	49.8	49.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	33.5	22.5	22.5	74.7	46.0	46.0	65.0	43.3	13.3	49.2	49.8	49.8
LOS by Move:	C	C	C	E	D	D	E	D	B	D	D	D
HCM2k95thQ:	21	31	31	6	15	15	9	1	4	1	20	20

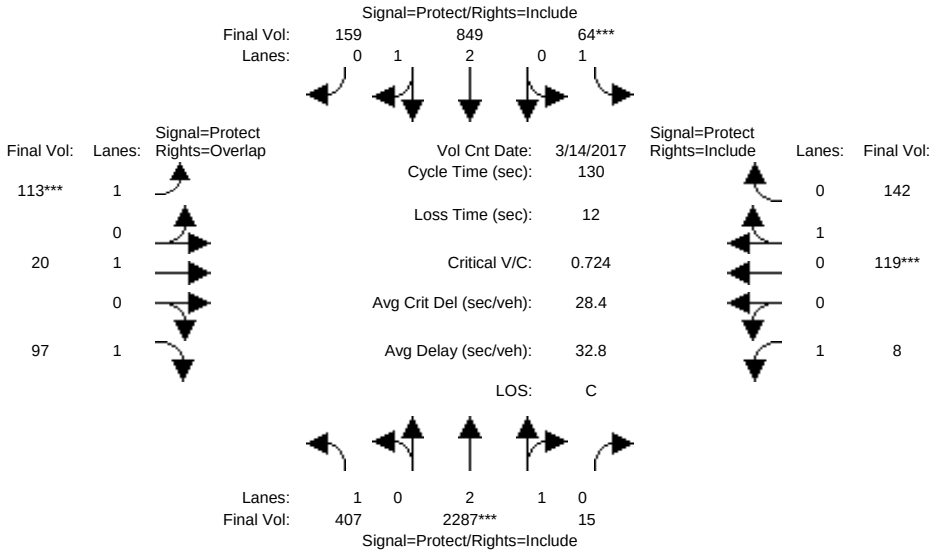
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #300: DE LA CRUZ/MARTIN



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	353	1717	15	64	434	159	113	20	90	8	119	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	353	1717	15	64	434	159	113	20	90	8	119	142
Added Vol:	7	188	0	0	-4	0	0	0	3	0	0	0
ATI:	47	382	0	0	419	0	0	0	4	0	0	0
Initial Fut:	407	2287	15	64	849	159	113	20	97	8	119	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:	407	2287	15	64	849	159	113	20	97	8	119	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	407	2287	15	64	849	159	113	20	97	8	119	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:	407	2287	15	64	849	159	113	20	97	8	119	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.51	0.49	1.00	1.00	1.00	1.00	0.46	0.54
Final Sat.:	1750	5563	36	1750	4716	883	1750	1900	1750	1750	821	979
Capacity Analysis Module:												
Vol/Sat:	0.23	0.41	0.41	0.04	0.18	0.18	0.06	0.01	0.06	0.00	0.15	0.15
Crit Moves:		****			****			****			****	
Green Time:	45.4	73.5	73.5	7.0	35.1	35.1	11.5	22.0	67.4	15.4	25.9	25.9
Volume/Cap:	0.67	0.73	0.73	0.68	0.67	0.67	0.73	0.06	0.11	0.04	0.73	0.73
Delay/Veh:	38.7	21.7	21.7	78.6	43.4	43.4	73.5	45.4	16.0	50.8	56.0	56.0
User DelAdj:	1.00	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	21.7	21.7	78.6	43.4	43.4	73.5	45.4	16.0	50.8	56.0	56.0
LOS by Move:	D	C	C	E	D	D	E	D	B	D	E	E
HCM2k95thQ:	26	38	38	5	21	21	10	1	4	1	21	21

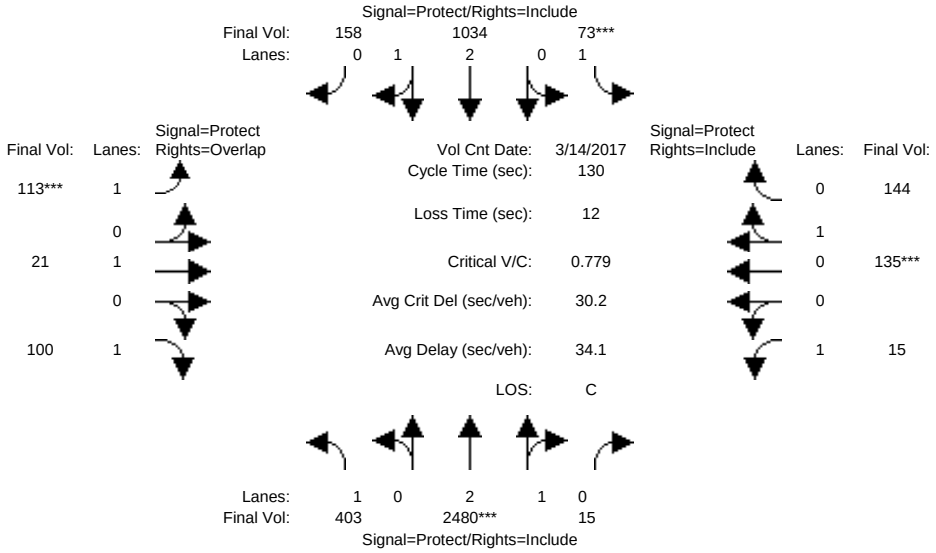
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #300: DE LA CRUZ/MARTIN



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	400	2099	15	64	853	159	113	20	94	8	119	142
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	400	2099	15	64	853	159	113	20	94	8	119	142
Added Vol:	7	188	0	0	-4	0	0	0	3	0	0	0
ATI:	-4	193	0	9	185	-1	0	1	3	7	16	2
Initial Fut:	403	2480	15	73	1034	158	113	21	100	15	135	144
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	403	2480	15	73	1034	158	113	21	100	15	135	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	403	2480	15	73	1034	158	113	21	100	15	135	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	403	2480	15	73	1034	158	113	21	100	15	135	144
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.99	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.98	0.02	1.00	2.59	0.41	1.00	1.00	1.00	1.00	0.48	0.52
Final Sat.:	1750	5566	34	1750	4857	742	1750	1900	1750	1750	871	929
Capacity Analysis Module:												
Vol/Sat:	0.23	0.45	0.45	0.04	0.21	0.21	0.06	0.01	0.06	0.01	0.16	0.16
Crit Moves:		****			****			****			****	
Green Time:	42.3	74.4	74.4	7.0	39.1	39.1	10.8	21.6	63.8	15.1	25.9	25.9
Volume/Cap:	0.71	0.78	0.78	0.77	0.71	0.71	0.78	0.07	0.12	0.07	0.78	0.78
Delay/Veh:	42.6	22.7	22.7	92.9	41.8	41.8	81.5	45.8	17.9	51.4	59.8	59.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.6	22.7	22.7	92.9	41.8	41.8	81.5	45.8	17.9	51.4	59.8	59.8
LOS by Move:	D	C	C	F	D	D	F	D	B	D	E	E
HCM2k95thQ:	26	42	42	6	24	24	10	1	5	1	23	23

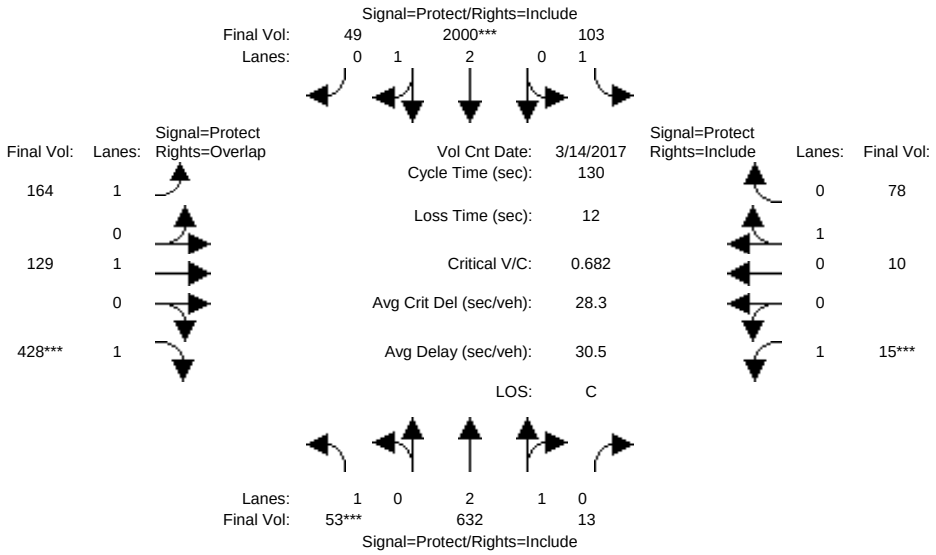
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #300: DE LA CRUZ/MARTIN



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	49	505	13	103	1787	49	164	129	421	15	10	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	505	13	103	1787	49	164	129	421	15	10	78
Added Vol:	4	127	0	0	213	0	0	0	7	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	53	632	13	103	2000	49	164	129	428	15	10	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	53	632	13	103	2000	49	164	129	428	15	10	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	53	632	13	103	2000	49	164	129	428	15	10	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	53	632	13	103	2000	49	164	129	428	15	10	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.94	0.06	1.00	2.93	0.07	1.00	1.00	1.00	1.00	0.11	0.89
Final Sat.:	1750	5487	113	1750	5466	134	1750	1900	1750	1750	205	1595
Capacity Analysis Module:												
Vol/Sat:	0.03	0.12	0.12	0.06	0.37	0.37	0.09	0.07	0.24	0.01	0.05	0.05
Crit Moves:	****				****				****	****		
Green Time:	7.0	49.9	49.9	25.5	68.4	68.4	23.4	35.6	42.6	7.0	19.2	19.2
Volume/Cap:	0.56	0.30	0.30	0.30	0.70	0.70	0.52	0.25	0.75	0.16	0.33	0.33
Delay/Veh:	67.6	28.0	28.0	45.1	23.8	23.8	49.8	37.0	44.2	59.5	50.4	50.4
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:	67.6	28.0	28.0	45.1	23.8	23.8	49.8	37.0	44.2	59.5	50.4	50.4
LOS by Move:	E	C	C	D	C	C	D	D	D	E	D	D
HCM2k95thQ:	5	11	11	7	32	32	12	8	29	2	7	7

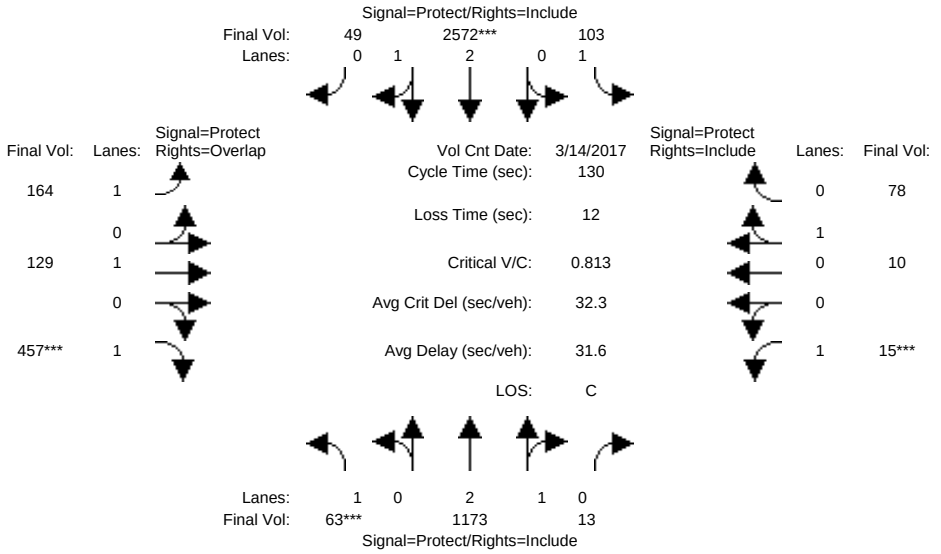
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #300: DE LA CRUZ/MARTIN



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	49	505	13	103	1787	49	164	129	421	15	10	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	49	505	13	103	1787	49	164	129	421	15	10	78
Added Vol:	4	56	0	0	200	0	0	0	7	0	0	0
ATI:	10	612	0	0	585	0	0	0	29	0	0	0
Initial Fut:	63	1173	13	103	2572	49	164	129	457	15	10	78
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	63	1173	13	103	2572	49	164	129	457	15	10	78
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	63	1173	13	103	2572	49	164	129	457	15	10	78
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	63	1173	13	103	2572	49	164	129	457	15	10	78
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.97	0.03	1.00	2.94	0.06	1.00	1.00	1.00	1.00	0.11	0.89
Final Sat.:	1750	5539	61	1750	5495	105	1750	1900	1750	1750	205	1595
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.21	0.06	0.47	0.47	0.09	0.07	0.26	0.01	0.05	0.05
Crit Moves:	****				****				****	****		
Green Time:	7.0	61.9	61.9	17.2	72.1	72.1	21.4	31.9	38.9	7.0	17.5	17.5
Volume/Cap:	0.67	0.45	0.45	0.45	0.84	0.84	0.57	0.28	0.87	0.16	0.36	0.36
Delay/Veh:	77.3	22.8	22.8	53.4	26.5	26.5	52.8	40.0	58.0	59.5	52.1	52.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.3	22.8	22.8	53.4	26.5	26.5	52.8	40.0	58.0	59.5	52.1	52.1
LOS by Move:	E	C	C	D	C	C	D	D	E	E	D	D
HCM2k95thQ:	6	19	19	7	45	45	12	8	34	2	7	7

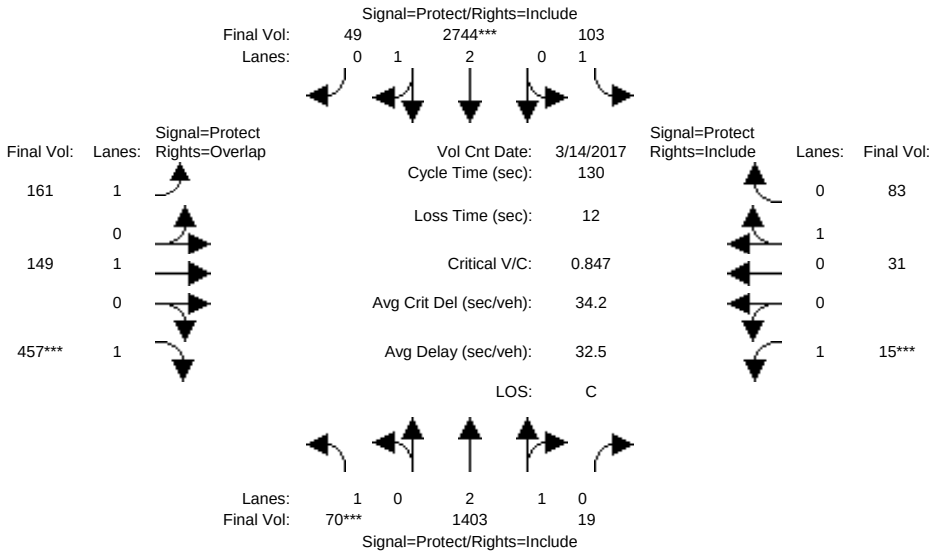
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #300: DE LA CRUZ/MARTIN



Approach:	North Bound			South Bound			East 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: 14 Mar 2017 <<												
Base Vol:	59	1117	13	103	2372	49	164	129	450	15	10	78
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	59	1117	13	103	2372	49	164	129	450	15	10	78
Added Vol:	4	56	0	0	200	0	0	0	7	0	0	0
ATI:	7	230	6	0	172	0	-3	20	0	0	21	5
Initial Fut:	70	1403	19	103	2744	49	161	149	457	15	31	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:	70	1403	19	103	2744	49	161	149	457	15	31	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1403	19	103	2744	49	161	149	457	15	31	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:	70	1403	19	103	2744	49	161	149	457	15	31	83
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	2.96	0.04	1.00	2.95	0.05	1.00	1.00	1.00	1.00	0.27	0.73
Final Sat.:	1750	5525	75	1750	5502	98	1750	1900	1750	1750	489	1311
Capacity Analysis Module:												
Vol/Sat:	0.04	0.25	0.25	0.06	0.50	0.50	0.09	0.08	0.26	0.01	0.06	0.06
Crit Moves:	****				****				****	****		
Green Time:	7.0	65.3	65.3	15.1	73.5	73.5	20.4	30.5	37.5	7.0	17.1	17.1
Volume/Cap:	0.74	0.51	0.51	0.51	0.88	0.88	0.59	0.33	0.90	0.16	0.48	0.48
Delay/Veh:	87.5	21.7	21.7	56.0	27.8	27.8	54.1	41.7	64.1	59.5	53.9	53.9
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:	87.5	21.7	21.7	56.0	27.8	27.8	54.1	41.7	64.1	59.5	53.9	53.9
LOS by Move:	F	C	C	E	C	C	D	D	E	E	D	D
HCM2k95thQ:	6	22	22	8	49	49	12	9	35	2	10	10

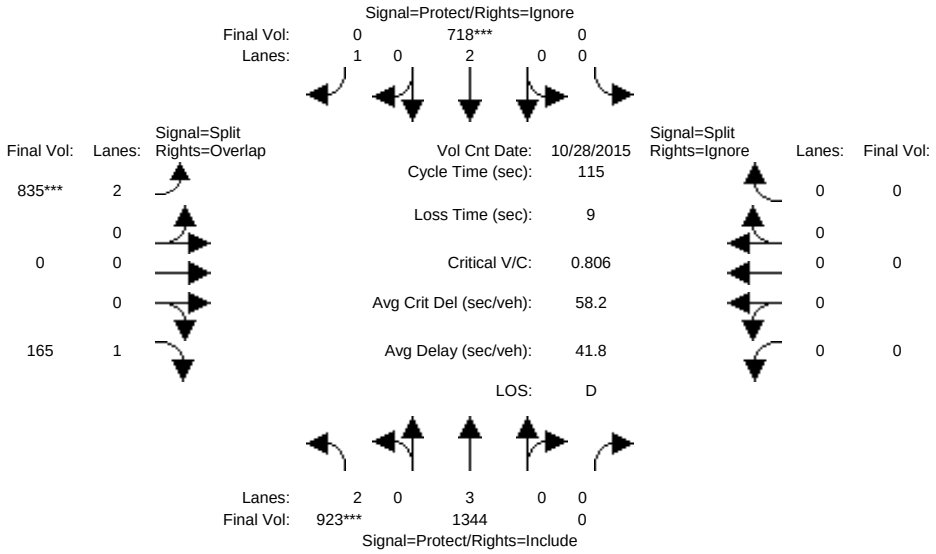
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	69	0	0	35	35	45	0	45	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 <<												
Base Vol:	874	1188	0	0	660	1729	908	0	147	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:	874	1188	0	0	660	1729	908	0	147	0	0	0
Added Vol:	49	156	0	0	58	0	0	0	18	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	923	1344	0	0	718	1729	908	0	165	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.92	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:	923	1344	0	0	718	0	835	0	165	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	923	1344	0	0	718	0	835	0	165	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	923	1344	0	0	718	0	835	0	165	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.29	0.24	0.00	0.00	0.19	0.00	0.27	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	31.8	64.5	0.0	0.0	32.7	0.0	42.1	0.0	73.9	0.0	0.0	0.0
Volume/Cap:	1.06	0.42	0.00	0.00	0.66	0.00	0.72	0.00	0.15	0.00	0.00	0.00
Delay/Veh:	92.2	15.6	0.0	0.0	40.4	0.0	36.0	0.0	8.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.2	15.6	0.0	0.0	40.4	0.0	36.0	0.0	8.7	0.0	0.0	0.0
LOS by Move:	F	B	A	A	D	A	D	A	A	A	A	A
HCM2k95thQ:	44	17	0	0	23	0	27	0	2	0	0	0

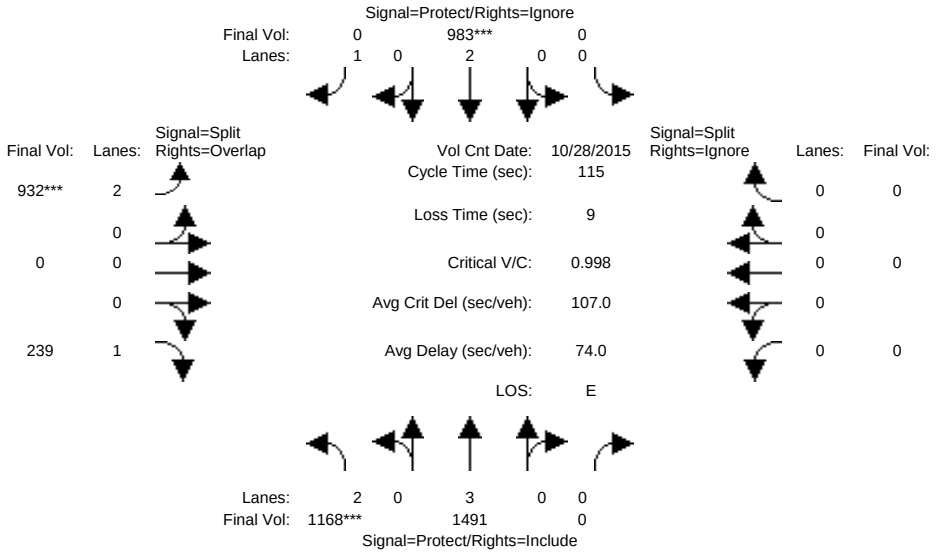
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	34	69	0	0	35	35	45	0	45	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 <<												
Base Vol:	874	1188	0	0	660	1729	908	0	147	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:	874	1188	0	0	660	1729	908	0	147	0	0	0
Added Vol:	47	141	0	0	-11	0	0	0	7	0	0	0
ATI:	247	162	0	0	334	240	106	0	85	0	0	0
Initial Fut:	1168	1491	0	0	983	1969	1014	0	239	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	0.92	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:	1168	1491	0	0	983	0	932	0	239	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1168	1491	0	0	983	0	932	0	239	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	1168	1491	0	0	983	0	932	0	239	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	0.00	2.00	1.00	2.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	0	3800	1750	3150	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.37	0.26	0.00	0.00	0.26	0.00	0.30	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	31.8	64.5	0.0	0.0	32.7	0.0	42.1	0.0	73.9	0.0	0.0	0.0
Volume/Cap:	1.34	0.47	0.00	0.00	0.91	0.00	0.81	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	205.7	16.2	0.0	0.0	53.6	0.0	39.5	0.0	9.2	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:	205.7	16.2	0.0	0.0	53.6	0.0	39.5	0.0	9.2	0.0	0.0	0.0
LOS by Move:	F	B	A	A	D	A	D	A	A	A	A	A
HCM2k95thQ:	74	19	0	0	36	0	32	0	4	0	0	0

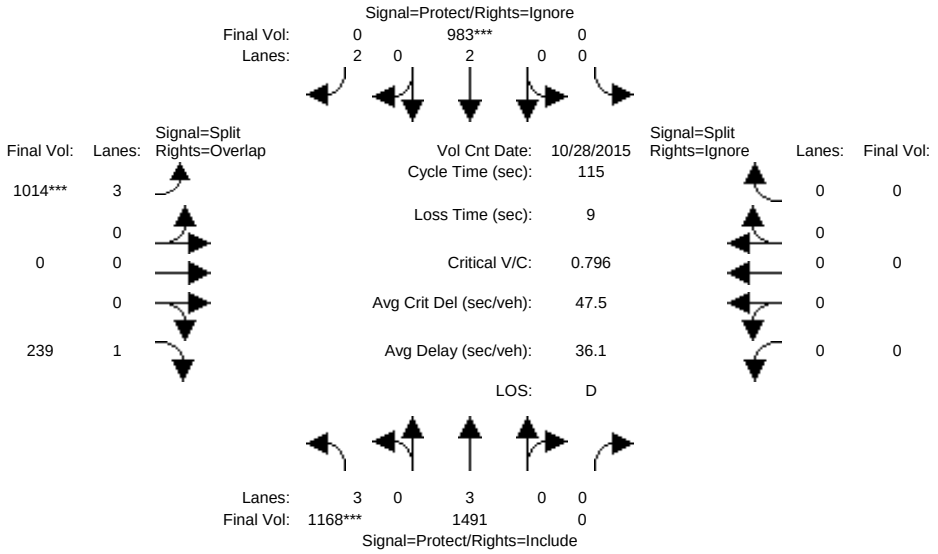
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	69	0	0	35	35	45	0	45	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 <<												
Base Vol:	874	1188	0	0	660	1729	908	0	147	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:	874	1188	0	0	660	1729	908	0	147	0	0	0
Added Vol:	47	141	0	0	-11	0	0	0	7	0	0	0
ATI:	247	162	0	0	334	240	106	0	85	0	0	0
Initial Fut:	1168	1491	0	0	983	1969	1014	0	239	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1168	1491	0	0	983	0	1014	0	239	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1168	1491	0	0	983	0	1014	0	239	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00
FinalVolume:	1168	1491	0	0	983	0	1014	0	239	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.80	1.00	0.92	0.92	1.00	0.92
Lanes:	3.00	3.00	0.00	0.00	2.00	2.00	3.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	4551	5700	0	0	3800	3150	4551	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.26	0.26	0.00	0.00	0.26	0.00	0.22	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****		****					
Green Time:	31.8	64.5	0.0	0.0	32.7	0.0	42.1	0.0	73.9	0.0	0.0	0.0
Volume/Cap:	0.93	0.47	0.00	0.00	0.91	0.00	0.61	0.00	0.21	0.00	0.00	0.00
Delay/Veh:	55.3	16.2	0.0	0.0	53.6	0.0	32.5	0.0	9.2	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:	55.3	16.2	0.0	0.0	53.6	0.0	32.5	0.0	9.2	0.0	0.0	0.0
LOS by Move:	E	B	A	A	D	A	C	A	A	A	A	A
HCM2k95thQ:	32	19	0	0	36	0	21	0	4	0	0	0

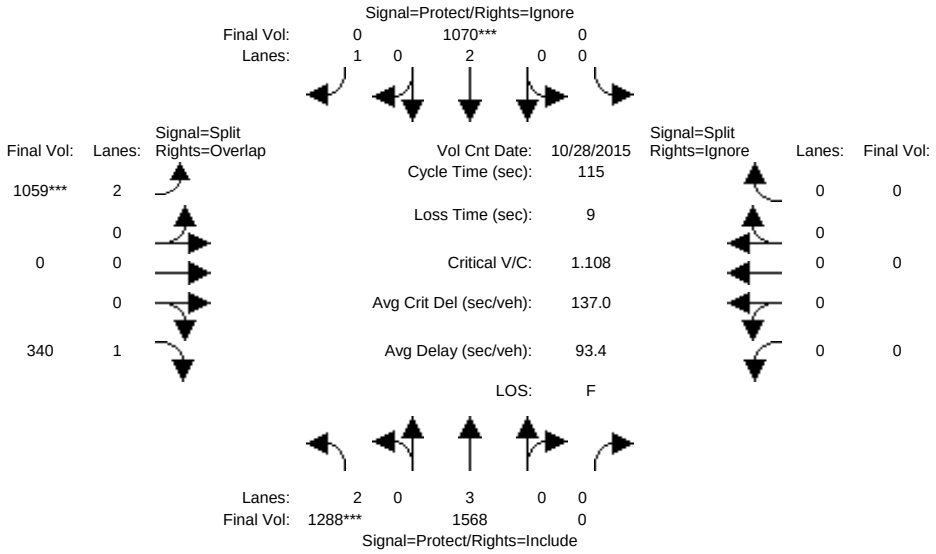
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	34	69	0		0	35	35		45	0	45		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 28 Oct 2015 <<																
Base Vol:	1121	1350	0		0	994	1969		1014	0	232		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:	1121	1350	0		0	994	1969		1014	0	232		0	0	0	
Added Vol:	47	141	0		0	-11	0		0	0	7		0	0	0	
ATI:	120	77	0		0	87	-8		138	0	101		0	0	0	
Initial Fut:	1288	1568	0		0	1070	1961		1152	0	340		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	0.00		0.92	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	1288	1568	0		0	1070	0		1059	0	340		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	1288	1568	0		0	1070	0		1059	0	340		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	0.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	1288	1568	0		0	1070	0		1059	0	340		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	1.00	0.92		0.83	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	3.00	0.00		0.00	2.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	3150	5700	0		0	3800	1750		3150	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.41	0.28	0.00		0.00	0.28	0.00		0.34	0.00	0.19		0.00	0.00	0.00	
Crit Moves:	****					****			****							
Green Time:	31.8	64.5	0.0		0.0	32.7	0.0		42.1	0.0	73.9		0.0	0.0	0.0	
Volume/Cap:	1.48	0.49	0.00		0.00	0.99	0.00		0.92	0.00	0.30		0.00	0.00	0.00	
Delay/Veh:	266.2	16.5	0.0		0.0	68.5	0.0		49.0	0.0	9.9		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:	266.2	16.5	0.0		0.0	68.5	0.0		49.0	0.0	9.9		0.0	0.0	0.0	
LOS by Move:	F	B	A		A	E	A		D	A	A		A	A	A	
HCM2k95thQ:	90	20	0		0	43	0		40	0	6		0	0	0	

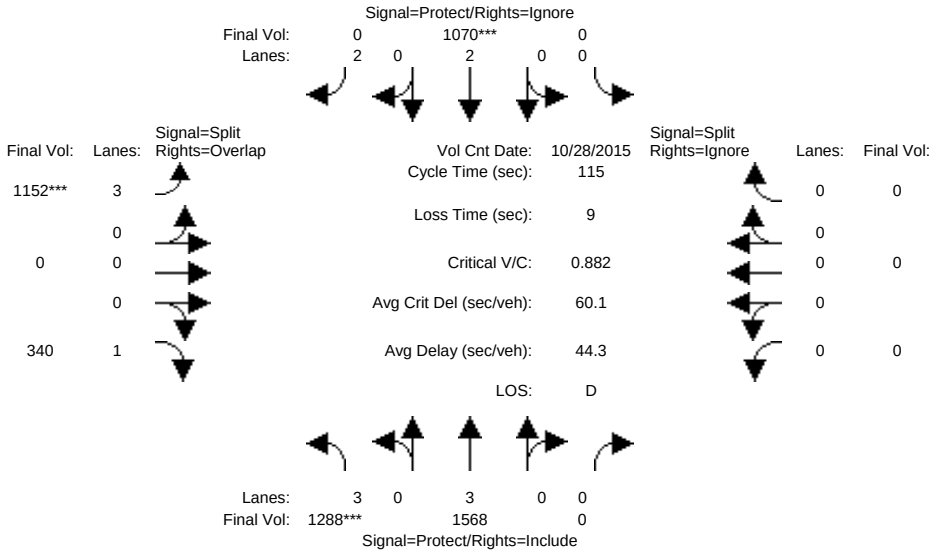
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	34	69	0	0	0	35	35		45	0	45		0	0	0	
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 28 Oct 2015 <<																
Base Vol:	1121	1350	0	0	994	1969	1014		0	232			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	1.00	
Initial Bse:	1121	1350	0	0	994	1969	1014		0	232			0	0	0	
Added Vol:	47	141	0	0	-11	0	0		0	7			0	0	0	
ATI:	120	77	0	0	87	-8	138		0	101			0	0	0	
Initial Fut:	1288	1568	0	0	1070	1961	1152		0	340			0	0	0	
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00	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	1.00	0.00	
PHF Volume:	1288	1568	0	0	1070	0	1152		0	340			0	0	0	
Reduct Vol:	0	0	0	0	0	0	0		0	0			0	0	0	
Reduced Vol:	1288	1568	0	0	1070	0	1152		0	340			0	0	0	
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00		1.00	1.00	1.00		1.00	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	1.00	0.00	
FinalVolume:	1288	1568	0	0	1070	0	1152		0	340			0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.80		1.00	0.92	0.92		1.00	0.92		
Lanes:	3.00	3.00	0.00	0.00	2.00	2.00	3.00		0.00	1.00	0.00		0.00	0.00		
Final Sat.:	4551	5700	0	0	3800	3150	4551		0	1750			0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.28	0.28	0.00	0.00	0.28	0.00	0.25		0.00	0.19			0.00	0.00	0.00	
Crit Moves:	****				****		****									
Green Time:	31.8	64.5	0.0	0.0	32.7	0.0	42.1		0.0	73.9			0.0	0.0	0.0	
Volume/Cap:	1.02	0.49	0.00	0.00	0.99	0.00	0.69		0.00	0.30			0.00	0.00	0.00	
Delay/Veh:	76.0	16.5	0.0	0.0	68.5	0.0	34.4		0.0	9.9			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:	76.0	16.5	0.0	0.0	68.5	0.0	34.4		0.0	9.9			0.0	0.0	0.0	
LOS by Move:	E	B	A	A	E	A	C		A	A			A	A	A	
HCM2k95thQ:	39	20	0	0	43	0	25		0	6			0	0	0	

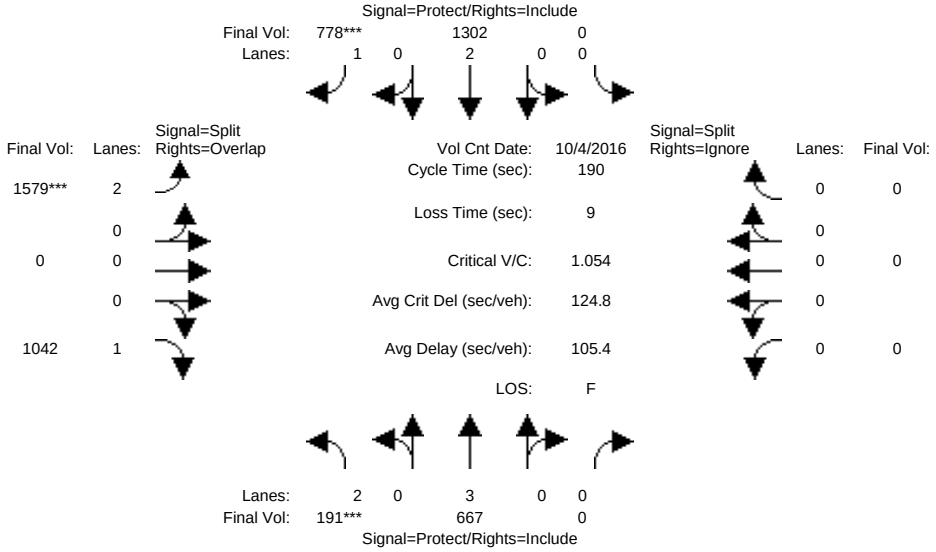
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	19		76	0	0		57	57	114		0	114	0		0	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 4 Oct 2016 <<																
Base Vol:	160		570	0	0		1140	778	2134		0	991	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:	160		570	0	0		1140	778	2134		0	991	0		0	0
Added Vol:	31		97	0	0		162	0	0		0	51	0		0	0
ATI:	0		0	0	0		0	0	0		0	0	0		0	0
Initial Fut:	191		667	0	0		1302	778	2134		0	1042	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	0.74	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:	191		667	0	0		1302	778	1579		0	1042	0		0	0
Reduct Vol:	0		0	0	0		0	0	0		0	0	0		0	0
Reduced Vol:	191		667	0	0		1302	778	1579		0	1042	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
FinalVolume:	191		667	0	0		1302	778	1579		0	1042	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.83	1.00		0.92	0.92	1.00		0.92	0.83	1.00		0.92	0.92	1.00		0.92
Lanes:	2.00	3.00		0.00	0.00	2.00		1.00	2.00	0.00		1.00	0.00	0.00		0.00
Final Sat.:	3150		5700	0	0		3800	1750	3150		0	1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.06	0.12		0.00	0.00	0.34		0.44	0.50	0.00		0.60	0.00	0.00		0.00
Crit Moves:	****							****	****							
Green Time:	18.1	72.6		0.0	0.0	54.4		54.4	108.8	0.0		127.0	0.0	0.0		0.0
Volume/Cap:	0.64	0.31		0.00	0.00	1.20		1.55	0.88	0.00		0.89	0.00	0.00		0.00
Delay/Veh:	91.1	43.1		0.0	0.0	168		329.2	28.3	0.0		19.0	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:	91.1	43.1		0.0	0.0	168		329.2	28.3	0.0		19.0	0.0	0.0		0.0
LOS by Move:	F	D		A	A	F		F	C	A		B	A	A		A
HCM2k95thQ:	13	17		0	0	82		131	62	0		57	0	0		0

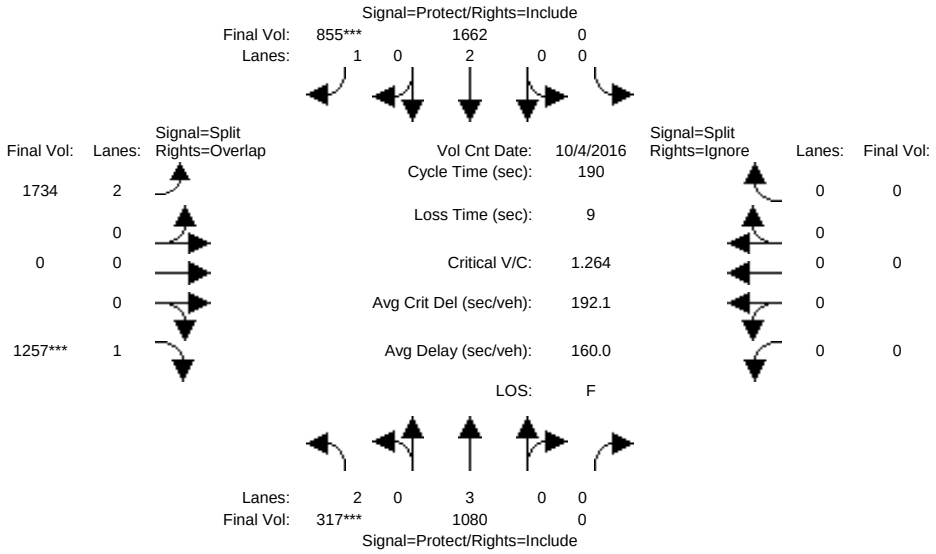
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	19	76	0		0	57	57		114	0	114		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 4 Oct 2016 <<																
Base Vol:	160	570	0		0	1140	778		2134	0	991		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:	160	570	0		0	1140	778		2134	0	991		0	0	0	
Added Vol:	21	35	0		0	151	0		0	0	49		0	0	0	
ATI:	136	475	0		0	371	77		209	0	217		0	0	0	
Initial Fut:	317	1080	0		0	1662	855		2343	0	1257		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		0.74	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:	317	1080	0		0	1662	855		1734	0	1257		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	317	1080	0		0	1662	855		1734	0	1257		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	317	1080	0		0	1662	855		1734	0	1257		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.83	1.00	0.92		0.92	1.00	0.92		0.83	1.00	0.92		0.92	1.00	0.92	
Lanes:	2.00	3.00	0.00		0.00	2.00	1.00		2.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	3150	5700	0		0	3800	1750		3150	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.10	0.19	0.00		0.00	0.44	0.49		0.55	0.00	0.72		0.00	0.00	0.00	
Crit Moves:	****						****				****					
Green Time:	18.1	72.6	0.0		0.0	54.4	54.4		108.8	0.0	127.0		0.0	0.0	0.0	
Volume/Cap:	1.06	0.50	0.00		0.00	1.53	1.71		0.96	0.00	1.07		0.00	0.00	0.00	
Delay/Veh:	157.2	47.1	0.0		0.0	313	397.3		38.8	0.0	61.2		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:	157.2	47.1	0.0		0.0	313	397.3		38.8	0.0	61.2		0.0	0.0	0.0	
LOS by Move:	F	D	A		A	F	F		D	A	E		A	A	A	
HCM2k95thQ:	25	28	0		0	127	153		81	0	133		0	0	0	

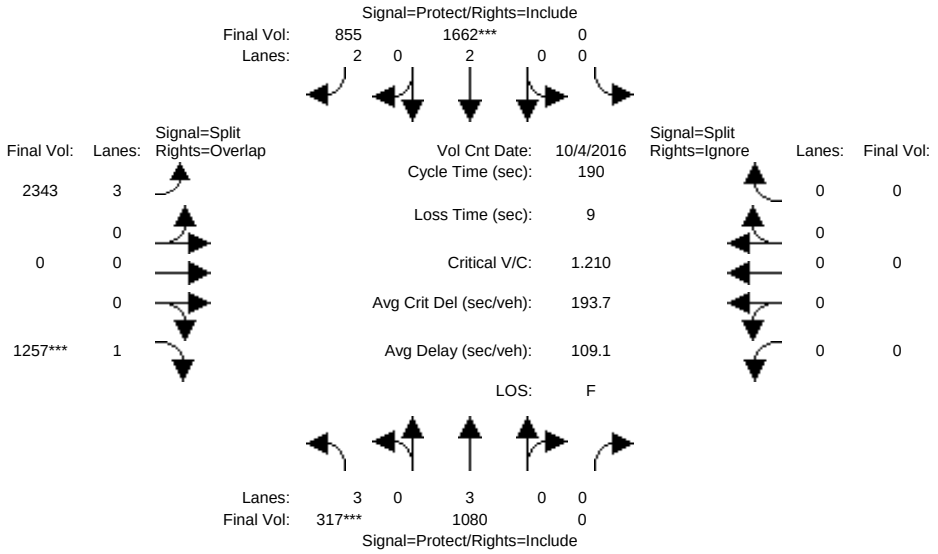
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	19	76	0		0	57	57		114	0	114		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 4 Oct 2016 <<																
Base Vol:	160	570	0		0	1140	778		2134	0	991		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:	160	570	0		0	1140	778		2134	0	991		0	0	0	
Added Vol:	21	35	0		0	151	0		0	0	49		0	0	0	
ATI:	136	475	0		0	371	77		209	0	217		0	0	0	
Initial Fut:	317	1080	0		0	1662	855		2343	0	1257		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	317	1080	0		0	1662	855		2343	0	1257		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	317	1080	0		0	1662	855		2343	0	1257		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	317	1080	0		0	1662	855		2343	0	1257		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.80	1.00	0.92		0.92	1.00	0.83		0.80	1.00	0.92		0.92	1.00	0.92	
Lanes:	3.00	3.00	0.00		0.00	2.00	2.00		3.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	4551	5700	0		0	3800	3150		4551	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.07	0.19	0.00		0.00	0.44	0.27		0.51	0.00	0.72		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green Time:	18.1	72.6	0.0		0.0	54.4	54.4		108.8	0.0	127.0		0.0	0.0	0.0	
Volume/Cap:	0.73	0.50	0.00		0.00	1.53	0.95		0.90	0.00	1.07		0.00	0.00	0.00	
Delay/Veh:	93.7	47.1	0.0		0.0	313	88.1		28.4	0.0	61.2		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:	93.7	47.1	0.0		0.0	313	88.1		28.4	0.0	61.2		0.0	0.0	0.0	
LOS by Move:	F	D	A		A	F	F		C	A	E		A	A	A	
HCM2k95thQ:	15	28	0		0	127	55		67	0	137		0	0	0	

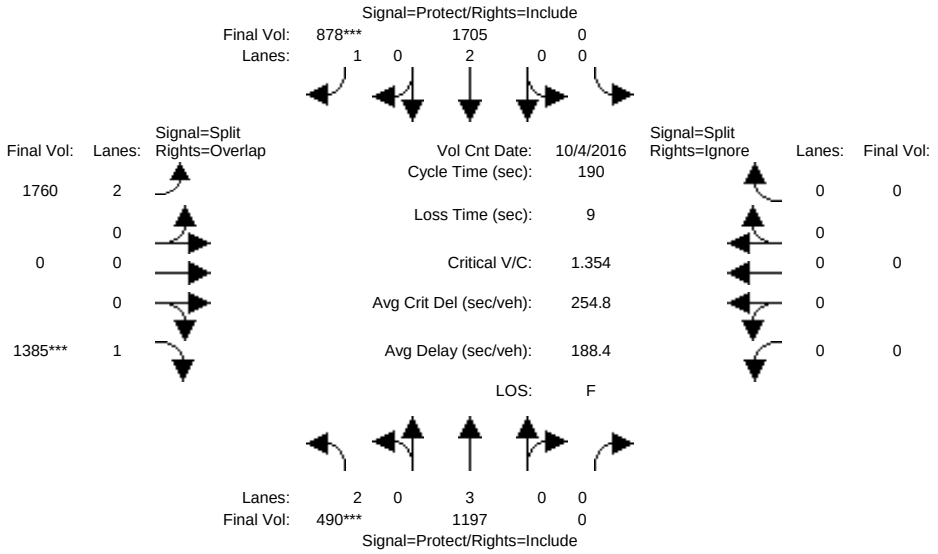
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	19		76	0	0		57	57	114		0	114	0		0	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 4 Oct 2016 <<																
Base Vol:	296	1045		0	0	1511		855	2343		0	1208	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:	296	1045		0	0	1511		855	2343		0	1208	0		0	0
Added Vol:	21	35		0	0	151		0	0	0		49	0		0	0
ATI:	173	117		0	0	43		23	35	0		128	0		0	0
Initial Fut:	490	1197		0	0	1705		878	2378	0		1385	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	0.74	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:	490	1197		0	0	1705		878	1760	0		1385	0		0	0
Reduct Vol:	0	0		0	0	0		0	0	0		0	0		0	0
Reduced Vol:	490	1197		0	0	1705		878	1760	0		1385	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		0.00
FinalVolume:	490	1197		0	0	1705		878	1760	0		1385	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900		1900
Adjustment:	0.83	1.00		0.92	0.92	1.00		0.92	0.83	1.00		0.92	0.92	1.00		0.92
Lanes:	2.00	3.00		0.00	0.00	2.00		1.00	2.00	0.00		1.00	0.00	0.00		0.00
Final Sat.:	3150	5700		0	0	3800		1750	3150	0		1750	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.16	0.21		0.00	0.00	0.45		0.50	0.56	0.00		0.79	0.00	0.00		0.00
Crit Moves:	****							****				****				
Green Time:	18.1	72.6		0.0	0.0	54.4		54.4	108.8	0.0		127.0	0.0	0.0		0.0
Volume/Cap:	1.63	0.55		0.00	0.00	1.57		1.75	0.98	0.00		1.18	0.00	0.00		0.00
Delay/Veh:	388.5	48.4		0.0	0.0	331		417.7	41.8	0.0		104.1	0.0	0.0		0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00
AdjDel/Veh:	388.5	48.4		0.0	0.0	331		417.7	41.8	0.0		104.1	0.0	0.0		0.0
LOS by Move:	F	D		A	A	F		F	D	A		F	A	A		A
HCM2k95thQ:	51	31		0	0	133		159	87	0		170	0	0		0

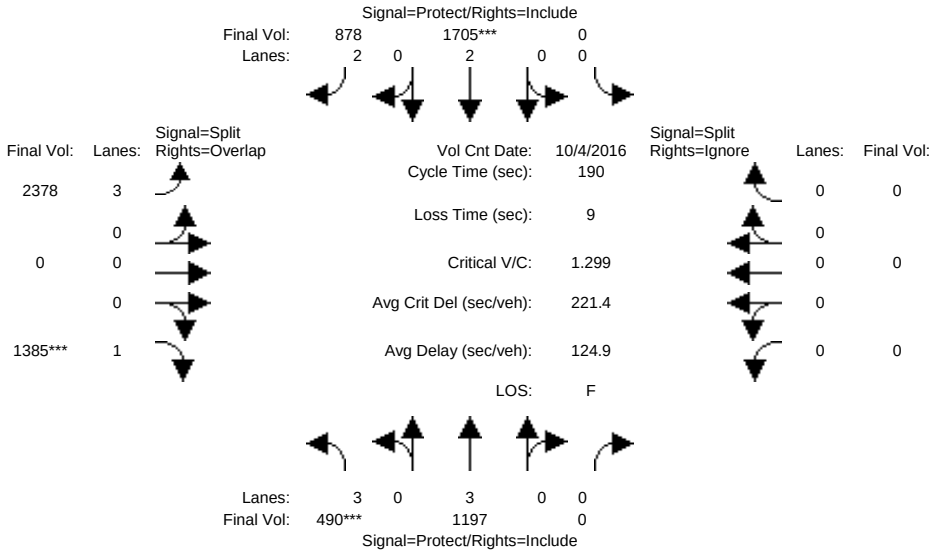
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	- T	- R		L	- T	- R		L	- T	- R		L	- T	- R	
Min. Green:	19	76	0		0	57	57		114	0	114		0	0	0	
Y+R:	4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0		4.0	4.0	4.0	
Volume Module: >> Count Date: 4 Oct 2016 <<																
Base Vol:	296	1045	0		0	1511	855		2343	0	1208		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:	296	1045	0		0	1511	855		2343	0	1208		0	0	0	
Added Vol:	21	35	0		0	151	0		0	0	49		0	0	0	
ATI:	173	117	0		0	43	23		35	0	128		0	0	0	
Initial Fut:	490	1197	0		0	1705	878		2378	0	1385		0	0	0	
User Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
PHF Volume:	490	1197	0		0	1705	878		2378	0	1385		0	0	0	
Reduct Vol:	0	0	0		0	0	0		0	0	0		0	0	0	
Reduced Vol:	490	1197	0		0	1705	878		2378	0	1385		0	0	0	
PCE Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
MLF Adj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	0.00	
FinalVolume:	490	1197	0		0	1705	878		2378	0	1385		0	0	0	
Saturation Flow Module:																
Sat/Lane:	1900	1900	1900		1900	1900	1900		1900	1900	1900		1900	1900	1900	
Adjustment:	0.80	1.00	0.92		0.92	1.00	0.83		0.80	1.00	0.92		0.92	1.00	0.92	
Lanes:	3.00	3.00	0.00		0.00	2.00	2.00		3.00	0.00	1.00		0.00	0.00	0.00	
Final Sat.:	4551	5700	0		0	3800	3150		4551	0	1750		0	0	0	
Capacity Analysis Module:																
Vol/Sat:	0.11	0.21	0.00		0.00	0.45	0.28		0.52	0.00	0.79		0.00	0.00	0.00	
Crit Moves:	****					****					****					
Green Time:	18.1	72.6	0.0		0.0	54.4	54.4		108.8	0.0	127.0		0.0	0.0	0.0	
Volume/Cap:	1.13	0.55	0.00		0.00	1.57	0.97		0.91	0.00	1.18		0.00	0.00	0.00	
Delay/Veh:	173.2	48.4	0.0		0.0	331	93.8		29.6	0.0	104.1		0.0	0.0	0.0	
User DelAdj:	1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00		1.00	1.00	1.00	
AdjDel/Veh:	173.2	48.4	0.0		0.0	331	93.8		29.6	0.0	104.1		0.0	0.0	0.0	
LOS by Move:	F	D	A		A	F	F		C	A	F		A	A	A	
HCM2k95thQ:	28	31	0		0	133	57		70	0	172		0	0	0	

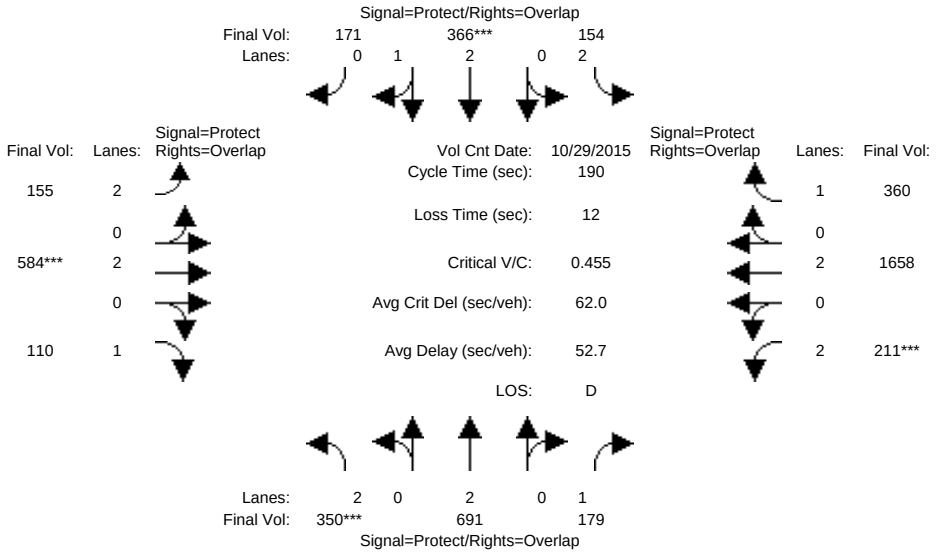
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	49	49	19	39	39	23	96	96	26	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	350	691	179	152	366	171	155	663	110	211	1885	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	691	179	152	366	171	155	663	110	211	1885	354
Added Vol:	0	0	0	2	0	0	0	16	0	0	43	6
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	350	691	179	154	366	171	155	679	110	211	1928	360
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:	350	691	179	154	366	171	155	584	110	211	1658	360
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	350	691	179	154	366	171	155	584	110	211	1658	360
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	350	691	179	154	366	171	155	584	110	211	1658	360
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.01	0.99	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3814	1782	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.11	0.18	0.10	0.05	0.10	0.10	0.05	0.15	0.06	0.07	0.44	0.21
Crit Moves:	****				****			****			****	
Green Time:	27.3	46.1	70.5	17.9	36.7	58.3	21.6	90.3	117.6	24.5	93.1	111.0
Volume/Cap:	0.77	0.75	0.28	0.52	0.50	0.31	0.43	0.32	0.10	0.52	0.89	0.35
Delay/Veh:	91.5	74.3	44.7	88.8	73.1	53.8	84.3	26.5	8.3	83.4	42.2	13.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.5	74.3	44.7	88.8	73.1	53.8	84.3	26.5	8.3	83.4	42.2	13.7
LOS by Move:	F	E	D	F	E	D	F	C	A	F	D	B
HCM2k95thQ:	25	35	15	11	19	16	10	15	3	13	69	14

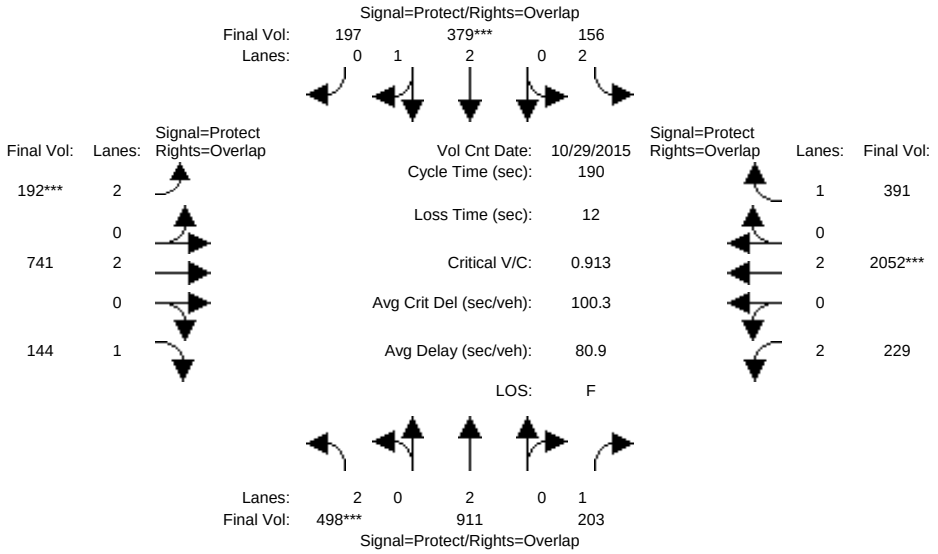
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	49	49	19	39	39	23	96	96	26	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	350	691	179	152	366	171	155	663	110	211	1885	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	691	179	152	366	171	155	663	110	211	1885	354
Added Vol:	0	0	0	-1	0	0	0	8	0	0	41	5
ATI:	148	220	24	5	13	26	37	191	34	18	461	32
Initial Fut:	498	911	203	156	379	197	192	862	144	229	2387	391
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:	498	911	203	156	379	197	192	741	144	229	2052	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	498	911	203	156	379	197	192	741	144	229	2052	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:	498	911	203	156	379	197	192	741	144	229	2052	391
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.24	0.12	0.05	0.10	0.11	0.06	0.20	0.08	0.07	0.54	0.22
Crit Moves:	****				****		****				****	
Green Time:	27.3	46.1	70.5	17.9	36.7	58.3	21.6	90.3	117.6	24.5	93.1	111.0
Volume/Cap:	1.10	0.99	0.31	0.53	0.52	0.37	0.54	0.41	0.13	0.56	1.10	0.38
Delay/Veh:	159.0	103	45.4	88.9	73.5	54.8	86.0	27.9	8.5	84.5	94.9	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	159.0	103	45.4	88.9	73.5	54.8	86.0	27.9	8.5	84.5	94.9	14.0
LOS by Move:	F	F	D	F	E	D	F	C	A	F	F	B
HCM2k95thQ:	41	52	17	12	19	18	12	20	4	15	116	15

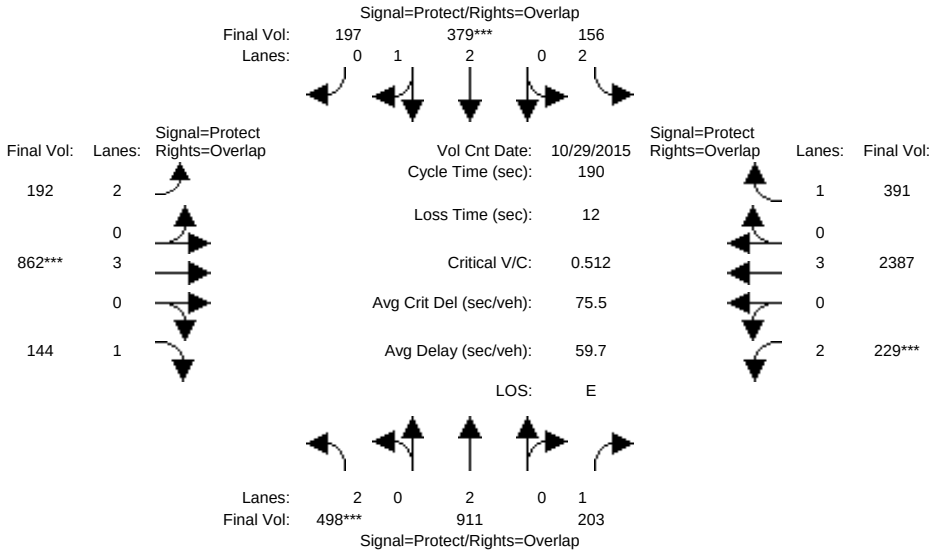
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	49	49	19	39	39	23	96	96	26	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	350	691	179	152	366	171	155	663	110	211	1885	354
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	350	691	179	152	366	171	155	663	110	211	1885	354
Added Vol:	0	0	0	-1	0	0	0	8	0	0	41	5
ATI:	148	220	24	5	13	26	37	191	34	18	461	32
Initial Fut:	498	911	203	156	379	197	192	862	144	229	2387	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:	498	911	203	156	379	197	192	862	144	229	2387	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	498	911	203	156	379	197	192	862	144	229	2387	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:	498	911	203	156	379	197	192	862	144	229	2387	391
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3800	1750	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.24	0.12	0.05	0.10	0.11	0.06	0.15	0.08	0.07	0.42	0.22
Crit Moves:	****				****			****			****	
Green Time:	27.3	46.1	70.5	17.9	36.7	58.3	21.6	90.3	117.6	24.5	93.1	111.0
Volume/Cap:	1.10	0.99	0.31	0.53	0.52	0.37	0.54	0.32	0.13	0.56	0.85	0.38
Delay/Veh:	159.0	103	45.4	88.9	73.5	54.8	86.0	26.4	8.5	84.5	38.1	14.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	159.0	103	45.4	88.9	73.5	54.8	86.0	26.4	8.5	84.5	38.1	14.0
LOS by Move:	F	F	D	F	E	D	F	C	A	F	D	B
HCM2k95thQ:	41	52	17	12	19	18	12	15	4	15	62	15

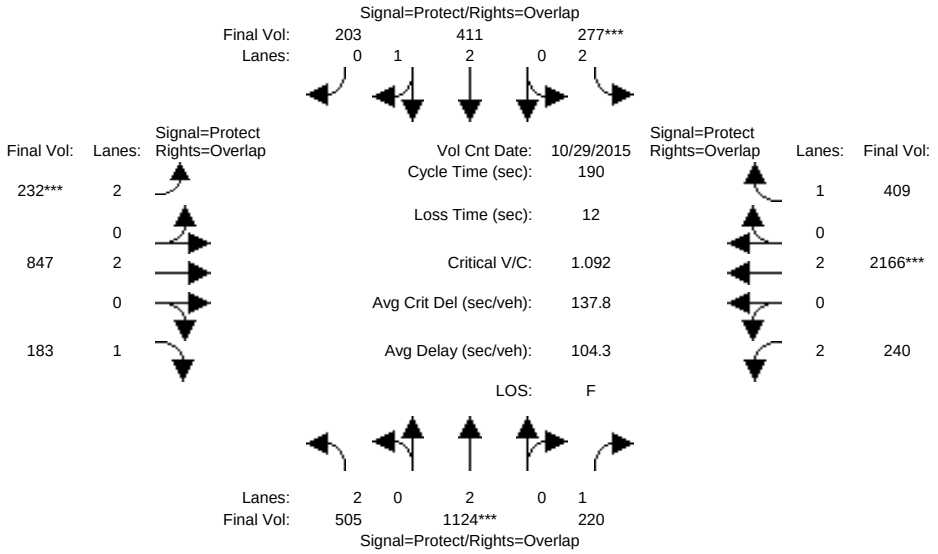
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	29	49	49	19	39	39	23	96	96	26	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	498	911	203	157	379	197	192	854	144	229	2346	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	498	911	203	157	379	197	192	854	144	229	2346	386
Added Vol:	0	0	0	-1	0	0	0	8	0	0	41	5
ATI:	7	213	17	121	32	6	40	122	39	11	132	18
Initial Fut:	505	1124	220	277	411	203	232	984	183	240	2519	409
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:	505	1124	220	277	411	203	232	847	183	240	2166	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	1124	220	277	411	203	232	847	183	240	2166	409
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	505	1124	220	277	411	203	232	847	183	240	2166	409
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3799	1800	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.13	0.09	0.11	0.11	0.07	0.22	0.10	0.08	0.57	0.23
Crit Moves:		****		****			****				****	
Green Time:	27.3	46.1	70.5	17.9	36.7	58.3	21.6	90.3	117.6	24.5	93.1	111.0
Volume/Cap:	1.12	1.22	0.34	0.93	0.56	0.37	0.65	0.47	0.17	0.59	1.16	0.40
Delay/Veh:	164.4	185	46.0	126.0	74.4	54.8	89.7	28.9	8.7	85.3	120	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	164.4	185	46.0	126.0	74.4	54.8	89.7	28.9	8.7	85.3	120	14.2
LOS by Move:	F	F	D	F	E	D	F	C	A	F	F	B
HCM2k95thQ:	42	74	19	24	21	18	15	24	5	15	129	16

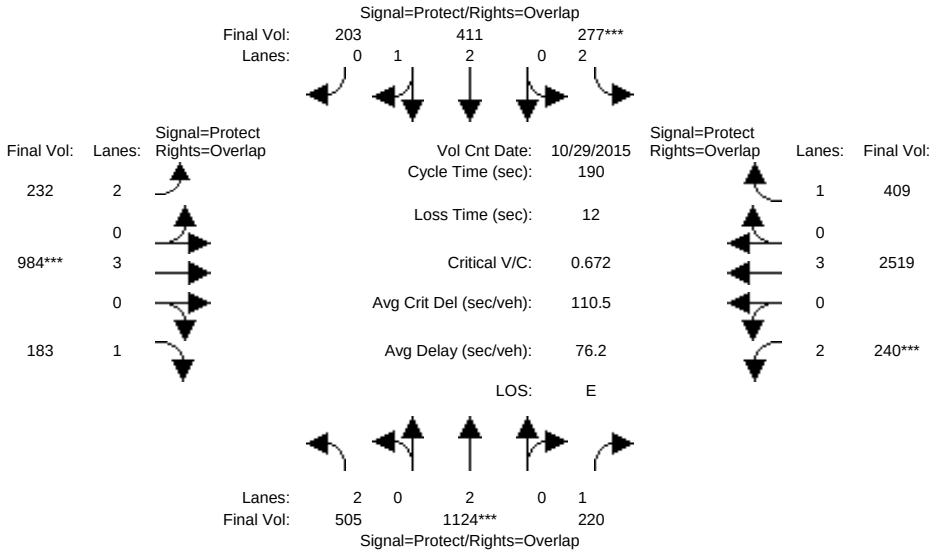
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	29	49	49	19	39	39	23	96	96	26	99	99
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	498	911	203	157	379	197	192	854	144	229	2346	386
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	498	911	203	157	379	197	192	854	144	229	2346	386
Added Vol:	0	0	0	-1	0	0	0	8	0	0	41	5
ATI:	7	213	17	121	32	6	40	122	39	11	132	18
Initial Fut:	505	1124	220	277	411	203	232	984	183	240	2519	409
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	505	1124	220	277	411	203	232	984	183	240	2519	409
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	505	1124	220	277	411	203	232	984	183	240	2519	409
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	505	1124	220	277	411	203	232	984	183	240	2519	409
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	3799	1800	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.16	0.30	0.13	0.09	0.11	0.11	0.07	0.17	0.10	0.08	0.44	0.23
Crit Moves:		****		****				****		****		
Green Time:	27.3	46.1	70.5	17.9	36.7	58.3	21.6	90.3	117.6	24.5	93.1	111.0
Volume/Cap:	1.12	1.22	0.34	0.93	0.56	0.37	0.65	0.36	0.17	0.59	0.90	0.40
Delay/Veh:	164.4	185	46.0	126.0	74.4	54.8	89.7	27.1	8.7	85.3	41.3	14.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	164.4	185	46.0	126.0	74.4	54.8	89.7	27.1	8.7	85.3	41.3	14.2
LOS by Move:	F	F	D	F	E	D	F	C	A	F	D	B
HCM2k95thQ:	42	74	19	24	21	18	15	17	5	15	71	16

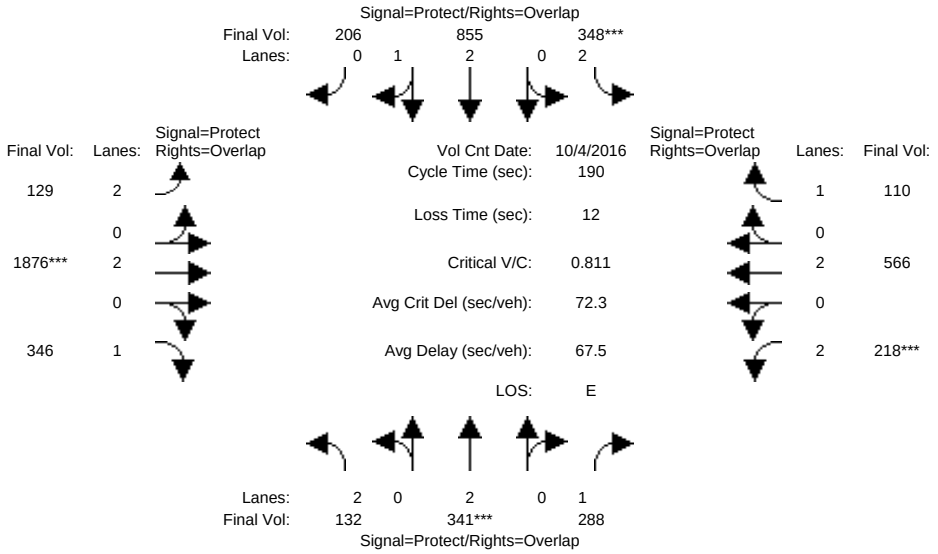
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	132	341	288	342	855	206	129	2490	346	218	616	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	341	288	342	855	206	129	2490	346	218	616	106
Added Vol:	0	0	0	6	0	0	0	45	0	0	27	4
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	132	341	288	348	855	206	129	2535	346	218	643	110
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	132	341	288	348	855	206	129	1876	346	218	566	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	132	341	288	348	855	206	129	1876	346	218	566	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	132	341	288	348	855	206	129	1876	346	218	566	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.40	0.60	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4511	1087	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.16	0.11	0.19	0.19	0.04	0.49	0.20	0.07	0.15	0.06
Crit Moves:		****		****				****		****		
Green Time:	17.1	32.8	52.4	21.5	37.1	55.1	17.9	105	122.0	19.7	107	128.1
Volume/Cap:	0.46	0.52	0.60	0.98	0.97	0.65	0.43	0.89	0.31	0.67	0.27	0.09
Delay/Veh:	88.9	77.1	65.8	130.5	101	64.1	87.8	58.3	24.3	92.9	23.1	11.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.9	77.1	65.8	130.5	101	64.1	87.8	58.3	24.3	92.9	23.1	11.5
LOS by Move:	F	E	E	F	F	E	F	E	C	F	C	B
HCM2k95thQ:	10	18	29	29	43	33	9	81	25	15	16	5

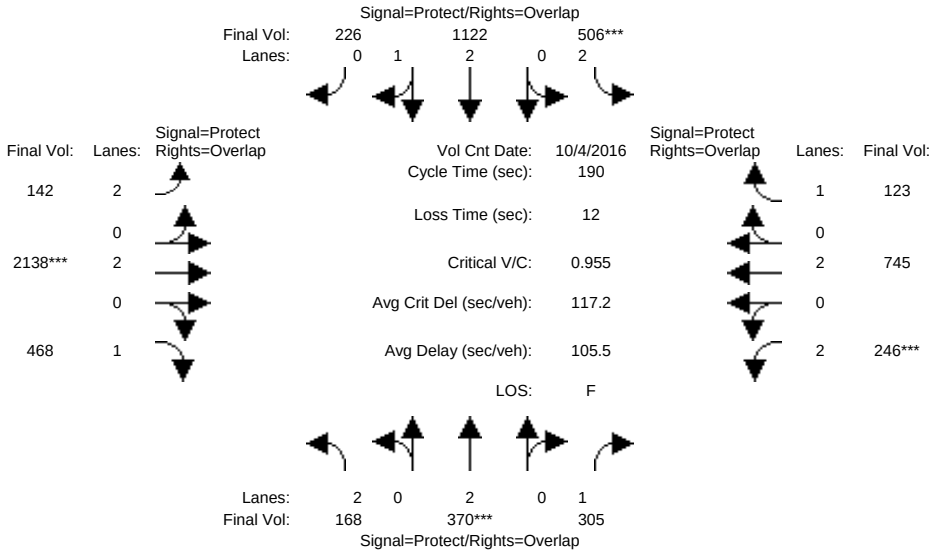
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	132	341	288	342	855	206	129	2490	346	218	616	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	341	288	342	855	206	129	2490	346	218	616	106
Added Vol:	0	0	0	6	0	0	0	44	0	0	19	1
ATI:	36	29	17	158	267	20	13	355	122	28	211	16
Initial Fut:	168	370	305	506	1122	226	142	2889	468	246	846	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	370	305	506	1122	226	142	2138	468	246	745	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	370	305	506	1122	226	142	2138	468	246	745	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	370	305	506	1122	226	142	2138	468	246	745	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.48	0.52	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4659	939	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.17	0.16	0.24	0.24	0.05	0.56	0.27	0.08	0.20	0.07
Crit Moves:		****		****				****		****		
Green Time:	16.8	32.8	52.4	21.5	37.4	55.4	17.9	105	121.7	19.7	107	128.1
Volume/Cap:	0.60	0.56	0.63	1.42	1.22	0.83	0.48	1.02	0.42	0.75	0.35	0.10
Delay/Veh:	92.7	78.2	67.2	293.6	190	70.8	88.4	84.4	26.8	98.1	24.4	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.7	78.2	67.2	293.6	190	70.8	88.4	84.4	26.8	98.1	24.4	11.6
LOS by Move:	F	E	E	F	F	E	F	F	C	F	C	B
HCM2k95thQ:	13	20	31	50	63	45	9	99	34	17	22	6

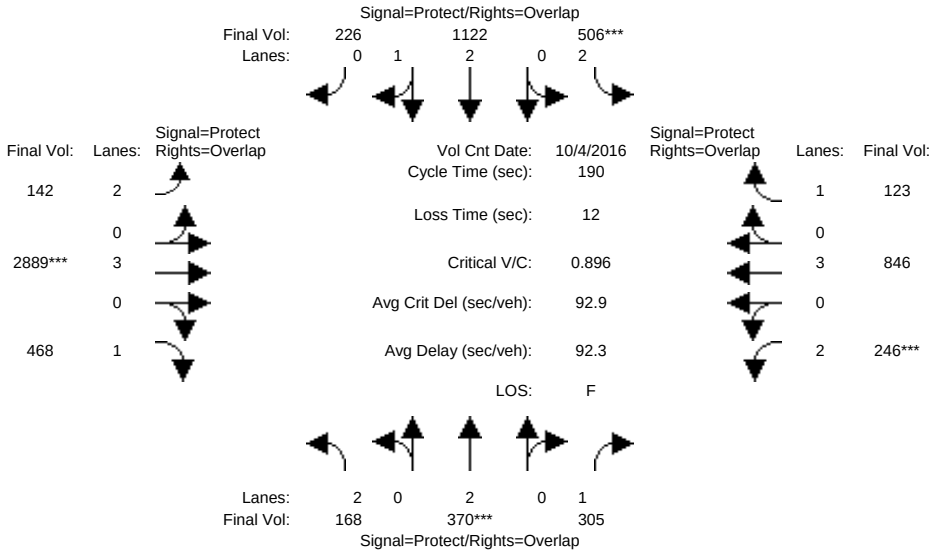
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	18	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	132	341	288	342	855	206	129	2490	346	218	616	106
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	132	341	288	342	855	206	129	2490	346	218	616	106
Added Vol:	0	0	0	6	0	0	0	44	0	0	19	1
ATI:	36	29	17	158	267	20	13	355	122	28	211	16
Initial Fut:	168	370	305	506	1122	226	142	2889	468	246	846	123
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	168	370	305	506	1122	226	142	2889	468	246	846	123
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	168	370	305	506	1122	226	142	2889	468	246	846	123
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	168	370	305	506	1122	226	142	2889	468	246	846	123
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.48	0.52	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4659	939	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.10	0.17	0.16	0.24	0.24	0.05	0.51	0.27	0.08	0.15	0.07
Crit Moves:		****		****				****		****		
Green Time:	16.8	32.8	52.4	21.5	37.4	55.4	17.9	105	121.7	19.7	107	128.1
Volume/Cap:	0.60	0.56	0.63	1.42	1.22	0.83	0.48	0.92	0.42	0.75	0.26	0.10
Delay/Veh:	92.7	78.2	67.2	293.6	190	70.8	88.4	59.2	26.8	98.1	23.0	11.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	92.7	78.2	67.2	293.6	190	70.8	88.4	59.2	26.8	98.1	23.0	11.6
LOS by Move:	F	E	E	F	F	E	F	E	C	F	C	B
HCM2k95thQ:	13	20	31	50	63	45	9	83	34	17	16	6

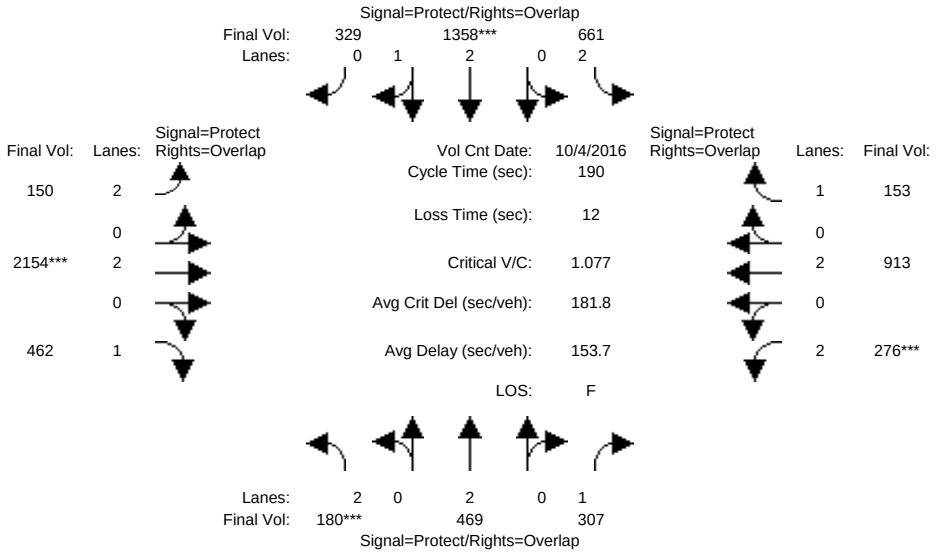
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	168	370	305	500	1122	226	142	2845	468	246	827	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	370	305	500	1122	226	142	2845	468	246	827	122
Added Vol:	0	0	0	6	0	0	0	44	0	0	19	1
ATI:	12	99	2	155	236	103	8	22	-6	30	192	30
Initial Fut:	180	469	307	661	1358	329	150	2911	462	276	1038	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	469	307	661	1358	329	150	2154	462	276	913	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	469	307	661	1358	329	150	2154	462	276	913	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	469	307	661	1358	329	150	2154	462	276	913	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.39	0.61	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4506	1092	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.18	0.21	0.30	0.30	0.05	0.57	0.26	0.09	0.24	0.09
Crit Moves:	****				****			****			****	
Green Time:	16.8	32.8	52.4	21.5	37.4	55.4	17.9	105	121.7	19.7	107	128.1
Volume/Cap:	0.65	0.72	0.64	1.85	1.53	1.03	0.50	1.03	0.41	0.85	0.43	0.13
Delay/Veh:	94.6	83.1	67.4	483.9	325	103.7	88.8	86.7	26.7	107.5	25.9	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.6	83.1	67.4	483.9	325	103.7	88.8	86.7	26.7	107.5	25.9	11.9
LOS by Move:	F	F	E	F	F	F	F	F	C	F	C	B
HCM2k95thQ:	14	26	31	73	91	66	10	101	34	20	28	7

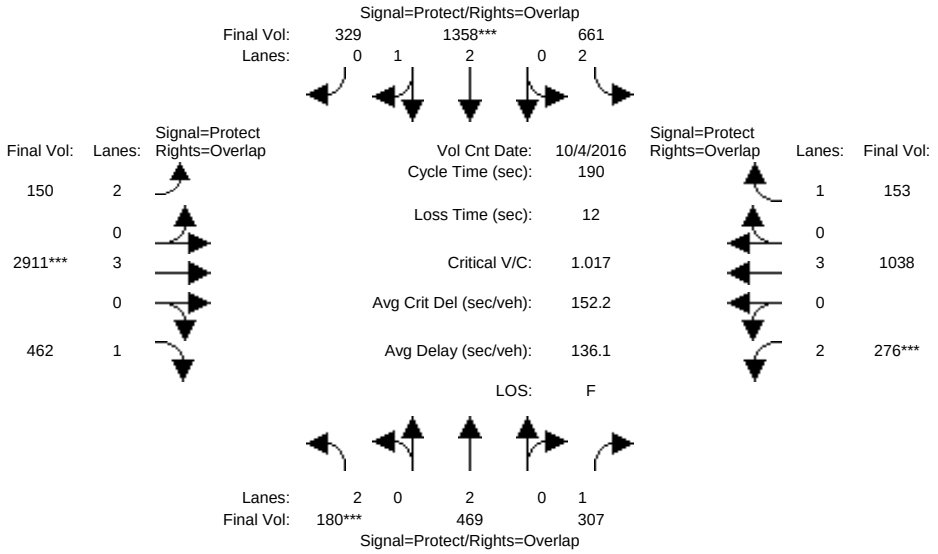
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	18	35	35	23	39	39	19	112	112	21	113	113
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	168	370	305	500	1122	226	142	2845	468	246	827	122
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	168	370	305	500	1122	226	142	2845	468	246	827	122
Added Vol:	0	0	0	6	0	0	0	44	0	0	19	1
ATI:	12	99	2	155	236	103	8	22	-6	30	192	30
Initial Fut:	180	469	307	661	1358	329	150	2911	462	276	1038	153
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	180	469	307	661	1358	329	150	2911	462	276	1038	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	180	469	307	661	1358	329	150	2911	462	276	1038	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	180	469	307	661	1358	329	150	2911	462	276	1038	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	2.39	0.61	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	3150	4506	1092	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.18	0.21	0.30	0.30	0.05	0.51	0.26	0.09	0.18	0.09
Crit Moves:	****				****			****			****	
Green Time:	16.8	32.8	52.4	21.5	37.4	55.4	17.9	105	121.7	19.7	107	128.1
Volume/Cap:	0.65	0.72	0.64	1.85	1.53	1.03	0.50	0.93	0.41	0.85	0.32	0.13
Delay/Veh:	94.6	83.1	67.4	483.9	325	103.7	88.8	60.1	26.7	107.5	24.0	11.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	94.6	83.1	67.4	483.9	325	103.7	88.8	60.1	26.7	107.5	24.0	11.9
LOS by Move:	F	F	E	F	F	F	F	E	C	F	C	B
HCM2k95thQ:	14	26	31	73	91	66	10	84	34	20	20	7

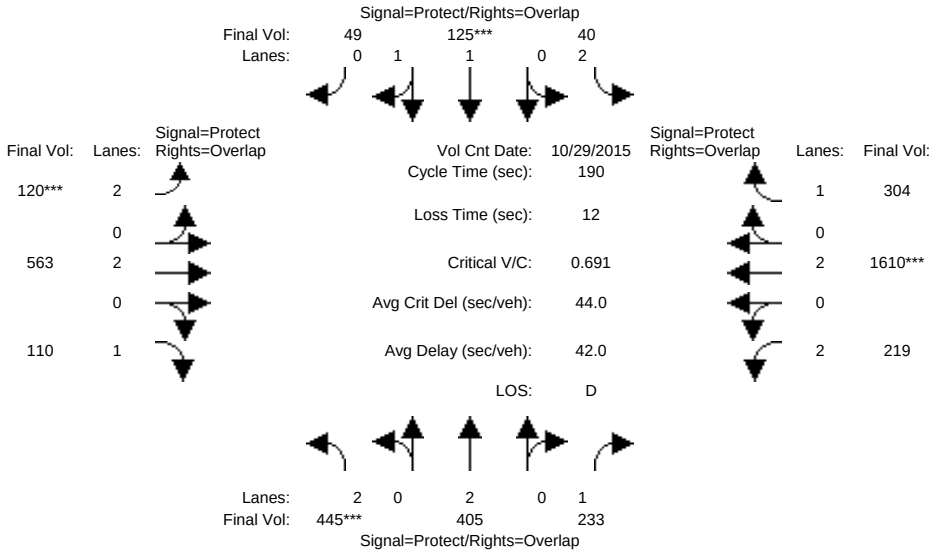
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT 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:	30	41	41	11	22	22	16	110	110	27	122	122
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	445	405	232	36	125	49	120	644	110	216	1843	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	405	232	36	125	49	120	644	110	216	1843	292
Added Vol:	0	0	1	4	0	0	0	11	0	3	29	12
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	445	405	233	40	125	49	120	655	110	219	1872	304
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:	445	405	233	40	125	49	120	563	110	219	1610	304
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	445	405	233	40	125	49	120	563	110	219	1610	304
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	445	405	233	40	125	49	120	563	110	219	1610	304
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	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	1.42	0.58	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2657	1042	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.11	0.13	0.01	0.05	0.05	0.04	0.15	0.06	0.07	0.42	0.17
Crit Moves:	****				****		****				****	
Green Time:	28.2	38.6	64.1	10.3	20.7	35.7	15.0	104	132.4	25.6	115	125.1
Volume/Cap:	0.95	0.53	0.39	0.23	0.43	0.25	0.48	0.27	0.09	0.52	0.70	0.26
Delay/Veh:	114.8	72.5	51.6	92.2	84.9	70.1	90.5	16.6	2.7	82.4	16.5	6.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	114.8	72.5	51.6	92.2	84.9	70.1	90.5	16.6	2.7	82.4	16.5	6.0
LOS by Move:	F	E	D	F	F	E	F	B	A	F	B	A
HCM2k95thQ:	32	20	21	3	11	9	9	11	1	13	36	6

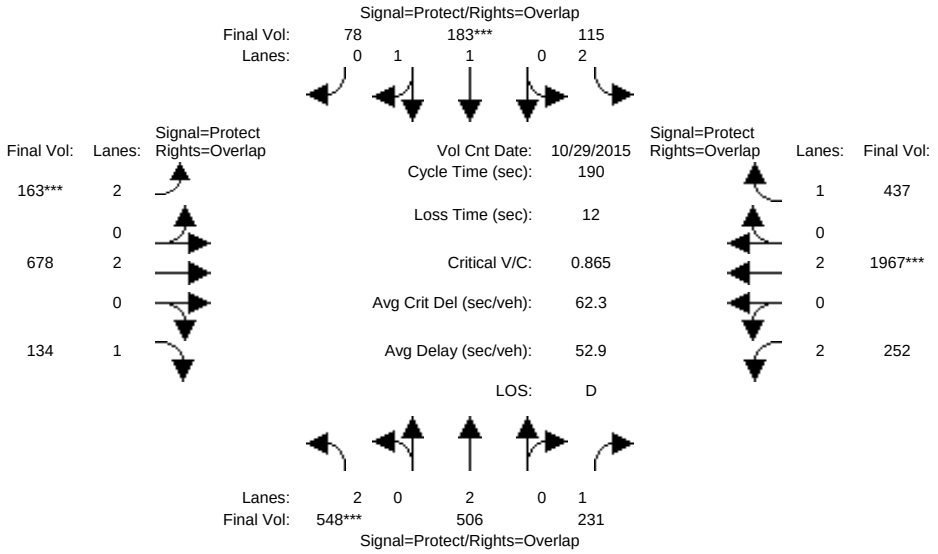
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT 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:	30	41	41	11	22	22	16	110	110	27	122	122
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	445	405	232	36	125	49	120	644	110	216	1843	292
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	445	405	232	36	125	49	120	644	110	216	1843	292
Added Vol:	0	0	1	4	0	0	0	2	0	3	27	12
ATI:	103	101	-1	75	58	29	43	142	24	33	417	133
Initial Fut:	548	506	231	115	183	78	163	788	134	252	2287	437
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:	548	506	231	115	183	78	163	678	134	252	1967	437
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	548	506	231	115	183	78	163	678	134	252	1967	437
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	548	506	231	115	183	78	163	678	134	252	1967	437
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	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	1.39	0.61	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2594	1105	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.13	0.13	0.04	0.07	0.07	0.05	0.18	0.08	0.08	0.52	0.25
Crit Moves:	****				****		****				****	
Green Time:	28.2	38.6	64.1	10.3	20.7	35.7	15.0	104	132.4	25.6	115	125.1
Volume/Cap:	1.17	0.66	0.39	0.67	0.65	0.37	0.65	0.33	0.11	0.59	0.86	0.38
Delay/Veh:	183.7	76.1	51.5	103.5	89.9	72.0	96.4	17.2	2.7	84.5	22.0	6.7
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:	183.7	76.1	51.5	103.5	89.9	72.0	96.4	17.2	2.7	84.5	22.0	6.7
LOS by Move:	F	E	D	F	F	E	F	B	A	F	C	A
HCM2k95thQ:	44	25	21	10	16	14	13	14	2	15	56	10

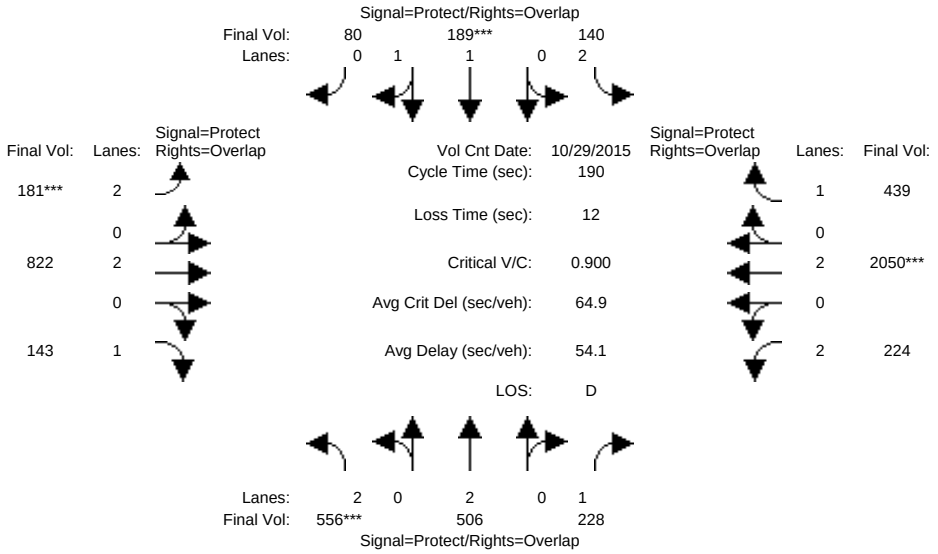
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT 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:	30	41	41	11	22	22	16	110	110	27	122	122
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	548	506	230	111	183	78	163	786	134	249	2260	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	548	506	230	111	183	78	163	786	134	249	2260	425
Added Vol:	0	0	1	4	0	0	0	2	0	3	27	12
ATI:	8	0	-2	25	6	2	18	167	9	-27	97	2
Initial Fut:	556	506	228	140	189	80	181	955	143	224	2384	439
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:	556	506	228	140	189	80	181	822	143	224	2050	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	556	506	228	140	189	80	181	822	143	224	2050	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:	556	506	228	140	189	80	181	822	143	224	2050	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	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	1.39	0.61	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2600	1099	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.13	0.13	0.04	0.07	0.07	0.06	0.22	0.08	0.07	0.54	0.25
Crit Moves:	****				****		****				****	
Green Time:	28.2	38.6	64.1	10.3	20.7	35.7	15.0	104	132.4	25.6	115	125.1
Volume/Cap:	1.19	0.66	0.39	0.81	0.67	0.39	0.73	0.39	0.12	0.53	0.89	0.38
Delay/Veh:	190.3	76.1	51.4	119.5	90.7	72.1	101.1	18.1	2.7	82.7	24.4	6.7
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:	190.3	76.1	51.4	119.5	90.7	72.1	101.1	18.1	2.7	82.7	24.4	6.7
LOS by Move:	F	E	D	F	F	E	F	B	A	F	C	A
HCM2k95thQ:	45	25	20	13	17	14	15	17	2	13	64	10

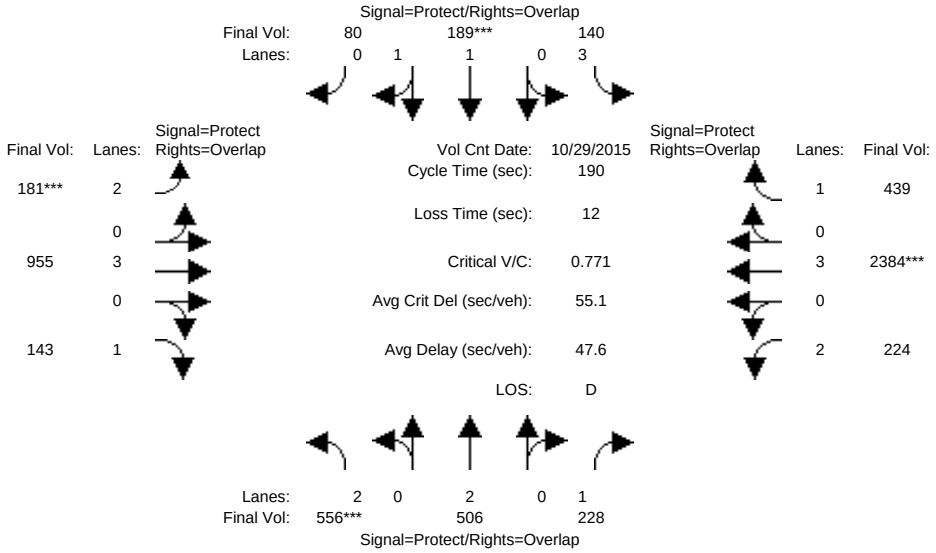
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT 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:	30	41	41	11	22	22	16	110	110	27	122	122
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 29 Oct 2015 <<												
Base Vol:	548	506	230	111	183	78	163	786	134	249	2260	425
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	548	506	230	111	183	78	163	786	134	249	2260	425
Added Vol:	0	0	1	4	0	0	0	2	0	3	27	12
ATI:	8	0	-2	25	6	2	18	167	9	-27	97	2
Initial Fut:	556	506	228	140	189	80	181	955	143	224	2384	439
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	556	506	228	140	189	80	181	955	143	224	2384	439
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	556	506	228	140	189	80	181	955	143	224	2384	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:	556	506	228	140	189	80	181	955	143	224	2384	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	0.80	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	3.00	1.39	0.61	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	4551	2600	1099	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.18	0.13	0.13	0.03	0.07	0.07	0.06	0.17	0.08	0.07	0.42	0.25
Crit Moves:	****				****		****				****	
Green Time:	28.2	38.6	64.1	10.3	20.7	35.7	15.0	104	132.4	25.6	115	125.1
Volume/Cap:	1.19	0.66	0.39	0.56	0.67	0.39	0.73	0.31	0.12	0.53	0.69	0.38
Delay/Veh:	190.3	76.1	51.4	96.1	90.7	72.1	101.1	17.0	2.7	82.7	16.0	6.7
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:	190.3	76.1	51.4	96.1	90.7	72.1	101.1	17.0	2.7	82.7	16.0	6.7
LOS by Move:	F	E	D	F	F	E	F	B	A	F	B	A
HCM2k95thQ:	45	25	20	8	17	14	15	13	2	13	35	10

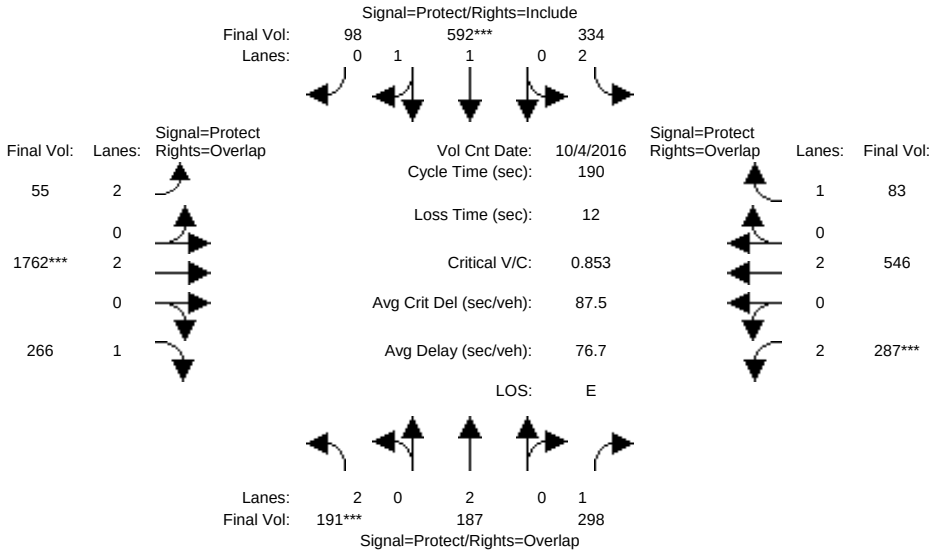
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT 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:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	191	187	295	322	592	98	55	2351	266	285	603	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	187	295	322	592	98	55	2351	266	285	603	76
Added Vol:	0	0	3	12	0	0	0	30	0	2	18	7
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	191	187	298	334	592	98	55	2381	266	287	621	83
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	191	187	298	334	592	98	55	1762	266	287	546	83
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	191	187	298	334	592	98	55	1762	266	287	546	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:	191	187	298	334	592	98	55	1762	266	287	546	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	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	1.71	0.29	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3174	525	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.05	0.17	0.11	0.19	0.19	0.02	0.46	0.15	0.09	0.14	0.05
Crit Moves:	****				****			****			****	
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.44	0.24	0.53	1.07	1.11	1.11	0.19	0.89	0.23	0.80	0.27	0.07
Delay/Veh:	80.5	66.8	56.9	162.1	153	153.4	84.7	60.5	21.3	99.3	17.6	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.5	66.8	56.9	162.1	153	153.4	84.7	60.5	21.3	99.3	17.6	6.6
LOS by Move:	F	E	E	F	F	F	F	E	C	F	B	A
HCM2k95thQ:	12	9	28	30	47	47	4	80	19	20	11	2

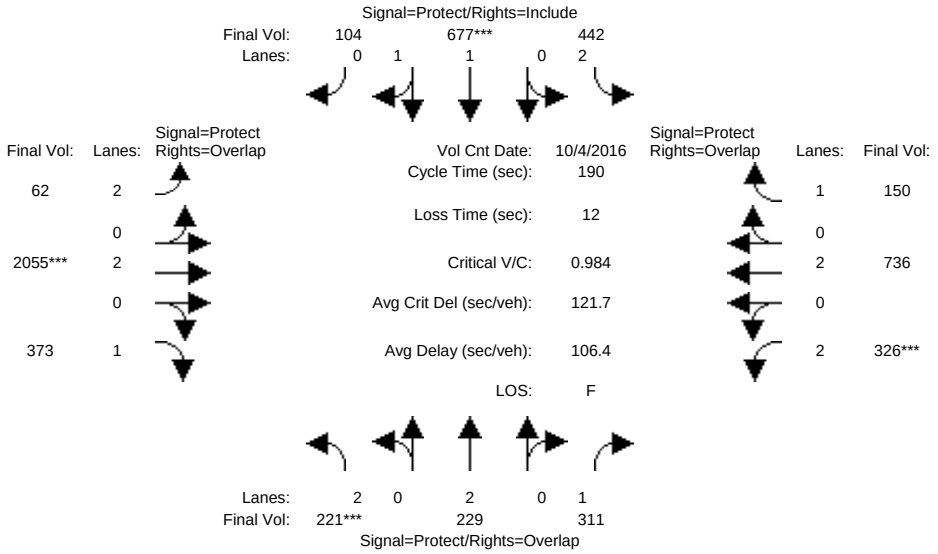
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT 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:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	191	187	295	322	592	98	55	2351	266	285	603	76
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	191	187	295	322	592	98	55	2351	266	285	603	76
Added Vol:	0	0	3	12	0	0	0	29	0	2	11	7
ATI:	30	42	13	108	85	6	7	398	107	39	222	67
Initial Fut:	221	229	311	442	677	104	62	2778	373	326	836	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	229	311	442	677	104	62	2055	373	326	736	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	229	311	442	677	104	62	2055	373	326	736	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	229	311	442	677	104	62	2055	373	326	736	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	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	1.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3209	491	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.06	0.18	0.14	0.21	0.21	0.02	0.54	0.21	0.10	0.19	0.09
Crit Moves:	****				****			****			****	
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.51	0.29	0.55	1.42	1.25	1.25	0.21	1.04	0.32	0.91	0.36	0.13
Delay/Veh:	81.5	67.6	57.7	297.3	211	211.2	84.9	93.1	23.0	114.6	18.7	6.9
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:	81.5	67.6	57.7	297.3	211	211.2	84.9	93.1	23.0	114.6	18.7	6.9
LOS by Move:	F	E	E	F	F	F	F	F	C	F	B	A
HCM2k95thQ:	14	11	29	45	57	57	5	108	27	23	16	4

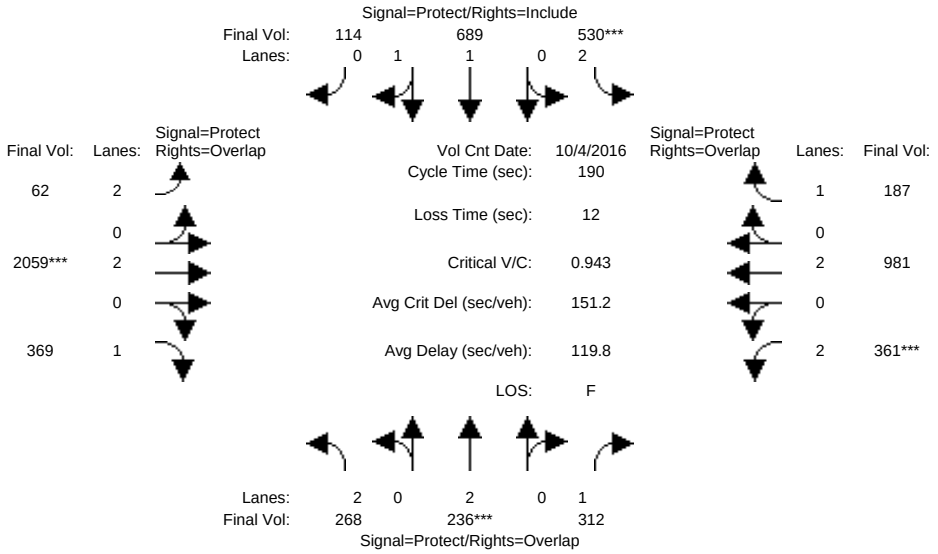
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT 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:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	221	229	308	430	677	104	62	2749	373	324	825	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	229	308	430	677	104	62	2749	373	324	825	143
Added Vol:	0	0	3	12	0	0	0	29	0	2	11	7
ATI:	47	7	1	88	12	10	0	5	-4	35	278	37
Initial Fut:	268	236	312	530	689	114	62	2783	369	361	1114	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.74	1.00	1.00	0.88	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	236	312	530	689	114	62	2059	369	361	981	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	236	312	530	689	114	62	2059	369	361	981	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	236	312	530	689	114	62	2059	369	361	981	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	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	1.71	0.29	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3176	523	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.18	0.17	0.22	0.22	0.02	0.54	0.21	0.11	0.26	0.11
Crit Moves:		****		****				****		****		
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.61	0.30	0.55	1.70	1.29	1.29	0.21	1.04	0.32	1.01	0.48	0.17
Delay/Veh:	84.5	67.8	57.8	419.8	226	226.1	84.9	93.7	23.0	138.7	20.4	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.5	67.8	57.8	419.8	226	226.1	84.9	93.7	23.0	138.7	20.4	7.1
LOS by Move:	F	E	E	F	F	F	F	F	C	F	C	A
HCM2k95thQ:	17	11	29	58	60	60	5	109	27	27	23	4

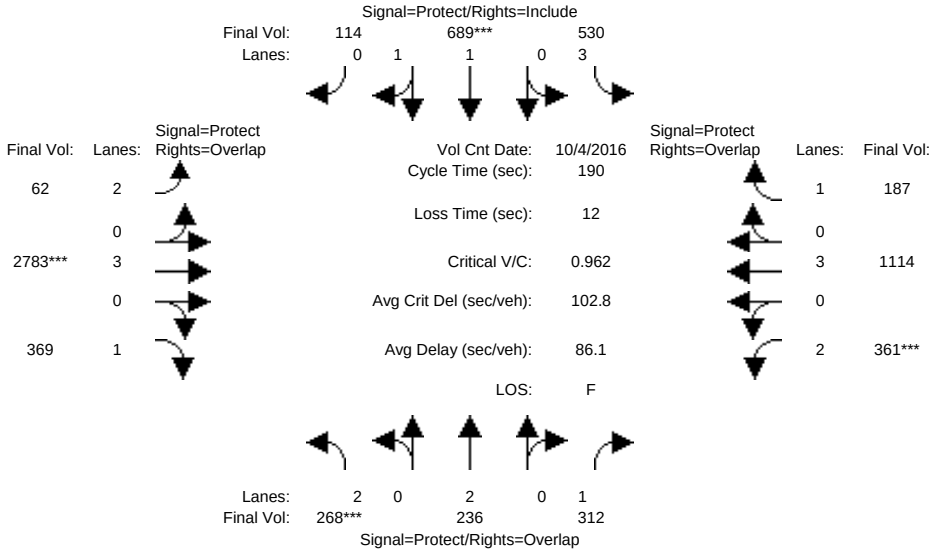
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT 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:	28	42	42	20	34	34	19	105	105	23	109	109
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 4 Oct 2016 <<												
Base Vol:	221	229	308	430	677	104	62	2749	373	324	825	143
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	229	308	430	677	104	62	2749	373	324	825	143
Added Vol:	0	0	3	12	0	0	0	29	0	2	11	7
ATI:	47	7	1	88	12	10	0	5	-4	35	278	37
Initial Fut:	268	236	312	530	689	114	62	2783	369	361	1114	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	268	236	312	530	689	114	62	2783	369	361	1114	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	268	236	312	530	689	114	62	2783	369	361	1114	187
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	268	236	312	530	689	114	62	2783	369	361	1114	187
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.80	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	3.00	1.71	0.29	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	3800	1750	4551	3176	523	3150	5700	1750	3150	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.18	0.12	0.22	0.22	0.02	0.49	0.21	0.11	0.20	0.11
Crit Moves:	****				****			****			****	
Green Time:	26.3	39.5	61.1	18.8	32.0	32.0	17.9	98.8	125.1	21.6	103	121.3
Volume/Cap:	0.61	0.30	0.55	1.18	1.29	1.29	0.21	0.94	0.32	1.01	0.36	0.17
Delay/Veh:	84.5	67.8	57.8	191.8	226	226.1	84.9	64.4	23.0	138.7	18.7	7.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.5	67.8	57.8	191.8	226	226.1	84.9	64.4	23.0	138.7	18.7	7.1
LOS by Move:	F	E	E	F	F	F	F	E	C	F	B	A
HCM2k95thQ:	17	11	29	34	60	60	5	88	27	28	16	5

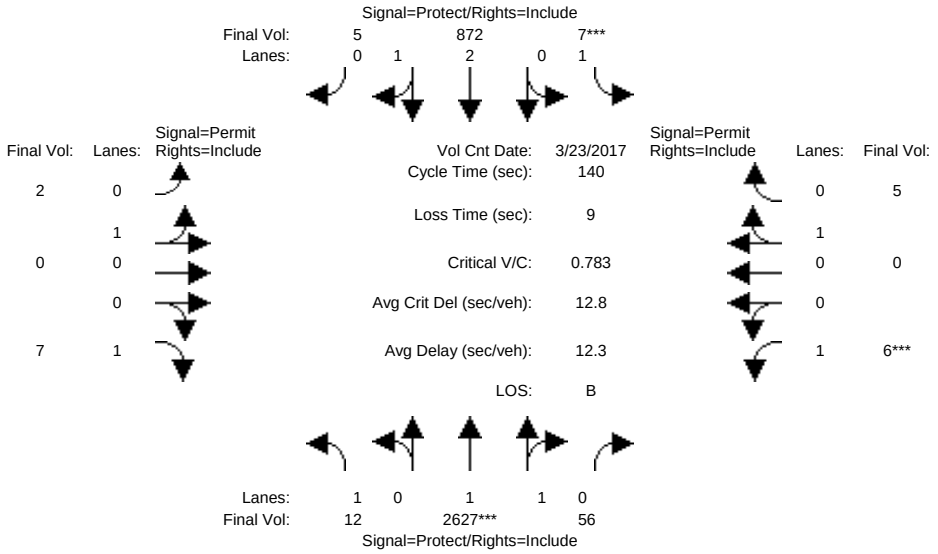
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3411: AVIATION/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Mar 2017 <<												
Base Vol:	12	2510	56	7	555	5	2	0	7	6	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	2510	56	7	555	5	2	0	7	6	0	5
Added Vol:	0	117	0	0	317	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	2627	56	7	872	5	2	0	7	6	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	2627	56	7	872	5	2	0	7	6	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	2627	56	7	872	5	2	0	7	6	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	2627	56	7	872	5	2	0	7	6	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	2.98	0.02	1.00	0.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3623	77	1750	5568	32	1800	0	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.73	0.73	0.00	0.16	0.16	0.00	0.00	0.00	0.00	0.00	0.00
Crit Moves:		****		****						****		
Green Time:	29.3	114	114.0	7.0	91.7	91.7	10.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.03	0.89	0.89	0.08	0.24	0.24	0.02	0.00	0.06	0.05	0.00	0.04
Delay/Veh:	44.1	12.5	12.5	63.8	9.9	9.9	60.5	0.0	60.8	60.7	0.0	60.6
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:	44.1	12.5	12.5	63.8	9.9	9.9	60.5	0.0	60.8	60.7	0.0	60.6
LOS by Move:	D	B	B	E	A	A	E	A	E	E	A	E
HCM2k95thQ:	1	66	66	1	10	10	0	0	1	1	0	0

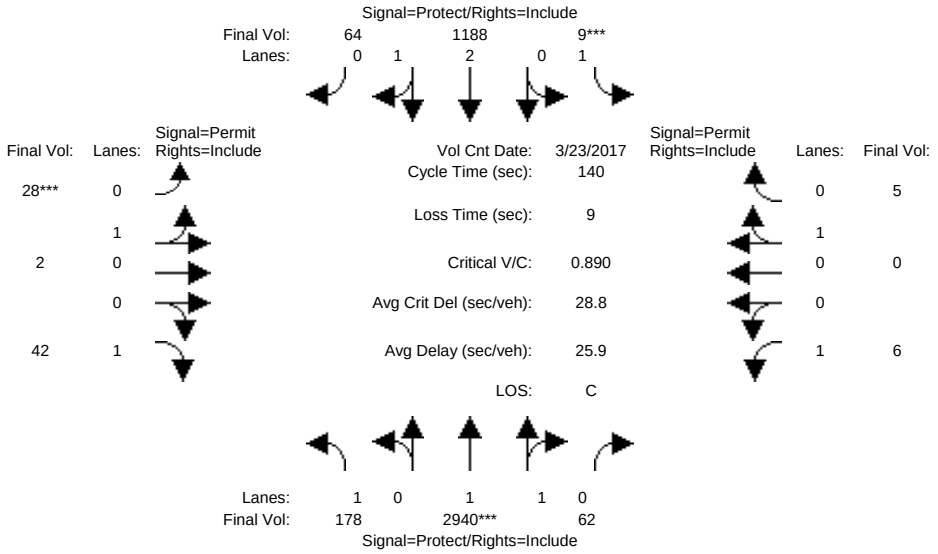
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3411: AVIATION/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Mar 2017 <<												
Base Vol:	12	2510	56	7	555	5	2	0	7	6	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	2510	56	7	555	5	2	0	7	6	0	5
Added Vol:	0	-54	0	0	281	0	0	0	0	0	0	0
ATI:	166	484	6	2	352	59	26	2	35	0	0	0
Initial Fut:	178	2940	62	9	1188	64	28	2	42	6	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	2940	62	9	1188	64	28	2	42	6	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	2940	62	9	1188	64	28	2	42	6	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	2940	62	9	1188	64	28	2	42	6	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	2.84	0.16	0.93	0.07	1.00	1.00	0.00	1.00
Final Sat.:	1750	3624	76	1750	5313	286	1680	120	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.81	0.81	0.01	0.22	0.22	0.02	0.02	0.02	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	37.8	114	114.0	7.0	83.2	83.2	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.38	1.00	1.00	0.10	0.38	0.38	0.23	0.23	0.34	0.05	0.00	0.04
Delay/Veh:	42.0	28.3	28.3	64.0	14.9	14.9	62.3	62.3	63.4	60.7	0.0	60.6
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:	42.0	28.3	28.3	64.0	14.9	14.9	62.3	62.3	63.4	60.7	0.0	60.6
LOS by Move:	D	C	C	E	B	B	E	E	E	E	A	E
HCM2k95thQ:	12	107	107	1	17	17	3	3	4	1	0	0

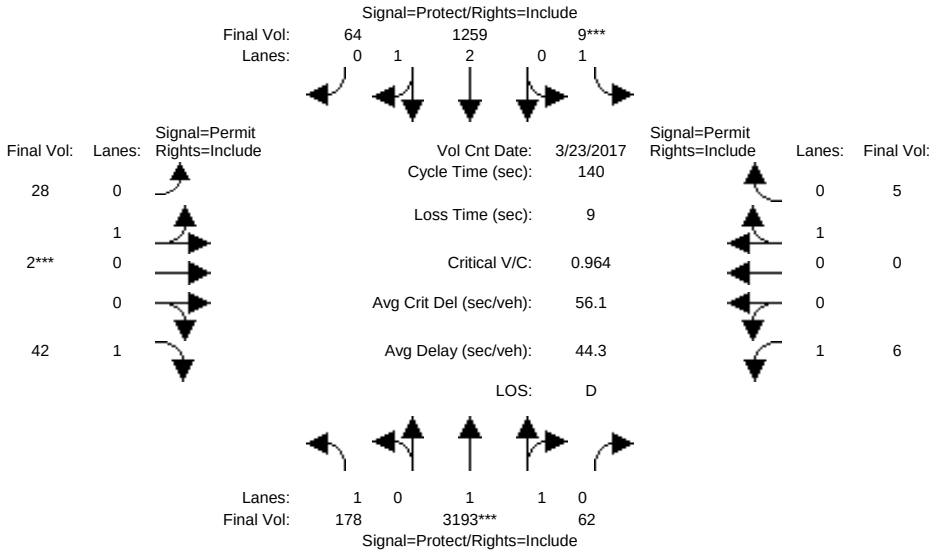
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3411: AVIATION/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Mar 2017 <<												
Base Vol:	178	2994	62	9	907	64	28	2	42	6	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	178	2994	62	9	907	64	28	2	42	6	0	5
Added Vol:	0	-54	0	0	281	0	0	0	0	0	0	0
ATI:	0	253	0	0	71	0	0	0	0	0	0	0
Initial Fut:	178	3193	62	9	1259	64	28	2	42	6	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	178	3193	62	9	1259	64	28	2	42	6	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	178	3193	62	9	1259	64	28	2	42	6	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	178	3193	62	9	1259	64	28	2	42	6	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	2.85	0.15	0.93	0.07	1.00	1.00	0.00	1.00
Final Sat.:	1750	3629	70	1750	5329	271	1680	120	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.10	0.88	0.88	0.01	0.24	0.24	0.02	0.02	0.02	0.00	0.00	0.00
Crit Moves:		****		****				****				
Green Time:	36.4	114	114.0	7.0	84.6	84.6	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.39	1.08	1.08	0.10	0.39	0.39	0.23	0.23	0.34	0.05	0.00	0.04
Delay/Veh:	43.2	56.0	56.0	64.0	14.4	14.4	62.3	62.3	63.4	60.7	0.0	60.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.2	56.0	56.0	64.0	14.4	14.4	62.3	62.3	63.4	60.7	0.0	60.6
LOS by Move:	D	E	E	E	B	B	E	E	E	E	A	E
HCM2k95thQ:	12	131	131	1	18	18	3	3	4	1	0	0

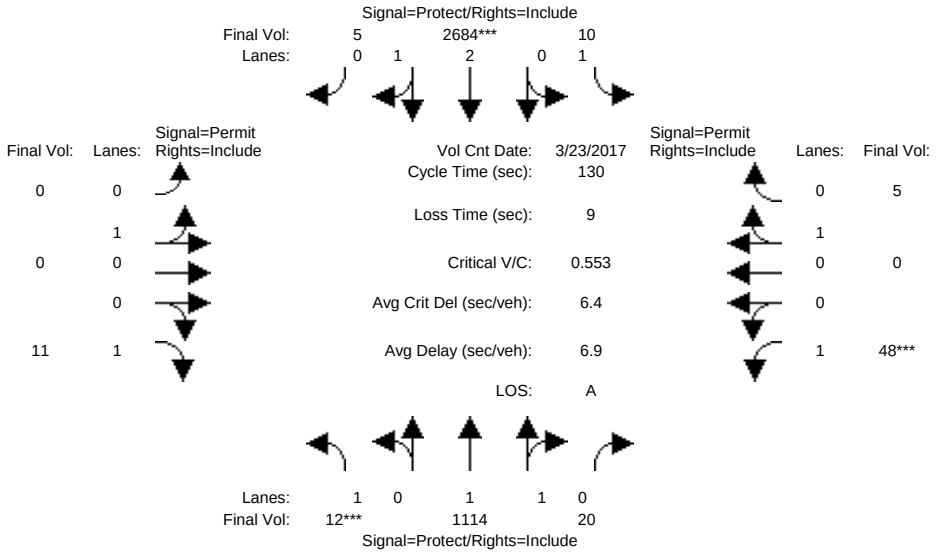
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3411: AVIATION/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Mar 2017 <<												
Base Vol:	12	785	20	10	2487	5	0	0	11	48	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	785	20	10	2487	5	0	0	11	48	0	5
Added Vol:	0	329	0	0	197	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	12	1114	20	10	2684	5	0	0	11	48	0	5
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	12	1114	20	10	2684	5	0	0	11	48	0	5
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	12	1114	20	10	2684	5	0	0	11	48	0	5
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	12	1114	20	10	2684	5	0	0	11	48	0	5
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.96	0.04	1.00	2.99	0.01	0.00	1.00	1.00	1.00	0.00	1.00
Final Sat.:	1750	3635	65	1750	5590	10	0	1800	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.01	0.31	0.31	0.01	0.48	0.48	0.00	0.00	0.01	0.03	0.00	0.00
Crit Moves:	****				****					****		
Green Time:	7.0	94.4	94.4	16.6	104	104.0	0.0	0.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.13	0.42	0.42	0.04	0.60	0.60	0.00	0.00	0.08	0.36	0.00	0.04
Delay/Veh:	59.2	7.1	7.1	49.8	5.2	5.2	0.0	0.0	56.0	58.6	0.0	55.6
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:	59.2	7.1	7.1	49.8	5.2	5.2	0.0	0.0	56.0	58.6	0.0	55.6
LOS by Move:	E	A	A	D	A	A	A	A	E	E	A	E
HCM2k95thQ:	1	17	17	1	25	25	0	0	1	5	0	0

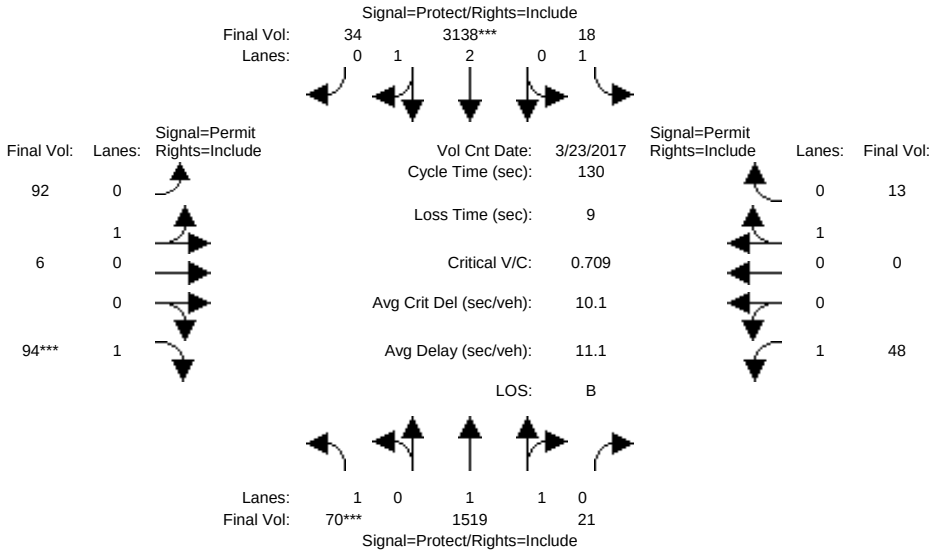
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3411: AVIATION/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Mar 2017 <<												
Base Vol:	12	785	20	10	2487	5	0	0	11	48	0	5
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	12	785	20	10	2487	5	0	0	11	48	0	5
Added Vol:	0	302	0	0	44	0	0	0	0	0	0	0
ATI:	58	432	1	8	607	29	92	6	83	0	0	8
Initial Fut:	70	1519	21	18	3138	34	92	6	94	48	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1519	21	18	3138	34	92	6	94	48	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1519	21	18	3138	34	92	6	94	48	0	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1519	21	18	3138	34	92	6	94	48	0	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.97	0.03	1.00	2.97	0.03	0.94	0.06	1.00	1.00	0.00	1.00
Final Sat.:	1750	3650	50	1750	5540	60	1690	110	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.42	0.42	0.01	0.57	0.57	0.05	0.05	0.05	0.03	0.00	0.01
Crit Moves:	****				****				****			
Green Time:	7.3	98.3	98.3	12.7	104	103.7	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.71	0.55	0.55	0.11	0.71	0.71	0.71	0.71	0.70	0.36	0.00	0.09
Delay/Veh:	81.6	6.9	6.9	53.7	6.7	6.7	74.1	74.1	73.5	58.6	0.0	56.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	81.6	6.9	6.9	53.7	6.7	6.7	74.1	74.1	73.5	58.6	0.0	56.1
LOS by Move:	F	A	A	D	A	A	E	E	E	E	A	E
HCM2k95thQ:	6	24	24	1	35	35	11	11	10	5	0	1

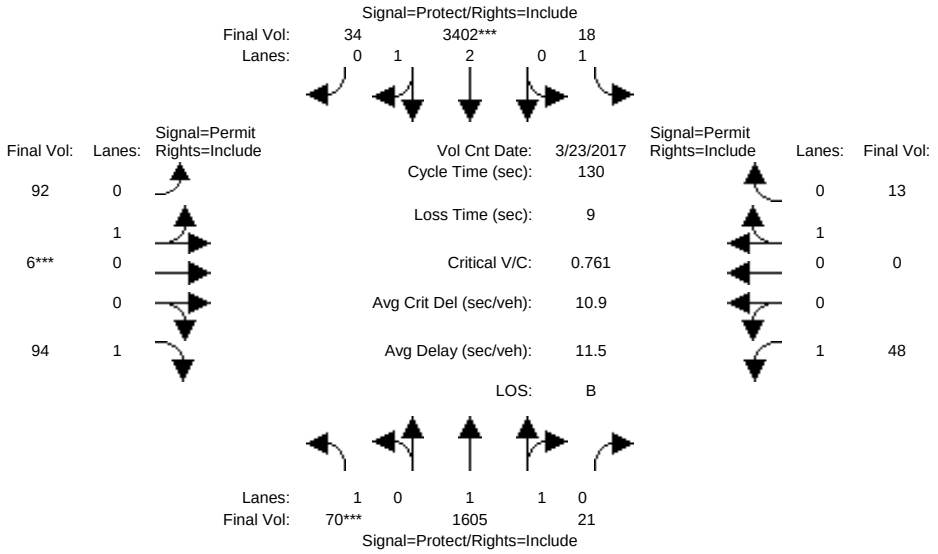
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3411: AVIATION/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	10	7	10	10	10	10	10	10	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 23 Mar 2017 <<												
Base Vol:	70	1217	21	18	3094	34	92	6	94	48	0	13
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1217	21	18	3094	34	92	6	94	48	0	13
Added Vol:	0	302	0	0	44	0	0	0	0	0	0	0
ATI:	0	86	0	0	264	0	0	0	0	0	0	0
Initial Fut:	70	1605	21	18	3402	34	92	6	94	48	0	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1605	21	18	3402	34	92	6	94	48	0	13
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1605	21	18	3402	34	92	6	94	48	0	13
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	1605	21	18	3402	34	92	6	94	48	0	13
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.95	0.95	0.92	0.92	1.00	0.95
Lanes:	1.00	1.97	0.03	1.00	2.97	0.03	0.94	0.06	1.00	1.00	0.00	1.00
Final Sat.:	1750	3652	48	1750	5545	55	1690	110	1750	1750	0	1800
Capacity Analysis Module:												
Vol/Sat:	0.04	0.44	0.44	0.01	0.61	0.61	0.05	0.05	0.05	0.03	0.00	0.01
Crit Moves:	****				****			****				
Green Time:	7.0	98.9	98.9	12.1	104	104.0	10.0	10.0	10.0	10.0	0.0	10.0
Volume/Cap:	0.74	0.58	0.58	0.11	0.77	0.77	0.71	0.71	0.70	0.36	0.00	0.09
Delay/Veh:	87.5	6.9	6.9	54.3	7.6	7.6	74.1	74.1	73.5	58.6	0.0	56.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.5	6.9	6.9	54.3	7.6	7.6	74.1	74.1	73.5	58.6	0.0	56.1
LOS by Move:	F	A	A	D	A	A	E	E	E	E	A	E
HCM2k95thQ:	6	25	25	1	41	41	11	11	10	5	0	1

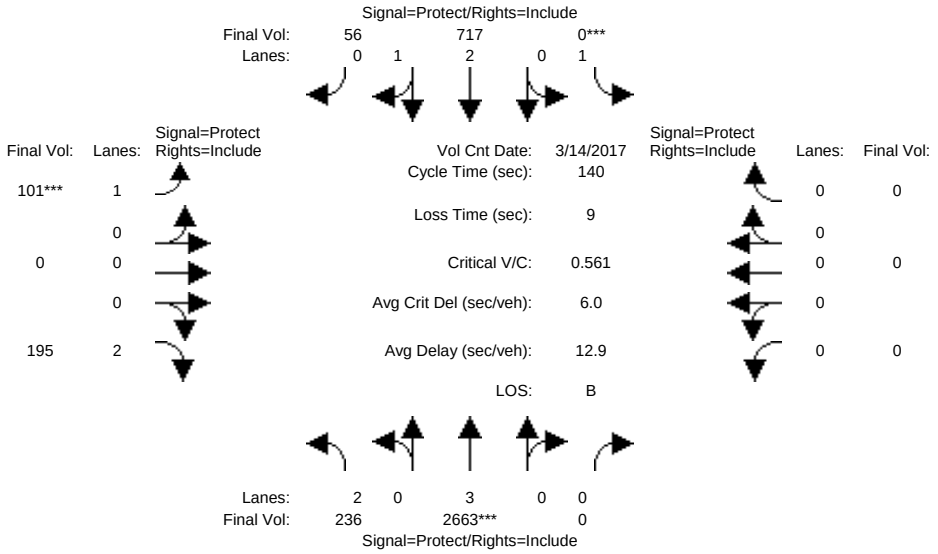
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4047: COLEMAN/NEWHALL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	236	2546	0	0	400	56	101	0	195	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:	236	2546	0	0	400	56	101	0	195	0	0	0
Added Vol:	0	117	0	0	317	0	0	0	0	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	236	2663	0	0	717	56	101	0	195	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	236	2663	0	0	717	56	101	0	195	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	236	2663	0	0	717	56	101	0	195	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	236	2663	0	0	717	56	101	0	195	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.77	0.23	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5194	406	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.47	0.00	0.00	0.14	0.14	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	41.0	117	0.0	0.0	75.6	75.6	14.4	0.0	14.4	0.0	0.0	0.0
Volume/Cap:	0.26	0.56	0.00	0.00	0.26	0.26	0.56	0.00	0.60	0.00	0.00	0.00
Delay/Veh:	38.0	3.8	0.0	0.0	17.2	17.2	63.8	0.0	63.2	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:	38.0	3.8	0.0	0.0	17.2	17.2	63.8	0.0	63.2	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	E	A	E	A	A	A
HCM2k95thQ:	9	22	0	0	11	11	10	0	11	0	0	0

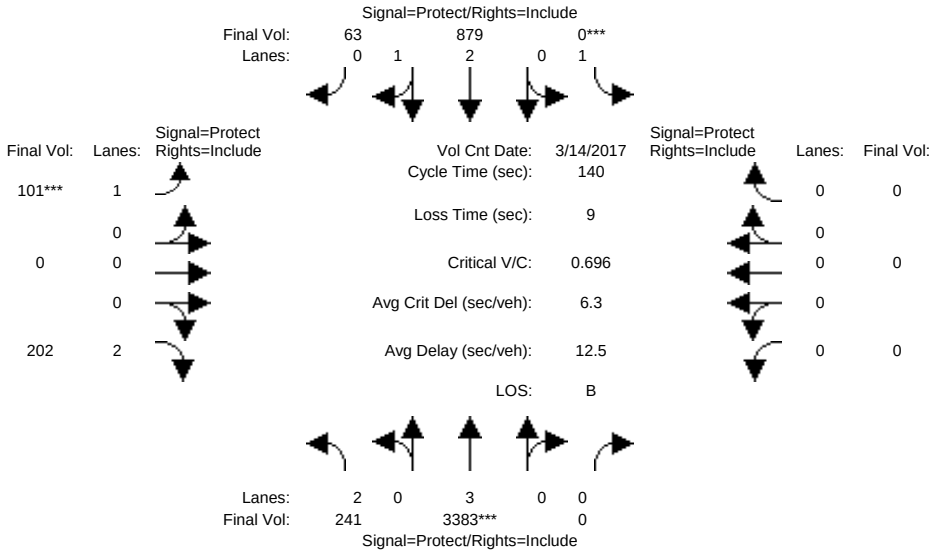
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4047: COLEMAN/NEWHALL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	236	2546	0	0	400	56	101	0	195	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:	236	2546	0	0	400	56	101	0	195	0	0	0
Added Vol:	0	-54	0	0	281	0	0	0	0	0	0	0
ATI:	5	891	0	0	198	7	0	0	7	0	0	0
Initial Fut:	241	3383	0	0	879	63	101	0	202	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	241	3383	0	0	879	63	101	0	202	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	241	3383	0	0	879	63	101	0	202	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	241	3383	0	0	879	63	101	0	202	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.79	0.21	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5225	374	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.08	0.59	0.00	0.00	0.17	0.17	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	37.3	119	0.0	0.0	82.1	82.1	11.6	0.0	11.6	0.0	0.0	0.0
Volume/Cap:	0.29	0.70	0.00	0.00	0.29	0.29	0.70	0.00	0.77	0.00	0.00	0.00
Delay/Veh:	41.0	4.2	0.0	0.0	14.5	14.5	76.2	0.0	76.3	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:	41.0	4.2	0.0	0.0	14.5	14.5	76.2	0.0	76.3	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	E	A	E	A	A	A
HCM2k95thQ:	10	31	0	0	13	13	11	0	13	0	0	0

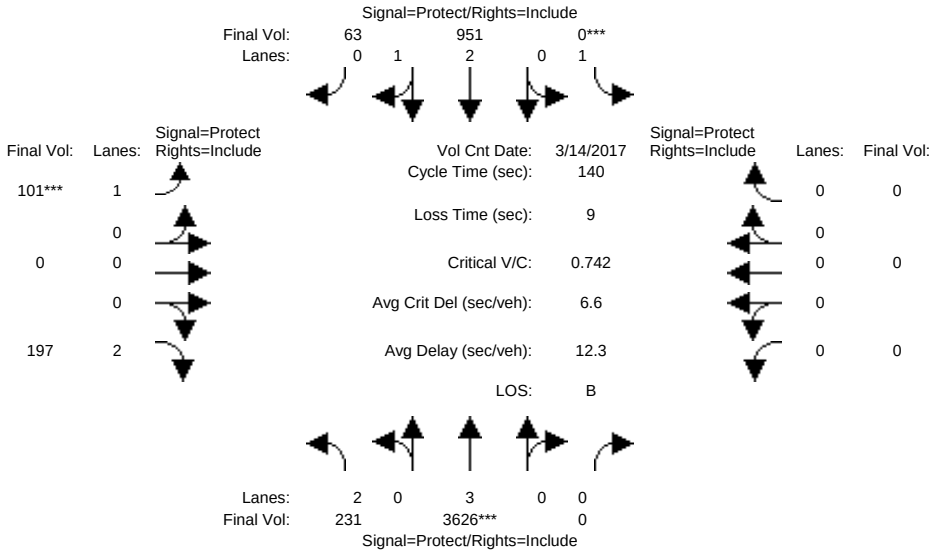
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4047: COLEMAN/NEWHALL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	241	3437	0	0	598	63	101	0	202	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:	241	3437	0	0	598	63	101	0	202	0	0	0
Added Vol:	0	-54	0	0	281	0	0	0	0	0	0	0
ATI:	-10	243	0	0	72	0	0	0	-5	0	0	0
Initial Fut:	231	3626	0	0	951	63	101	0	197	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	3626	0	0	951	63	101	0	197	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	3626	0	0	951	63	101	0	197	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	3626	0	0	951	63	101	0	197	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.81	0.19	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5252	348	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.64	0.00	0.00	0.18	0.18	0.06	0.00	0.06	0.00	0.00	0.00
Crit Moves:		****		****			****					
Green Time:	34.6	120	0.0	0.0	85.5	85.5	10.9	0.0	10.9	0.0	0.0	0.0
Volume/Cap:	0.30	0.74	0.00	0.00	0.30	0.30	0.74	0.00	0.80	0.00	0.00	0.00
Delay/Veh:	43.0	4.5	0.0	0.0	13.0	13.0	82.6	0.0	80.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.0	4.5	0.0	0.0	13.0	13.0	82.6	0.0	80.7	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	F	A	F	A	A	A
HCM2k95thQ:	9	36	0	0	13	13	12	0	13	0	0	0

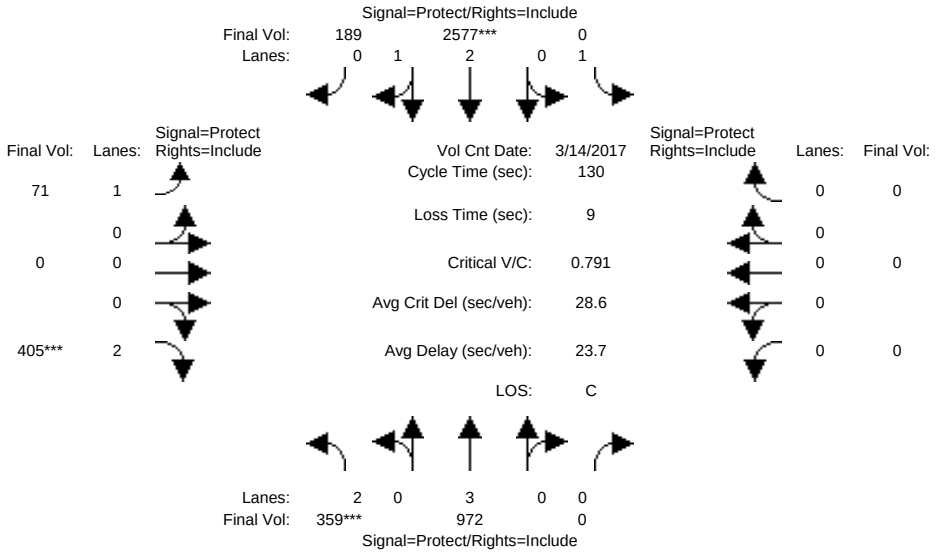
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4047: COLEMAN/NEWHALL



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10		0	0	10		10	10		0	10	0		0	0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0		4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<																
Base Vol:	359	643		0	0	2380		189	71		0	405	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:	359	643		0	0	2380		189	71		0	405	0		0	0
Added Vol:	0	329		0	0	197		0	0		0	0	0		0	0
ATI:	0	0		0	0	0		0	0		0	0	0		0	0
Initial Fut:	359	972		0	0	2577		189	71		0	405	0		0	0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
PHF Volume:	359	972		0	0	2577		189	71		0	405	0		0	0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0		0	0
Reduced Vol:	359	972		0	0	2577		189	71		0	405	0		0	0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
FinalVolume:	359	972		0	0	2577		189	71		0	405	0		0	0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900		1900	1900
Adjustment:	0.83	1.00		0.92	0.92	0.99		0.95	0.92		1.00	0.83	0.92		1.00	0.92
Lanes:	2.00	3.00		0.00	1.00	2.79		0.21	1.00		0.00	2.00	0.00		0.00	0.00
Final Sat.:	3150	5700		0	1750	5217		383	1750		0	3150	0		0	0
Capacity Analysis Module:																
Vol/Sat:	0.11	0.17		0.00	0.00	0.49		0.49	0.04		0.00	0.13	0.00		0.00	0.00
Crit Moves:	****					****						****				
Green Time:	18.7	99.9		0.0	0.0	81.2		81.2	21.1		0.0	21.1	0.0		0.0	0.0
Volume/Cap:	0.79	0.22		0.00	0.00	0.79		0.79	0.25		0.00	0.79	0.00		0.00	0.00
Delay/Veh:	62.9	4.2		0.0	0.0	19.4		19.4	48.0		0.0	60.5	0.0		0.0	0.0
User DelAdj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00		1.00	1.00
AdjDel/Veh:	62.9	4.2		0.0	0.0	19.4		19.4	48.0		0.0	60.5	0.0		0.0	0.0
LOS by Move:	E	A		A	A	B		B	D		A	E	A		A	A
HCM2k95thQ:	19	7		0	0	45		45	6		0	21	0		0	0

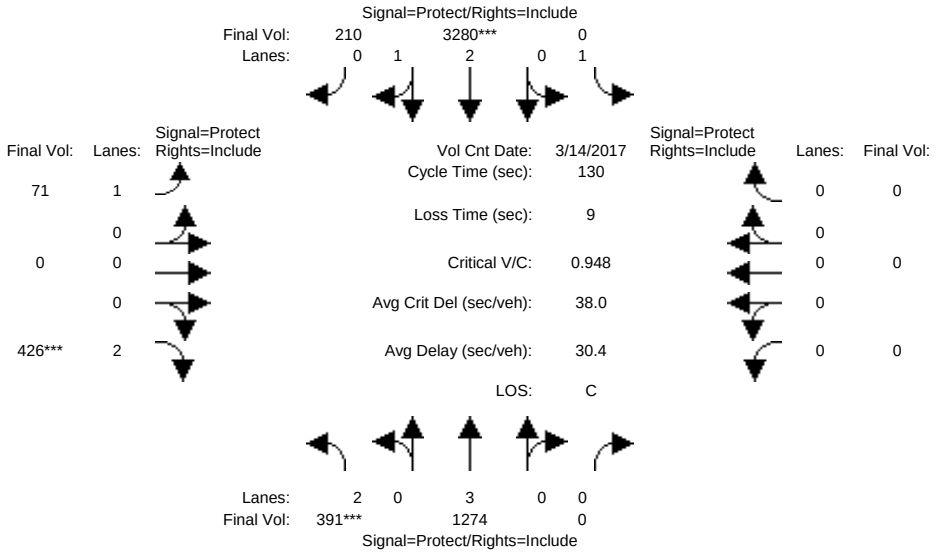
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4047: COLEMAN/NEWHALL



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	359	643	0	0	2380	189	71	0	405	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:	359	643	0	0	2380	189	71	0	405	0	0	0
Added Vol:	0	302	0	0	44	0	0	0	0	0	0	0
ATI:	32	329	0	0	856	21	0	0	21	0	0	0
Initial Fut:	391	1274	0	0	3280	210	71	0	426	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	391	1274	0	0	3280	210	71	0	426	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	1274	0	0	3280	210	71	0	426	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	391	1274	0	0	3280	210	71	0	426	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.83	0.92	1.00	0.92
Lanes:	2.00	3.00	0.00	1.00	2.81	0.19	1.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	3150	5700	0	1750	5263	337	1750	0	3150	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.12	0.22	0.00	0.00	0.62	0.62	0.04	0.00	0.14	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	17.0	102	0.0	0.0	85.4	85.4	18.5	0.0	18.5	0.0	0.0	0.0
Volume/Cap:	0.95	0.28	0.00	0.00	0.95	0.95	0.28	0.00	0.95	0.00	0.00	0.00
Delay/Veh:	87.4	3.8	0.0	0.0	26.7	26.7	50.4	0.0	84.9	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:	87.4	3.8	0.0	0.0	26.7	26.7	50.4	0.0	84.9	0.0	0.0	0.0
LOS by Move:	F	A	A	A	C	C	D	A	F	A	A	A
HCM2k95thQ:	24	9	0	0	70	70	6	0	25	0	0	0

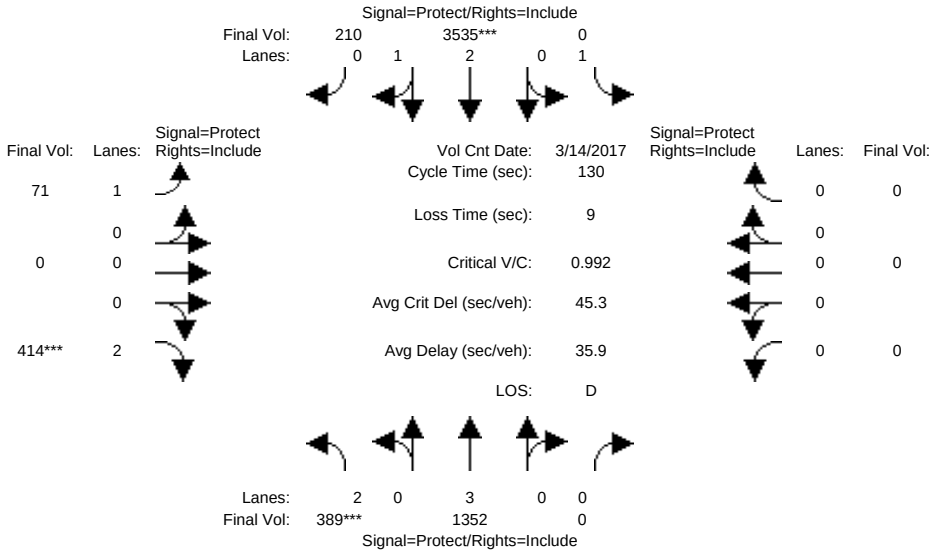
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4047: COLEMAN/NEWHALL



Approach:	North Bound				South Bound				East Bound				West Bound			
Movement:	L	-	T	- R	L	-	T	- R	L	-	T	- R	L	-	T	- R
Min. Green:	7	10		0	0	10		10	10		0	10	0	0		0
Y+R:	4.0	4.0		4.0	4.0	4.0		4.0	4.0		4.0	4.0	4.0	4.0		4.0
Volume Module: >> Count Date: 14 Mar 2017 <<																
Base Vol:	391	972		0	3236	210		71	0		426	0	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:	391	972		0	3236	210		71	0		426	0	0	0		0
Added Vol:	0	302		0	44	0		0	0		0	0	0	0		0
ATI:	-2	78		0	255	0		0	0		-12	0	0	0		0
Initial Fut:	389	1352		0	3535	210		71	0		414	0	0	0		0
User Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
PHF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
PHF Volume:	389	1352		0	3535	210		71	0		414	0	0	0		0
Reduct Vol:	0	0		0	0	0		0	0		0	0	0	0		0
Reduced Vol:	389	1352		0	3535	210		71	0		414	0	0	0		0
PCE Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
MLF Adj:	1.00	1.00		1.00	1.00	1.00		1.00	1.00		1.00	1.00	1.00	1.00		1.00
FinalVolume:	389	1352		0	3535	210		71	0		414	0	0	0		0
Saturation Flow Module:																
Sat/Lane:	1900	1900		1900	1900	1900		1900	1900		1900	1900	1900	1900		1900
Adjustment:	0.83	1.00		0.92	0.92	0.98		0.95	0.92		1.00	0.83	0.92	1.00		0.92
Lanes:	2.00	3.00		0.00	1.00	2.83		0.17	1.00		0.00	2.00	0.00	0.00		0.00
Final Sat.:	3150	5700		0	1750	5286		314	1750		0	3150	0	0		0
Capacity Analysis Module:																
Vol/Sat:	0.12	0.24		0.00	0.00	0.67		0.67	0.04		0.00	0.13	0.00	0.00		0.00
Crit Moves:	****					****						****				
Green Time:	16.2	104		0.0	0.0	87.6		87.6	17.2		0.0	17.2	0.0	0.0		0.0
Volume/Cap:	0.99	0.30		0.00	0.00	0.99		0.99	0.31		0.00	0.99	0.00	0.00		0.00
Delay/Veh:	100.2	3.5		0.0	0.0	33.8		33.8	51.7		0.0	98.3	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:	100.2	3.5		0.0	0.0	33.8		33.8	51.7		0.0	98.3	0.0	0.0		0.0
LOS by Move:	F	A		A	A	C		C	D		A	F	A	A		A
HCM2k95thQ:	24	9		0	0	83		83	6		0	26	0	0		0

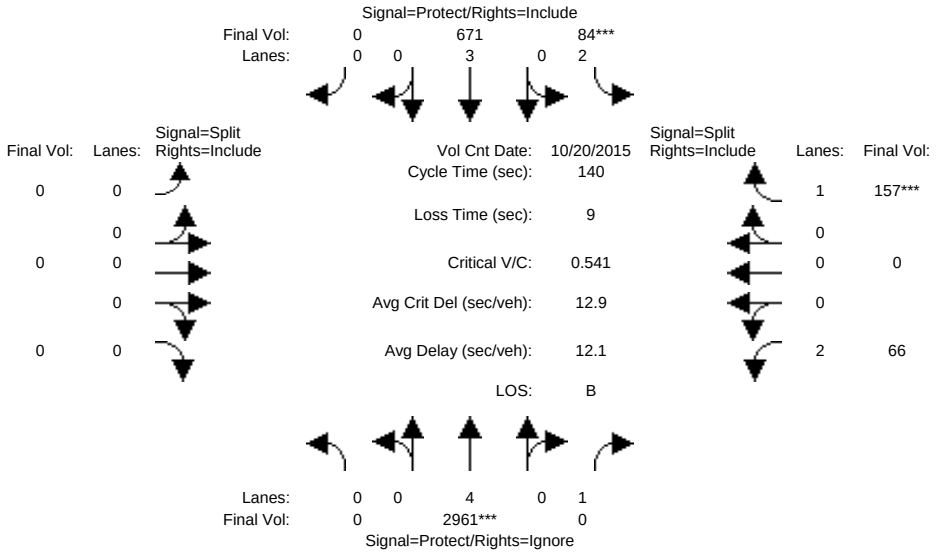
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3223: AIRPORT/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40AM												
Base Vol:	0	2848	653	72	452	0	0	0	0	66	0	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2848	653	72	452	0	0	0	0	66	0	153
Added Vol:	0	113	0	12	219	0	0	0	0	0	0	4
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2961	653	84	671	0	0	0	0	66	0	157
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	2961	0	84	671	0	0	0	0	66	0	157
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2961	0	84	671	0	0	0	0	66	0	157
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2961	0	84	671	0	0	0	0	66	0	157
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.00	0.03	0.12	0.00	0.00	0.00	0.00	0.02	0.00	0.09
Crit Moves:		****		****								****
Green Time:	0.0	101	0.0	7.0	108	0.0	0.0	0.0	0.0	23.2	0.0	23.2
Volume/Cap:	0.00	0.54	0.00	0.53	0.15	0.00	0.00	0.00	0.00	0.13	0.00	0.54
Delay/Veh:	0.0	9.1	0.0	68.4	4.2	0.0	0.0	0.0	0.0	49.9	0.0	55.6
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	9.1	0.0	68.4	4.2	0.0	0.0	0.0	0.0	49.9	0.0	55.6
LOS by Move:	A	A	A	E	A	A	A	A	A	D	A	E
HCM2k95thQ:	0	24	0	6	5	0	0	0	0	3	0	14

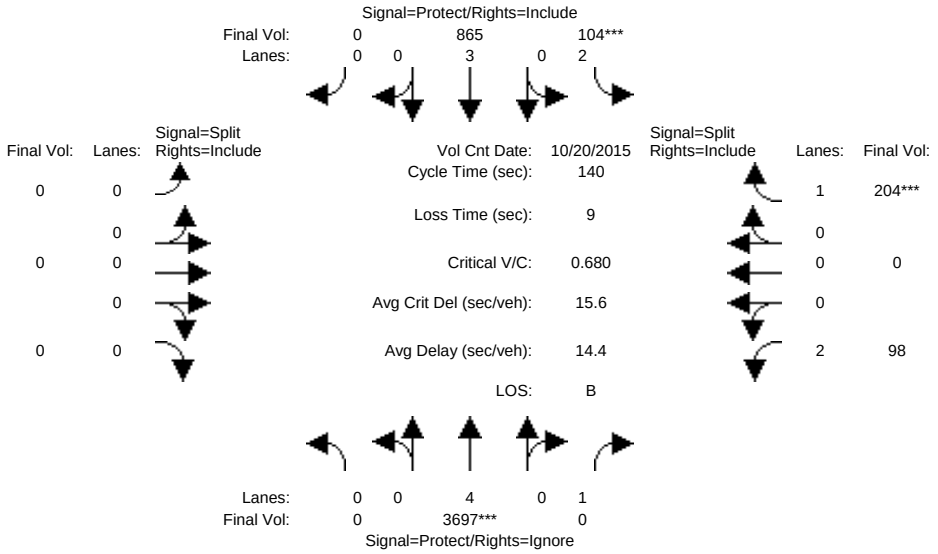
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3223: AIRPORT/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40AM												
Base Vol:	0	2848	653	72	452	0	0	0	0	66	0	153
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2848	653	72	452	0	0	0	0	66	0	153
Added Vol:	0	-58	0	12	197	0	0	0	0	0	0	4
ATI:	0	907	22	20	216	0	0	0	0	32	0	47
Initial Fut:	0	3697	675	104	865	0	0	0	0	98	0	204
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3697	0	104	865	0	0	0	0	98	0	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3697	0	104	865	0	0	0	0	98	0	204
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3697	0	104	865	0	0	0	0	98	0	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.49	0.00	0.03	0.15	0.00	0.00	0.00	0.00	0.03	0.00	0.12
Crit Moves:		****		****								****
Green Time:	0.0	100	0.0	7.0	107	0.0	0.0	0.0	0.0	24.0	0.0	24.0
Volume/Cap:	0.00	0.68	0.00	0.66	0.20	0.00	0.00	0.00	0.00	0.18	0.00	0.68
Delay/Veh:	0.0	11.5	0.0	75.3	4.6	0.0	0.0	0.0	0.0	49.8	0.0	60.7
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	11.5	0.0	75.3	4.6	0.0	0.0	0.0	0.0	49.8	0.0	60.7
LOS by Move:	A	B	A	E	A	A	A	A	A	D	A	E
HCM2k95thQ:	0	34	0	8	7	0	0	0	0	4	0	18

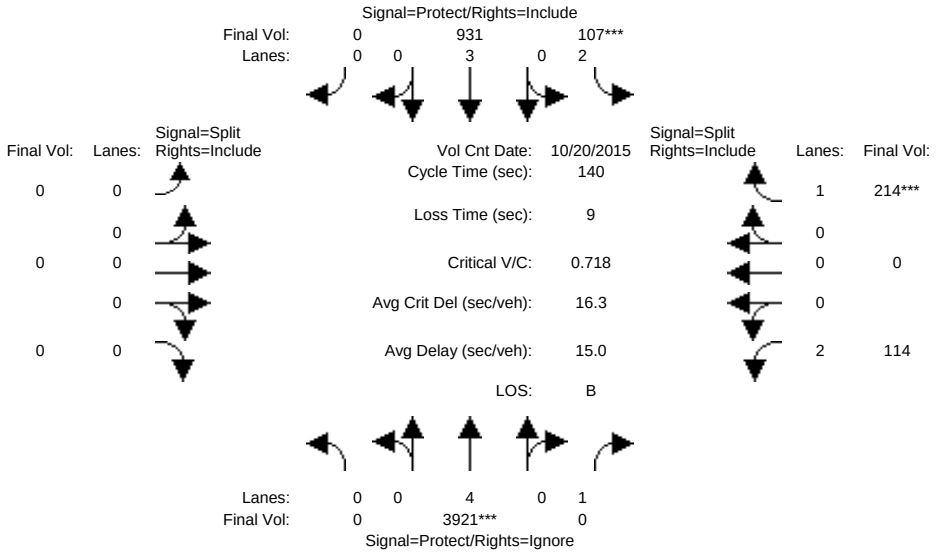
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3223: AIRPORT/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 20 Oct 2015 << 7:40-8:40AM												
Base Vol:	0	3755	675	92	668	0	0	0	0	98	0	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:	0	3755	675	92	668	0	0	0	0	98	0	200
Added Vol:	0	-58	0	12	197	0	0	0	0	0	0	4
ATI:	0	224	8	3	66	0	0	0	0	16	0	10
Initial Fut:	0	3921	683	107	931	0	0	0	0	114	0	214
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	3921	0	107	931	0	0	0	0	114	0	214
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3921	0	107	931	0	0	0	0	114	0	214
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	3921	0	107	931	0	0	0	0	114	0	214
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.52	0.00	0.03	0.16	0.00	0.00	0.00	0.00	0.04	0.00	0.12
Crit Moves:		****		****								****
Green Time:	0.0	100	0.0	7.0	107	0.0	0.0	0.0	0.0	23.7	0.0	23.7
Volume/Cap:	0.00	0.72	0.00	0.68	0.21	0.00	0.00	0.00	0.00	0.21	0.00	0.72
Delay/Veh:	0.0	12.1	0.0	76.9	4.6	0.0	0.0	0.0	0.0	50.3	0.0	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:	0.0	12.1	0.0	76.9	4.6	0.0	0.0	0.0	0.0	50.3	0.0	63.3
LOS by Move:	A	B	A	E	A	A	A	A	A	D	A	E
HCM2k95thQ:	0	38	0	8	7	0	0	0	0	5	0	20

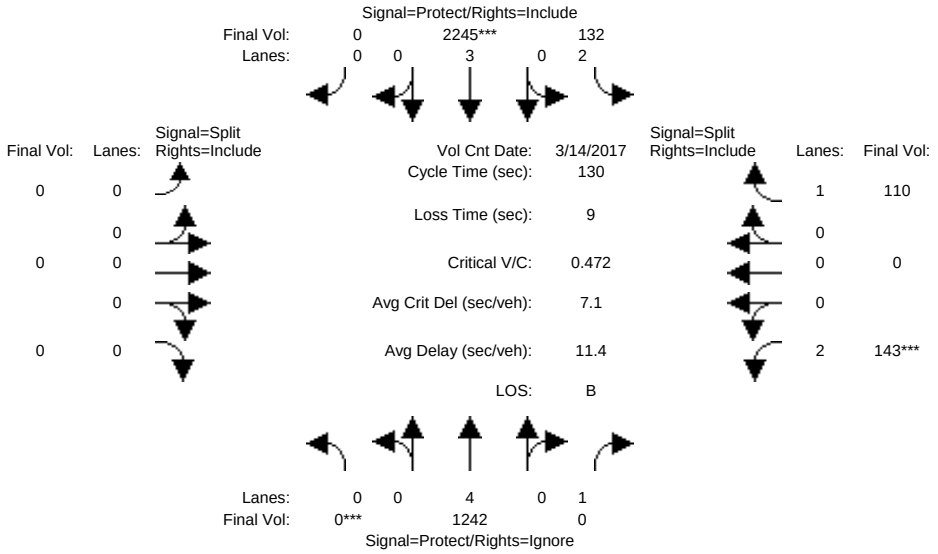
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3223: AIRPORT/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	0	925	241	125	2109	0	0	0	0	143	0	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	925	241	125	2109	0	0	0	0	143	0	98
Added Vol:	0	317	0	7	136	0	0	0	0	0	0	12
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1242	241	132	2245	0	0	0	0	143	0	110
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1242	0	132	2245	0	0	0	0	143	0	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1242	0	132	2245	0	0	0	0	143	0	110
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1242	0	132	2245	0	0	0	0	143	0	110
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.16	0.00	0.04	0.39	0.00	0.00	0.00	0.00	0.05	0.00	0.06
Crit Moves:	****				****					****		
Green Time:	0.0	78.5	0.0	25.9	104	0.0	0.0	0.0	0.0	16.7	0.0	16.7
Volume/Cap:	0.00	0.27	0.00	0.21	0.49	0.00	0.00	0.00	0.00	0.35	0.00	0.49
Delay/Veh:	0.0	12.2	0.0	43.7	4.3	0.0	0.0	0.0	0.0	52.3	0.0	54.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	12.2	0.0	43.7	4.3	0.0	0.0	0.0	0.0	52.3	0.0	54.4
LOS by Move:	A	B	A	D	A	A	A	A	A	D	A	D
HCM2k95thQ:	0	11	0	5	18	0	0	0	0	7	0	10

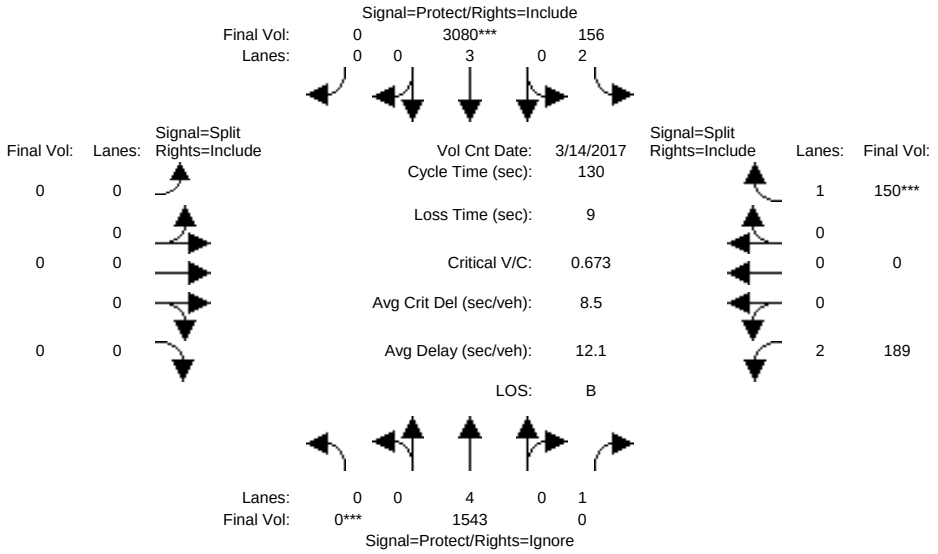
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3223: AIRPORT/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	0	925	241	125	2109	0	0	0	0	143	0	98
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	925	241	125	2109	0	0	0	0	143	0	98
Added Vol:	0	290	0	7	40	0	0	0	0	0	0	12
ATI:	0	328	26	24	931	0	0	0	0	46	0	40
Initial Fut:	0	1543	267	156	3080	0	0	0	0	189	0	150
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1543	0	156	3080	0	0	0	0	189	0	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1543	0	156	3080	0	0	0	0	189	0	150
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1543	0	156	3080	0	0	0	0	189	0	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.20	0.00	0.05	0.54	0.00	0.00	0.00	0.00	0.06	0.00	0.09
Crit Moves:	****				****							****
Green Time:	0.0	82.5	0.0	21.9	104	0.0	0.0	0.0	0.0	16.6	0.0	16.6
Volume/Cap:	0.00	0.32	0.00	0.29	0.67	0.00	0.00	0.00	0.00	0.47	0.00	0.67
Delay/Veh:	0.0	10.9	0.0	47.6	5.9	0.0	0.0	0.0	0.0	53.5	0.0	61.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.9	0.0	47.6	5.9	0.0	0.0	0.0	0.0	53.5	0.0	61.9
LOS by Move:	A	B	A	D	A	A	A	A	A	D	A	E
HCM2k95thQ:	0	13	0	7	31	0	0	0	0	9	0	14

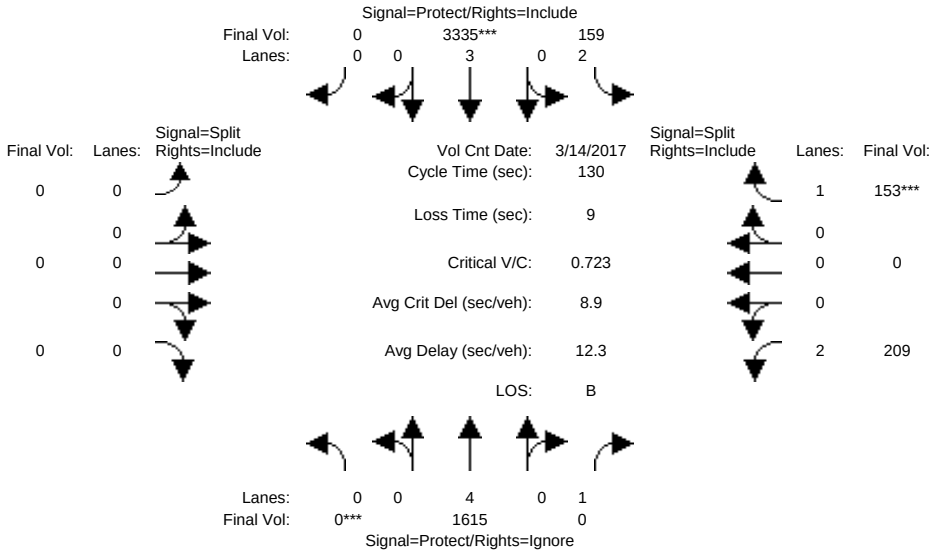
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3223: AIRPORT/COLEMAN



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	10	10	7	10	0	0	0	0	10	0	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	0	1253	267	149	3040	0	0	0	0	189	0	138
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1253	267	149	3040	0	0	0	0	189	0	138
Added Vol:	0	290	0	7	40	0	0	0	0	0	0	12
ATI:	0	72	2	3	255	0	0	0	0	20	0	3
Initial Fut:	0	1615	269	159	3335	0	0	0	0	209	0	153
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	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	1615	0	159	3335	0	0	0	0	209	0	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1615	0	159	3335	0	0	0	0	209	0	153
PCE Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1615	0	159	3335	0	0	0	0	209	0	153
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	4.00	1.00	2.00	3.00	0.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	7600	1750	3150	5700	0	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.00	0.05	0.59	0.00	0.00	0.00	0.00	0.07	0.00	0.09
Crit Moves:	****				****							****
Green Time:	0.0	84.0	0.0	21.3	105	0.0	0.0	0.0	0.0	15.8	0.0	15.8
Volume/Cap:	0.00	0.33	0.00	0.31	0.72	0.00	0.00	0.00	0.00	0.55	0.00	0.72
Delay/Veh:	0.0	10.4	0.0	48.2	6.3	0.0	0.0	0.0	0.0	55.4	0.0	66.6
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	10.4	0.0	48.2	6.3	0.0	0.0	0.0	0.0	55.4	0.0	66.6
LOS by Move:	A	B	A	D	A	A	A	A	A	E	A	E
HCM2k95thQ:	0	13	0	7	35	0	0	0	0	10	0	15

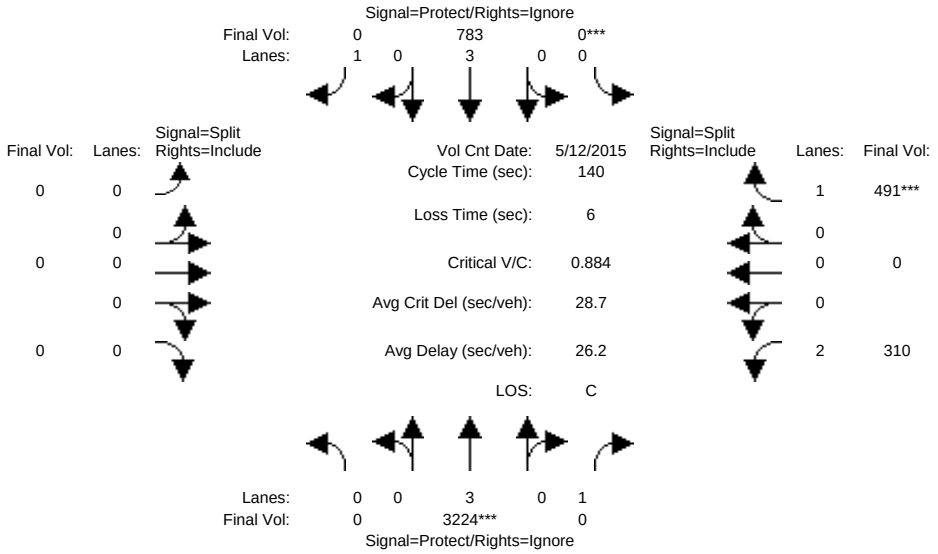
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (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:	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: 12 May 2015 << 8:00-9:00AM												
Base Vol:	0	3143	178	0	564	183	0	0	0	310	0	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3143	178	0	564	183	0	0	0	310	0	459
Added Vol:	0	81	0	0	219	0	0	0	0	0	0	32
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	3224	178	0	783	183	0	0	0	310	0	491
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	3224	0	0	783	0	0	0	0	310	0	491
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3224	0	0	783	0	0	0	0	310	0	491
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	3224	0	0	783	0	0	0	0	310	0	491
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.57	0.00	0.00	0.14	0.00	0.00	0.00	0.00	0.10	0.00	0.28
Crit Moves:		****		****								****
Green Time:	0.0	89.6	0.0	0.0	89.6	0.0	0.0	0.0	0.0	44.4	0.0	44.4
Volume/Cap:	0.00	0.88	0.00	0.00	0.21	0.00	0.00	0.00	0.00	0.31	0.00	0.88
Delay/Veh:	0.0	23.8	0.0	0.0	10.6	0.0	0.0	0.0	0.0	36.4	0.0	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:	0.0	23.8	0.0	0.0	10.6	0.0	0.0	0.0	0.0	36.4	0.0	60.9
LOS by Move:	A	C	A	A	B	A	A	A	A	D	A	E
HCM2k95thQ:	0	58	0	0	9	0	0	0	0	11	0	41

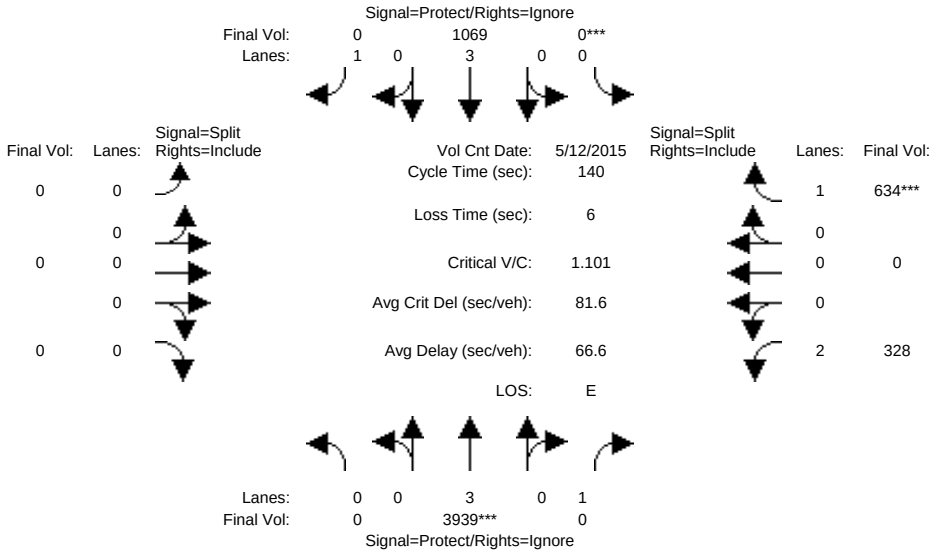
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (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:	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: 12 May 2015 << 8:00-9:00AM												
Base Vol:	0	3143	178	0	564	183	0	0	0	310	0	459
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3143	178	0	564	183	0	0	0	310	0	459
Added Vol:	0	-46	0	0	197	0	0	0	0	0	0	-12
ATI:	0	842	1	0	308	0	0	0	0	18	0	187
Initial Fut:	0	3939	179	0	1069	183	0	0	0	328	0	634
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	3939	0	0	1069	0	0	0	0	328	0	634
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	3939	0	0	1069	0	0	0	0	328	0	634
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	3939	0	0	1069	0	0	0	0	328	0	634
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.69	0.00	0.00	0.19	0.00	0.00	0.00	0.00	0.10	0.00	0.36
Crit Moves:		****		****								****
Green Time:	0.0	87.9	0.0	0.0	87.9	0.0	0.0	0.0	0.0	46.1	0.0	46.1
Volume/Cap:	0.00	1.10	0.00	0.00	0.30	0.00	0.00	0.00	0.00	0.32	0.00	1.10
Delay/Veh:	0.0	76.2	0.0	0.0	12.0	0.0	0.0	0.0	0.0	35.3	0.0	114.9
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	76.2	0.0	0.0	12.0	0.0	0.0	0.0	0.0	35.3	0.0	114.9
LOS by Move:	A	E	A	A	B	A	A	A	A	D	A	F
HCM2k95thQ:	0	101	0	0	13	0	0	0	0	12	0	64

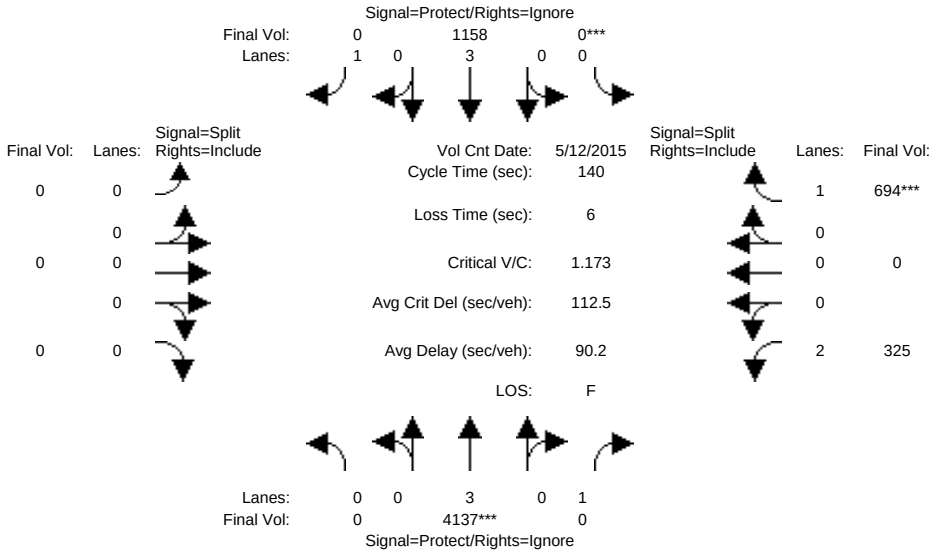
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (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:	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: 12 May 2015 << 8:00-9:00AM												
Base Vol:	0	3985	179	0	872	183	0	0	0	328	0	646
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3985	179	0	872	183	0	0	0	328	0	646
Added Vol:	0	-46	0	0	197	0	0	0	0	0	0	-12
ATI:	0	198	1	0	89	2	0	0	0	-2	0	60
Initial Fut:	0	4137	180	0	1158	185	0	0	0	325	0	694
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	4137	0	0	1158	0	0	0	0	325	0	694
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4137	0	0	1158	0	0	0	0	325	0	694
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	4137	0	0	1158	0	0	0	0	325	0	694
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.73	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.10	0.00	0.40
Crit Moves:		****		****								****
Green Time:	0.0	86.6	0.0	0.0	86.6	0.0	0.0	0.0	0.0	47.4	0.0	47.4
Volume/Cap:	0.00	1.17	0.00	0.00	0.33	0.00	0.00	0.00	0.00	0.31	0.00	1.17
Delay/Veh:	0.0	108	0.0	0.0	12.8	0.0	0.0	0.0	0.0	34.3	0.0	141.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	108	0.0	0.0	12.8	0.0	0.0	0.0	0.0	34.3	0.0	141.0
LOS by Move:	A	F	A	A	B	A	A	A	A	C	A	F
HCM2k95thQ:	0	120	0	0	14	0	0	0	0	12	0	74

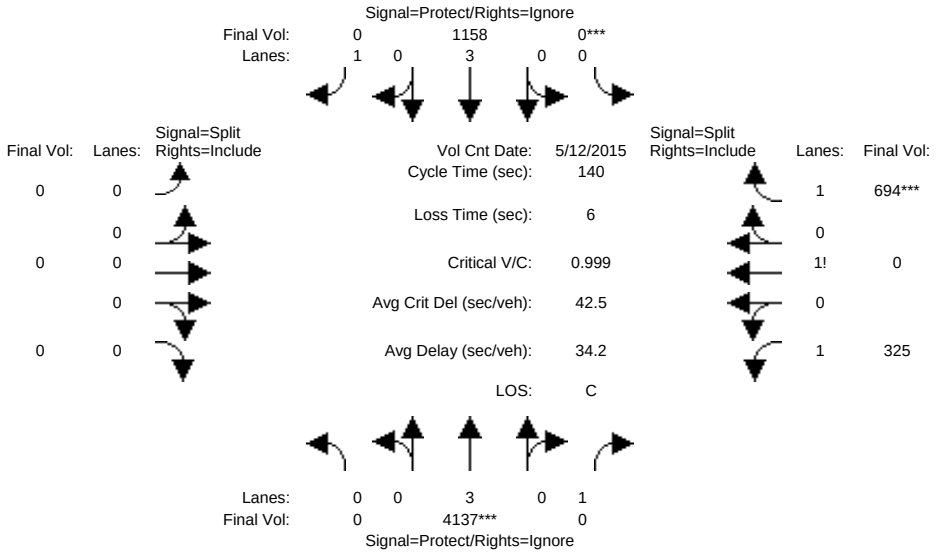
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (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:	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: 12 May 2015 << 8:00-9:00AM												
Base Vol:	0	3985	179	0	872	183	0	0	0	328	0	646
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	3985	179	0	872	183	0	0	0	328	0	646
Added Vol:	0	-46	0	0	197	0	0	0	0	0	0	-12
ATI:	0	198	1	0	89	2	0	0	0	-2	0	60
Initial Fut:	0	4137	180	0	1158	185	0	0	0	325	0	694
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	4137	0	0	1158	0	0	0	0	325	0	694
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	4137	0	0	1158	0	0	0	0	325	0	694
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	4137	0	0	1158	0	0	0	0	325	0	694
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.95
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.33	0.00	1.67
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	2319	0	3015
Capacity Analysis Module:												
Vol/Sat:	0.00	0.73	0.00	0.00	0.20	0.00	0.00	0.00	0.00	0.14	0.00	0.23
Crit Moves:		****		****								****
Green Time:	0.0	102	0.0	0.0	102	0.0	0.0	0.0	0.0	32.3	0.0	32.3
Volume/Cap:	0.00	1.00	0.00	0.00	0.28	0.00	0.00	0.00	0.00	0.61	0.00	1.00
Delay/Veh:	0.0	32.8	0.0	0.0	6.6	0.0	0.0	0.0	0.0	48.9	0.0	81.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.8	0.0	0.0	6.6	0.0	0.0	0.0	0.0	48.9	0.0	81.7
LOS by Move:	A	C	A	A	A	A	A	A	A	D	A	F
HCM2k95thQ:	0	91	0	0	11	0	0	0	0	20	0	40

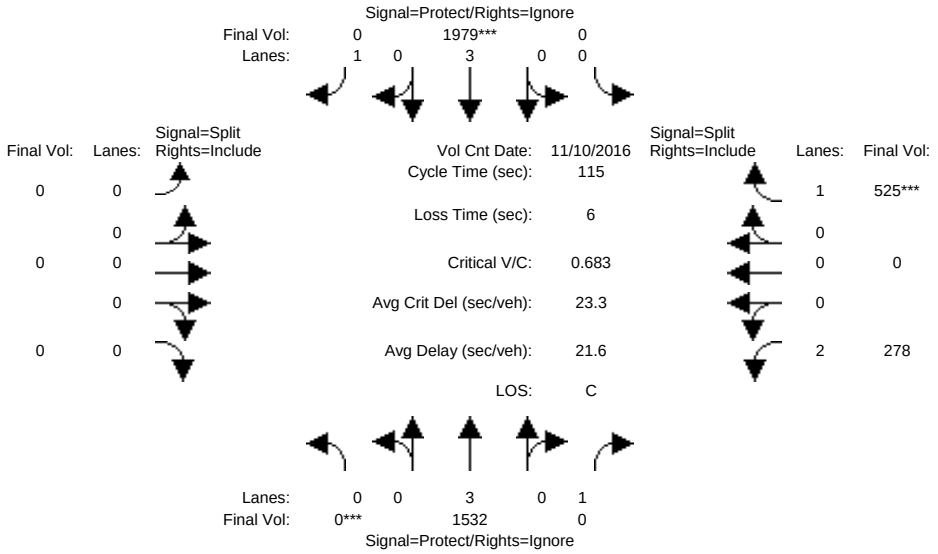
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (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:	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: 10 Nov 2016 <<												
Base Vol:	0	1304	268	0	1843	525	0	0	0	278	0	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1304	268	0	1843	525	0	0	0	278	0	435
Added Vol:	0	228	0	0	136	0	0	0	0	0	0	90
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1532	268	0	1979	525	0	0	0	278	0	525
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	1532	0	0	1979	0	0	0	0	278	0	525
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1532	0	0	1979	0	0	0	0	278	0	525
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	1532	0	0	1979	0	0	0	0	278	0	525
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.27	0.00	0.00	0.35	0.00	0.00	0.00	0.00	0.09	0.00	0.30
Crit Moves:	****				****							****
Green Time:	0.0	58.5	0.0	0.0	58.5	0.0	0.0	0.0	0.0	50.5	0.0	50.5
Volume/Cap:	0.00	0.53	0.00	0.00	0.68	0.00	0.00	0.00	0.00	0.20	0.00	0.68
Delay/Veh:	0.0	19.2	0.0	0.0	22.0	0.0	0.0	0.0	0.0	19.9	0.0	28.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	19.2	0.0	0.0	22.0	0.0	0.0	0.0	0.0	19.9	0.0	28.4
LOS by Move:	A	B	A	A	C	A	A	A	A	B	A	C
HCM2k95thQ:	0	21	0	0	30	0	0	0	0	7	0	29

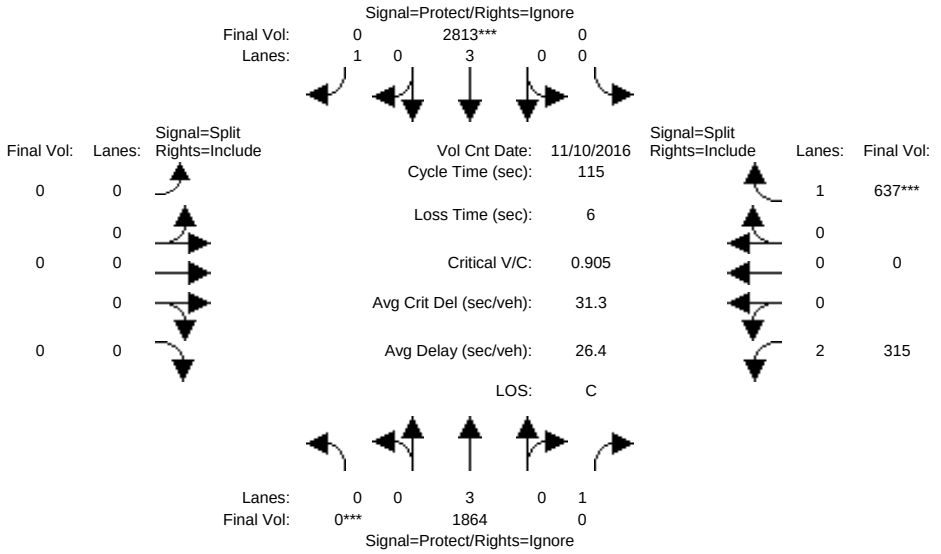
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (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:	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: 10 Nov 2016 <<												
Base Vol:	0	1304	268	0	1843	525	0	0	0	278	0	435
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1304	268	0	1843	525	0	0	0	278	0	435
Added Vol:	0	207	0	0	40	0	0	0	0	0	0	83
ATI:	0	353	5	0	930	0	0	0	0	37	0	119
Initial Fut:	0	1864	273	0	2813	525	0	0	0	315	0	637
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	1864	0	0	2813	0	0	0	0	315	0	637
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1864	0	0	2813	0	0	0	0	315	0	637
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	1864	0	0	2813	0	0	0	0	315	0	637
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	2.00	0.00	1.00
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	3150	0	1750
Capacity Analysis Module:												
Vol/Sat:	0.00	0.33	0.00	0.00	0.49	0.00	0.00	0.00	0.00	0.10	0.00	0.36
Crit Moves:	****				****							****
Green Time:	0.0	62.7	0.0	0.0	62.7	0.0	0.0	0.0	0.0	46.3	0.0	46.3
Volume/Cap:	0.00	0.60	0.00	0.00	0.90	0.00	0.00	0.00	0.00	0.25	0.00	0.90
Delay/Veh:	0.0	18.0	0.0	0.0	27.7	0.0	0.0	0.0	0.0	22.9	0.0	47.5
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	18.0	0.0	0.0	27.7	0.0	0.0	0.0	0.0	22.9	0.0	47.5
LOS by Move:	A	B	A	A	C	A	A	A	A	C	A	D
HCM2k95thQ:	0	25	0	0	50	0	0	0	0	9	0	43

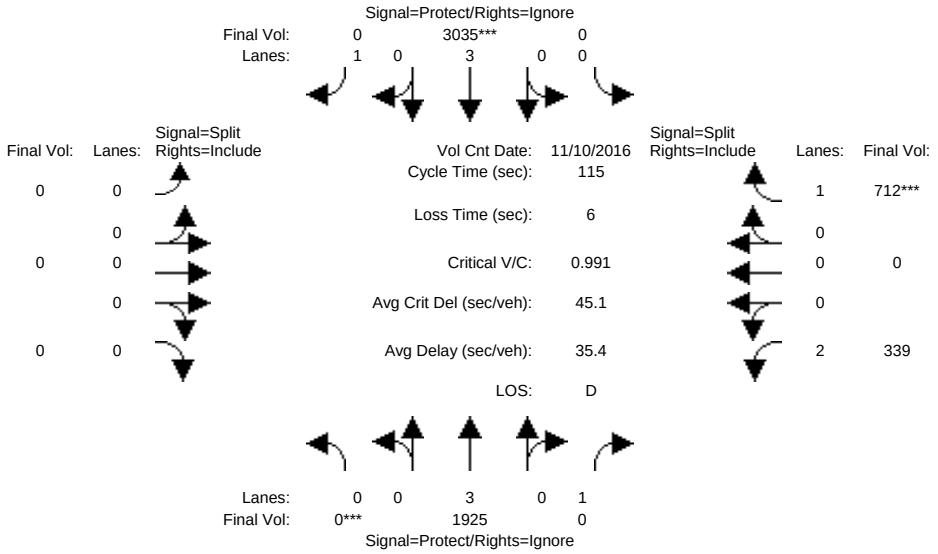
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (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:	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: 10 Nov 2016 <<												
Base Vol:	0	1657	273	0	2773	525	0	0	0	315	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	1657	273	0	2773	525	0	0	0	315	0	554
Added Vol:	0	207	0	0	40	0	0	0	0	0	0	83
ATI:	0	61	4	0	222	0	0	0	0	24	0	75
Initial Fut:	0	1925	277	0	3035	525	0	0	0	339	0	712
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	1925	0	0	3035	0	0	0	0	339	0	712
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1925	0	0	3035	0	0	0	0	339	0	712
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	1925	0	0	3035	0	0	0	0	339	0	712
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.53	0.00	0.00	0.00	0.00	0.11	0.00	0.41
Crit Moves:	****				****							****
Green Time:	0.0	61.8	0.0	0.0	61.8	0.0	0.0	0.0	0.0	47.2	0.0	47.2
Volume/Cap:	0.00	0.63	0.00	0.00	0.99	0.00	0.00	0.00	0.00	0.26	0.00	0.99
Delay/Veh:	0.0	19.0	0.0	0.0	40.4	0.0	0.0	0.0	0.0	22.5	0.0	64.8
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	19.0	0.0	0.0	40.4	0.0	0.0	0.0	0.0	22.5	0.0	64.8
LOS by Move:	A	B	A	A	D	A	A	A	A	C	A	E
HCM2k95thQ:	0	26	0	0	62	0	0	0	0	9	0	54

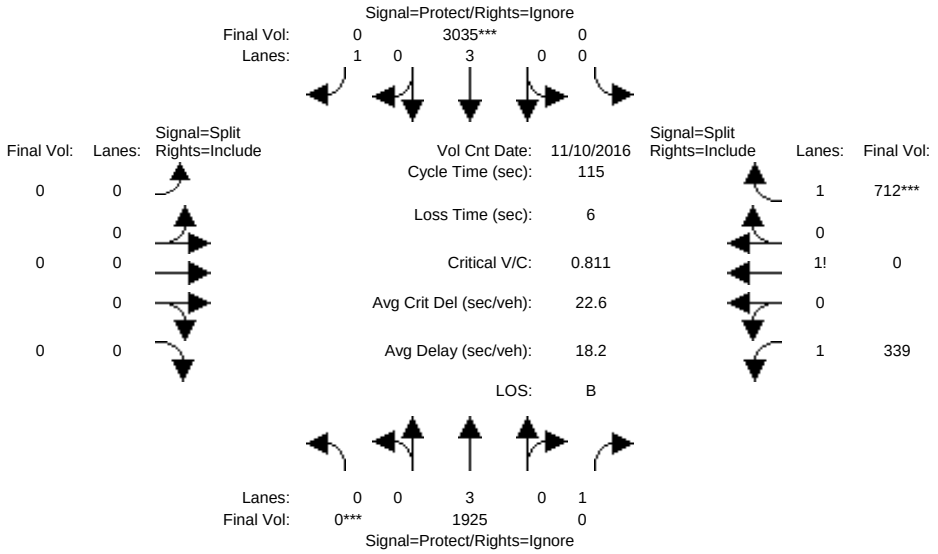
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3052: 880/COLEMAN (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:	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: 10 Nov 2016 <<												
Base Vol:	0	1657	273	0	2773	525	0	0	0	315	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	1657	273	0	2773	525	0	0	0	315	0	554
Added Vol:	0	207	0	0	40	0	0	0	0	0	0	83
ATI:	0	61	4	0	222	0	0	0	0	24	0	75
Initial Fut:	0	1925	277	0	3035	525	0	0	0	339	0	712
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	1925	0	0	3035	0	0	0	0	339	0	712
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1925	0	0	3035	0	0	0	0	339	0	712
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	1925	0	0	3035	0	0	0	0	339	0	712
Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.95
Lanes:	0.00	3.00	1.00	0.00	3.00	1.00	0.00	0.00	0.00	1.33	0.00	1.67
Final Sat.:	0	5700	1750	0	5700	1750	0	0	0	2326	0	3008
Capacity Analysis Module:												
Vol/Sat:	0.00	0.34	0.00	0.00	0.53	0.00	0.00	0.00	0.00	0.15	0.00	0.24
Crit Moves:	****				****							****
Green Time:	0.0	75.5	0.0	0.0	75.5	0.0	0.0	0.0	0.0	33.5	0.0	33.5
Volume/Cap:	0.00	0.51	0.00	0.00	0.81	0.00	0.00	0.00	0.00	0.50	0.00	0.81
Delay/Veh:	0.0	10.4	0.0	0.0	16.0	0.0	0.0	0.0	0.0	34.0	0.0	41.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	10.4	0.0	0.0	16.0	0.0	0.0	0.0	0.0	34.0	0.0	41.8
LOS by Move:	A	B	A	A	B	A	A	A	A	C	A	D
HCM2k95thQ:	0	20	0	0	43	0	0	0	0	16	0	29

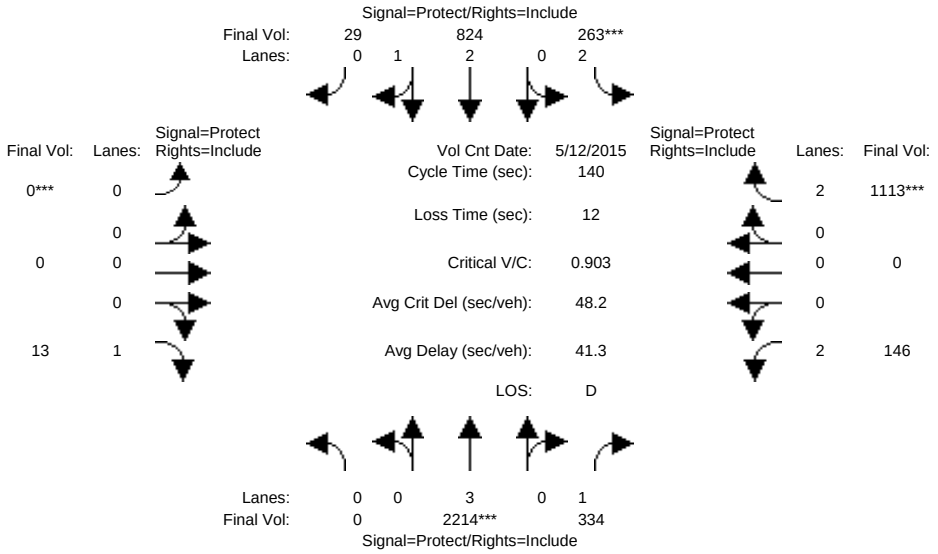
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 12 May 2015 << 7:45-8:45AM												
Base Vol:	0	2165	334	177	692	29	0	0	13	146	0	1081
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2165	334	177	692	29	0	0	13	146	0	1081
Added Vol:	0	49	0	86	132	0	0	0	0	0	0	32
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	2214	334	263	824	29	0	0	13	146	0	1113
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2214	334	263	824	29	0	0	13	146	0	1113
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2214	334	263	824	29	0	0	13	146	0	1113
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2214	334	263	824	29	0	0	13	146	0	1113
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.89	0.11	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5409	190	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.39	0.19	0.08	0.15	0.15	0.00	0.00	0.01	0.05	0.00	0.35
Crit Moves:		****		****			****					****
Green Time:	0.0	60.2	60.2	13.0	73.2	73.2	0.0	0.0	5.2	49.6	0.0	54.8
Volume/Cap:	0.00	0.90	0.44	0.90	0.29	0.29	0.00	0.00	0.20	0.13	0.00	0.90
Delay/Veh:	0.0	42.3	28.5	92.0	18.9	18.9	0.0	0.0	67.0	30.6	0.0	49.5
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	42.3	28.5	92.0	18.9	18.9	0.0	0.0	67.0	30.6	0.0	49.5
LOS by Move:	A	D	C	F	B	B	A	A	E	C	A	D
HCM2k95thQ:	0	48	19	15	13	13	0	0	2	5	0	49

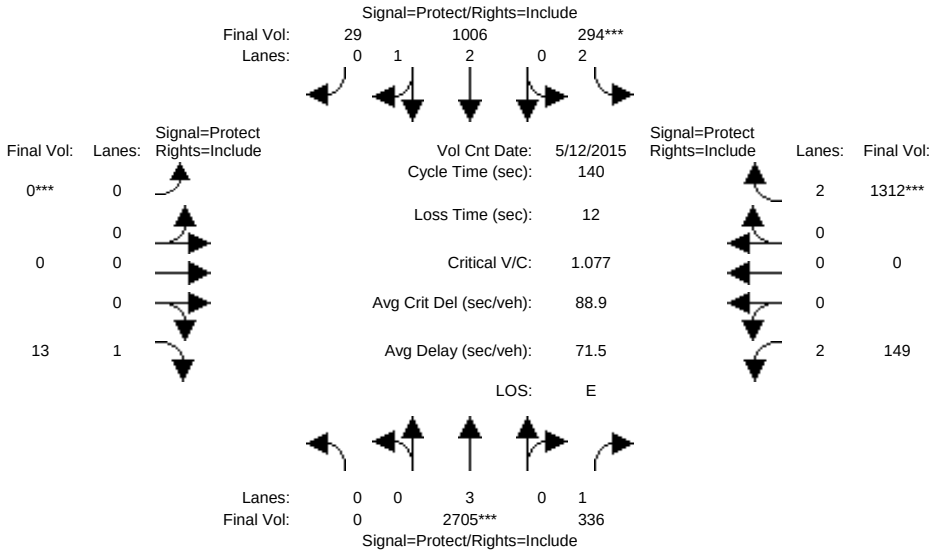
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 12 May 2015 << 7:45-8:45AM												
Base Vol:	0	2165	334	177	692	29	0	0	13	146	0	1081
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2165	334	177	692	29	0	0	13	146	0	1081
Added Vol:	0	-14	0	77	119	0	0	0	0	0	0	-32
ATI:	0	554	2	40	195	0	0	0	0	3	0	263
Initial Fut:	0	2705	336	294	1006	29	0	0	13	149	0	1312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2705	336	294	1006	29	0	0	13	149	0	1312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2705	336	294	1006	29	0	0	13	149	0	1312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2705	336	294	1006	29	0	0	13	149	0	1312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.91	0.09	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5443	157	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.19	0.09	0.18	0.18	0.00	0.00	0.01	0.05	0.00	0.42
Crit Moves:		****			****			****				****
Green Time:	0.0	61.7	61.7	12.1	73.8	73.8	0.0	0.0	5.1	49.1	0.0	54.2
Volume/Cap:	0.00	1.08	0.44	1.08	0.35	0.35	0.00	0.00	0.20	0.13	0.00	1.08
Delay/Veh:	0.0	81.8	27.5	140.3	19.2	19.2	0.0	0.0	67.1	31.1	0.0	92.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	81.8	27.5	140.3	19.2	19.2	0.0	0.0	67.1	31.1	0.0	92.0
LOS by Move:	A	F	C	F	B	B	A	A	E	C	A	F
HCM2k95thQ:	0	71	19	19	16	16	0	0	2	5	0	70

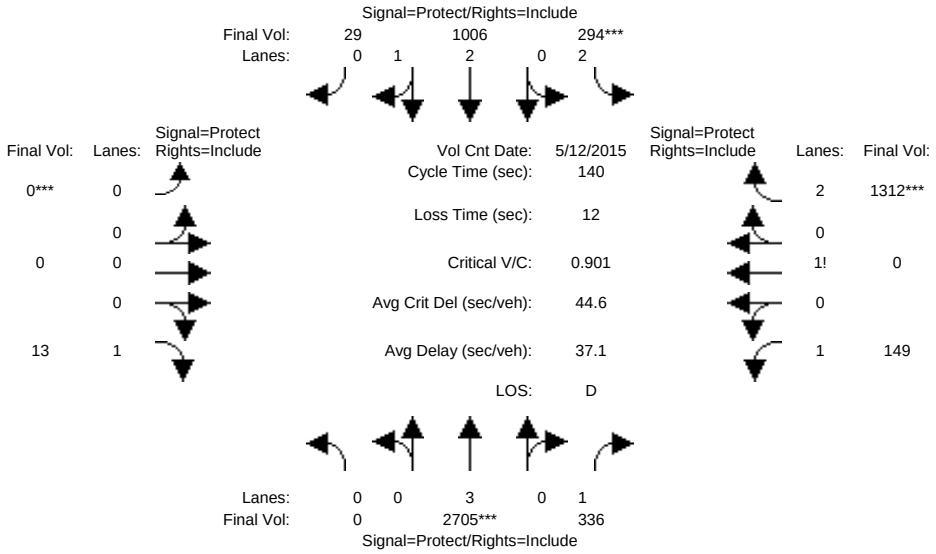
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 12 May 2015 << 7:45-8:45AM												
Base Vol:	0	2165	334	177	692	29	0	0	13	146	0	1081
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2165	334	177	692	29	0	0	13	146	0	1081
Added Vol:	0	-14	0	77	119	0	0	0	0	0	0	-32
ATI:	0	554	2	40	195	0	0	0	0	3	0	263
Initial Fut:	0	2705	336	294	1006	29	0	0	13	149	0	1312
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2705	336	294	1006	29	0	0	13	149	0	1312
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2705	336	294	1006	29	0	0	13	149	0	1312
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2705	336	294	1006	29	0	0	13	149	0	1312
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	3.00	1.00	2.00	2.91	0.09	0.00	0.00	1.00	1.15	0.00	2.85
Final Sat.:	0	5700	1750	3150	5443	157	0	0	1750	2011	0	5132
Capacity Analysis Module:												
Vol/Sat:	0.00	0.47	0.19	0.09	0.18	0.18	0.00	0.00	0.01	0.07	0.00	0.26
Crit Moves:		****		****			****					****
Green Time:	0.0	73.8	73.8	14.5	88.3	88.3	0.0	0.0	3.6	36.1	0.0	39.7
Volume/Cap:	0.00	0.90	0.36	0.90	0.29	0.29	0.00	0.00	0.29	0.29	0.00	0.90
Delay/Veh:	0.0	34.0	19.6	88.5	11.8	11.8	0.0	0.0	70.4	41.7	0.0	55.5
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	34.0	19.6	88.5	11.8	11.8	0.0	0.0	70.4	41.7	0.0	55.5
LOS by Move:	A	C	B	F	B	B	A	A	E	D	A	E
HCM2k95thQ:	0	54	16	16	13	13	0	0	2	9	0	39

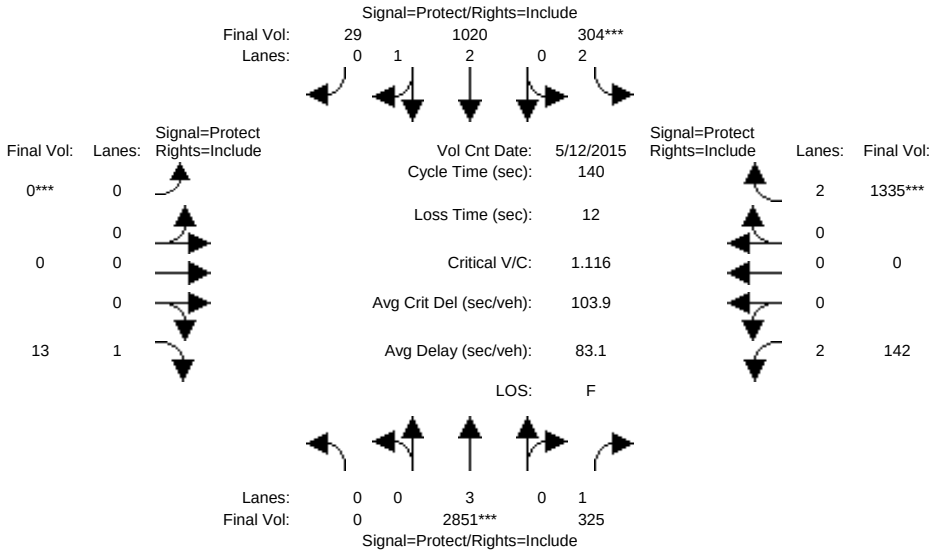
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 12 May 2015 << 7:45-8:45AM												
Base Vol:	0	2719	336	217	887	29	0	0	13	149	0	1344
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2719	336	217	887	29	0	0	13	149	0	1344
Added Vol:	0	-14	0	77	119	0	0	0	0	0	0	-32
ATI:	0	146	-11	10	14	0	0	0	0	-6	0	23
Initial Fut:	0	2851	325	304	1020	29	0	0	13	142	0	1335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2851	325	304	1020	29	0	0	13	142	0	1335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2851	325	304	1020	29	0	0	13	142	0	1335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2851	325	304	1020	29	0	0	13	142	0	1335
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.91	0.09	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5445	155	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.19	0.10	0.19	0.19	0.00	0.00	0.01	0.05	0.00	0.42
Crit Moves:		****			****			****				****
Green Time:	0.0	62.8	62.8	12.1	74.8	74.8	0.0	0.0	5.0	48.1	0.0	53.2
Volume/Cap:	0.00	1.12	0.41	1.12	0.35	0.35	0.00	0.00	0.21	0.13	0.00	1.12
Delay/Veh:	0.0	96.9	26.5	153.3	18.7	18.7	0.0	0.0	67.2	31.6	0.0	107.4
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	96.9	26.5	153.3	18.7	18.7	0.0	0.0	67.2	31.6	0.0	107.4
LOS by Move:	A	F	C	F	B	B	A	A	E	C	A	F
HCM2k95thQ:	0	79	18	20	16	16	0	0	2	5	0	74

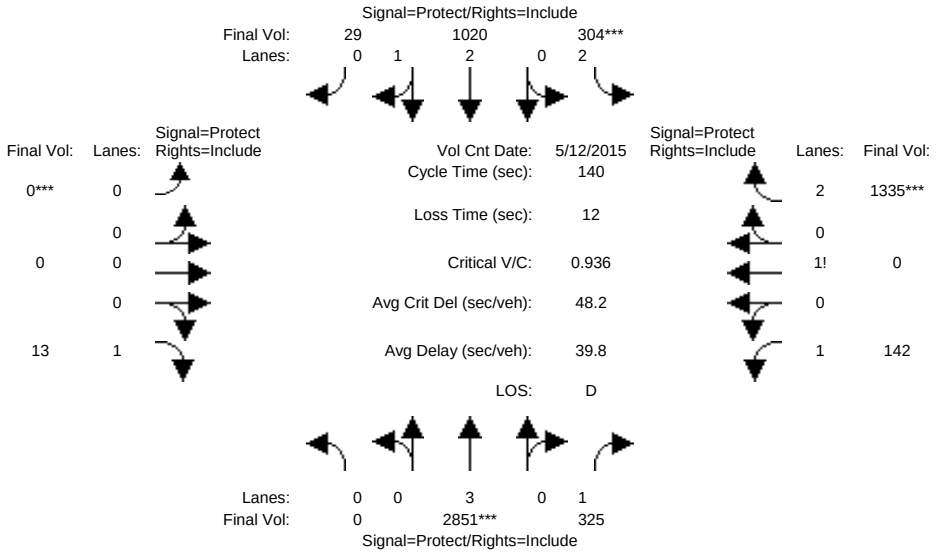
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 12 May 2015 << 7:45-8:45AM												
Base Vol:	0	2719	336	217	887	29	0	0	13	149	0	1344
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	2719	336	217	887	29	0	0	13	149	0	1344
Added Vol:	0	-14	0	77	119	0	0	0	0	0	0	-32
ATI:	0	146	-11	10	14	0	0	0	0	-6	0	23
Initial Fut:	0	2851	325	304	1020	29	0	0	13	142	0	1335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2851	325	304	1020	29	0	0	13	142	0	1335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	2851	325	304	1020	29	0	0	13	142	0	1335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	2851	325	304	1020	29	0	0	13	142	0	1335
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	3.00	1.00	2.00	2.91	0.09	0.00	0.00	1.00	1.14	0.00	2.86
Final Sat.:	0	5700	1750	3150	5445	155	0	0	1750	1997	0	5146
Capacity Analysis Module:												
Vol/Sat:	0.00	0.50	0.19	0.10	0.19	0.19	0.00	0.00	0.01	0.07	0.00	0.26
Crit Moves:		****			****			****				****
Green Time:	0.0	74.8	74.8	14.4	89.2	89.2	0.0	0.0	3.7	35.1	0.0	38.8
Volume/Cap:	0.00	0.94	0.35	0.94	0.29	0.29	0.00	0.00	0.28	0.28	0.00	0.94
Delay/Veh:	0.0	36.8	18.9	96.0	11.4	11.4	0.0	0.0	70.3	42.3	0.0	60.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	36.8	18.9	96.0	11.4	11.4	0.0	0.0	70.3	42.3	0.0	60.3
LOS by Move:	A	D	B	F	B	B	A	A	E	D	A	E
HCM2k95thQ:	0	59	15	17	13	13	0	0	2	9	0	41

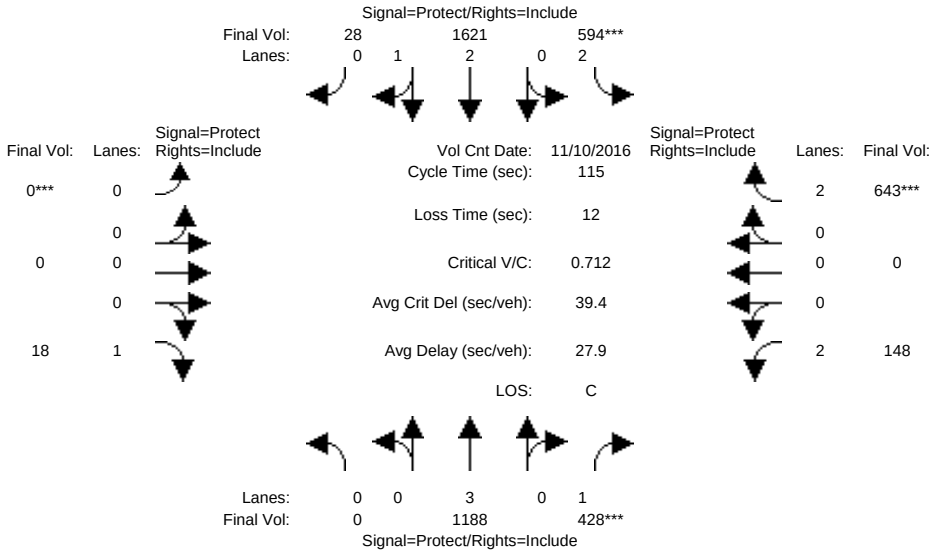
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 10 Nov 2016 <<												
Base Vol:	0	1050	428	540	1538	28	0	0	18	148	0	553
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1050	428	540	1538	28	0	0	18	148	0	553
Added Vol:	0	138	0	54	83	0	0	0	0	0	0	90
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	1188	428	594	1621	28	0	0	18	148	0	643
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1188	428	594	1621	28	0	0	18	148	0	643
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1188	428	594	1621	28	0	0	18	148	0	643
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1188	428	594	1621	28	0	0	18	148	0	643
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.95	0.05	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5505	95	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.21	0.24	0.19	0.29	0.29	0.00	0.00	0.01	0.05	0.00	0.20
Crit Moves:			****	****			****					****
Green Time:	0.0	39.5	39.5	30.5	70.0	70.0	0.0	0.0	3.5	29.5	0.0	33.0
Volume/Cap:	0.00	0.61	0.71	0.71	0.48	0.48	0.00	0.00	0.34	0.18	0.00	0.71
Delay/Veh:	0.0	31.8	36.8	41.2	12.6	12.6	0.0	0.0	58.4	33.5	0.0	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:	0.0	31.8	36.8	41.2	12.6	12.6	0.0	0.0	58.4	33.5	0.0	39.4
LOS by Move:	A	C	D	D	B	B	A	A	E	C	A	D
HCM2k95thQ:	0	20	25	20	19	19	0	0	2	5	0	24

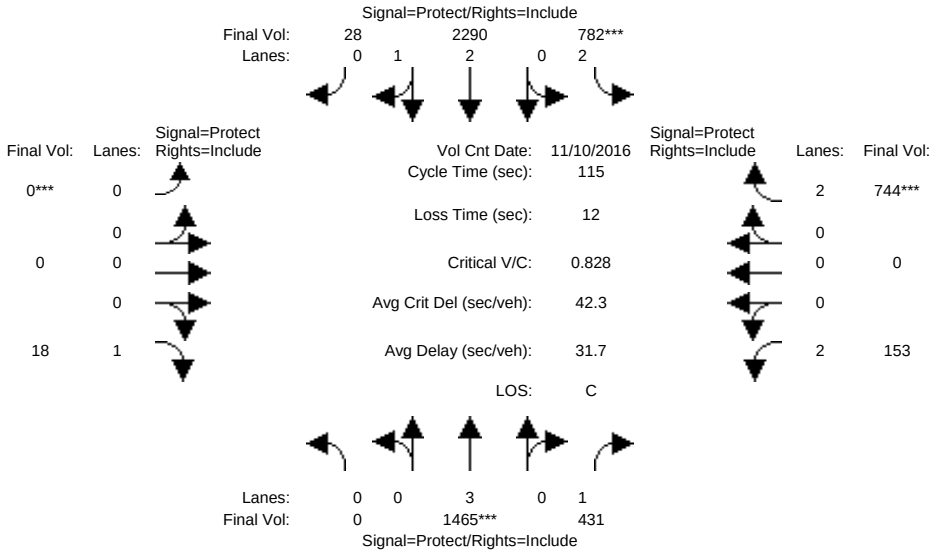
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 10 Nov 2016 <<												
Base Vol:	0	1050	428	540	1538	28	0	0	18	148	0	553
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1050	428	540	1538	28	0	0	18	148	0	553
Added Vol:	0	128	0	14	26	0	0	0	0	0	0	80
ATI:	0	287	3	228	726	0	0	0	0	5	0	111
Initial Fut:	0	1465	431	782	2290	28	0	0	18	153	0	744
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1465	431	782	2290	28	0	0	18	153	0	744
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1465	431	782	2290	28	0	0	18	153	0	744
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1465	431	782	2290	28	0	0	18	153	0	744
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.96	0.04	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5532	68	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.25	0.25	0.41	0.41	0.00	0.00	0.01	0.05	0.00	0.24
Crit Moves:		****		****			****					****
Green Time:	0.0	35.7	35.7	34.5	70.2	70.2	0.0	0.0	3.5	29.3	0.0	32.8
Volume/Cap:	0.00	0.83	0.79	0.83	0.68	0.68	0.00	0.00	0.34	0.19	0.00	0.83
Delay/Veh:	0.0	40.2	44.1	43.6	15.5	15.5	0.0	0.0	58.5	33.6	0.0	44.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	40.2	44.1	43.6	15.5	15.5	0.0	0.0	58.5	33.6	0.0	44.9
LOS by Move:	A	D	D	D	B	B	A	A	E	C	A	D
HCM2k95thQ:	0	28	26	26	30	30	0	0	2	5	0	30

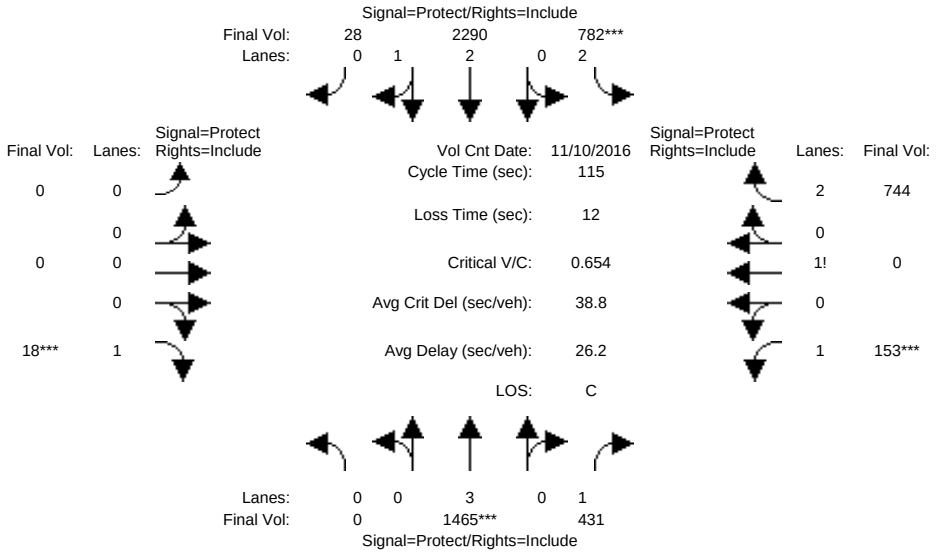
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 10 Nov 2016 <<												
Base Vol:	0	1050	428	540	1538	28	0	0	18	148	0	553
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1050	428	540	1538	28	0	0	18	148	0	553
Added Vol:	0	128	0	14	26	0	0	0	0	0	0	80
ATI:	0	287	3	228	726	0	0	0	0	5	0	111
Initial Fut:	0	1465	431	782	2290	28	0	0	18	153	0	744
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1465	431	782	2290	28	0	0	18	153	0	744
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1465	431	782	2290	28	0	0	18	153	0	744
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1465	431	782	2290	28	0	0	18	153	0	744
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	3.00	1.00	2.00	2.96	0.04	0.00	0.00	1.00	1.24	0.00	2.76
Final Sat.:	0	5700	1750	3150	5532	68	0	0	1750	2172	0	4966
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.25	0.25	0.41	0.41	0.00	0.00	0.01	0.07	0.00	0.15
Crit Moves:		****		****					****	****		
Green Time:	0.0	41.5	41.5	40.1	81.6	81.6	0.0	0.0	10.0	11.4	0.0	21.4
Volume/Cap:	0.00	0.71	0.68	0.71	0.58	0.58	0.00	0.00	0.12	0.71	0.00	0.81
Delay/Veh:	0.0	32.8	34.2	34.7	8.5	8.5	0.0	0.0	48.8	52.2	0.0	49.2
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	32.8	34.2	34.7	8.5	8.5	0.0	0.0	48.8	52.2	0.0	49.2
LOS by Move:	A	C	C	C	A	A	A	A	D	D	A	D
HCM2k95thQ:	0	25	24	25	24	24	0	0	1	12	0	21

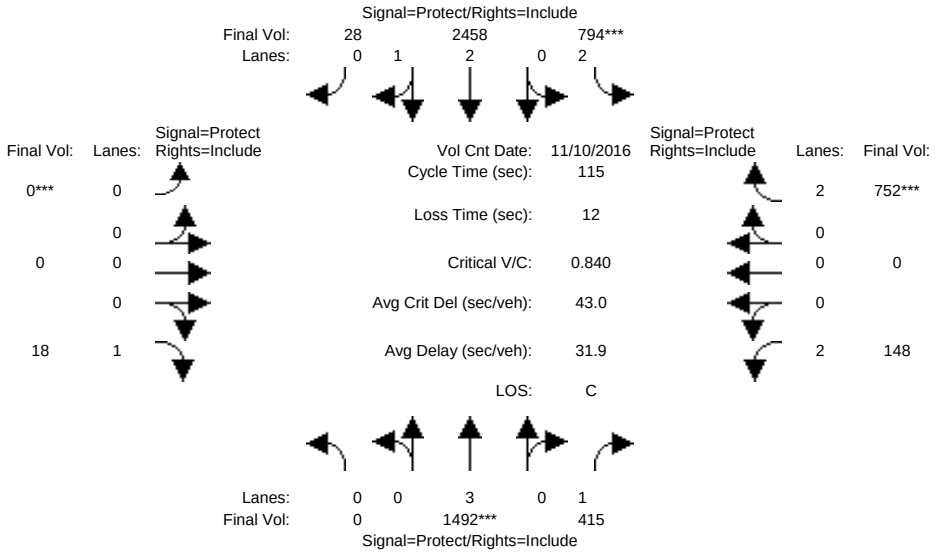
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 10 Nov 2016 <<												
Base Vol:	0	1337	431	768	2264	28	0	0	18	153	0	664
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1337	431	768	2264	28	0	0	18	153	0	664
Added Vol:	0	128	0	14	26	0	0	0	0	0	0	80
ATI:	0	27	-16	12	168	0	0	0	0	-5	0	8
Initial Fut:	0	1492	415	794	2458	28	0	0	18	148	0	752
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1492	415	794	2458	28	0	0	18	148	0	752
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1492	415	794	2458	28	0	0	18	148	0	752
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1492	415	794	2458	28	0	0	18	148	0	752
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.83
Lanes:	0.00	3.00	1.00	2.00	2.96	0.04	0.00	0.00	1.00	2.00	0.00	2.00
Final Sat.:	0	5700	1750	3150	5537	63	0	0	1750	3150	0	3150
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.24	0.25	0.44	0.44	0.00	0.00	0.01	0.05	0.00	0.24
Crit Moves:		****		****			****					****
Green Time:	0.0	35.8	35.8	34.5	70.3	70.3	0.0	0.0	3.5	29.2	0.0	32.7
Volume/Cap:	0.00	0.84	0.76	0.84	0.73	0.73	0.00	0.00	0.34	0.18	0.00	0.84
Delay/Veh:	0.0	40.7	41.9	44.5	16.4	16.4	0.0	0.0	58.5	33.7	0.0	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:	0.0	40.7	41.9	44.5	16.4	16.4	0.0	0.0	58.5	33.7	0.0	45.9
LOS by Move:	A	D	D	D	B	B	A	A	E	C	A	D
HCM2k95thQ:	0	29	25	26	33	33	0	0	2	5	0	30

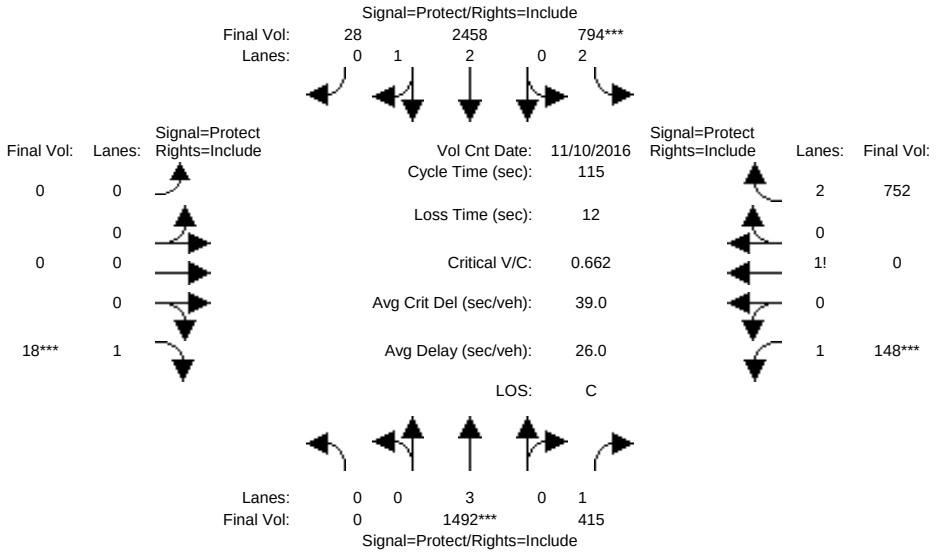
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3053: 880/COLEMAN (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	10	0	0	10	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: 10 Nov 2016 <<												
Base Vol:	0	1337	431	768	2264	28	0	0	18	153	0	664
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	1337	431	768	2264	28	0	0	18	153	0	664
Added Vol:	0	128	0	14	26	0	0	0	0	0	0	80
ATI:	0	27	-16	12	168	0	0	0	0	-5	0	8
Initial Fut:	0	1492	415	794	2458	28	0	0	18	148	0	752
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1492	415	794	2458	28	0	0	18	148	0	752
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	1492	415	794	2458	28	0	0	18	148	0	752
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	0	1492	415	794	2458	28	0	0	18	148	0	752
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.95
Lanes:	0.00	3.00	1.00	2.00	2.96	0.04	0.00	0.00	1.00	1.23	0.00	2.77
Final Sat.:	0	5700	1750	3150	5537	63	0	0	1750	2157	0	4981
Capacity Analysis Module:												
Vol/Sat:	0.00	0.26	0.24	0.25	0.44	0.44	0.00	0.00	0.01	0.07	0.00	0.15
Crit Moves:		****		****					****	****		
Green Time:	0.0	41.8	41.8	40.2	82.1	82.1	0.0	0.0	10.0	10.9	0.0	20.9
Volume/Cap:	0.00	0.72	0.65	0.72	0.62	0.62	0.00	0.00	0.12	0.72	0.00	0.83
Delay/Veh:	0.0	32.8	32.9	34.8	8.8	8.8	0.0	0.0	48.8	52.6	0.0	50.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	32.8	32.9	34.8	8.8	8.8	0.0	0.0	48.8	52.6	0.0	50.8
LOS by Move:	A	C	C	C	A	A	A	A	D	D	A	D
HCM2k95thQ:	0	26	23	25	26	26	0	0	1	12	0	22

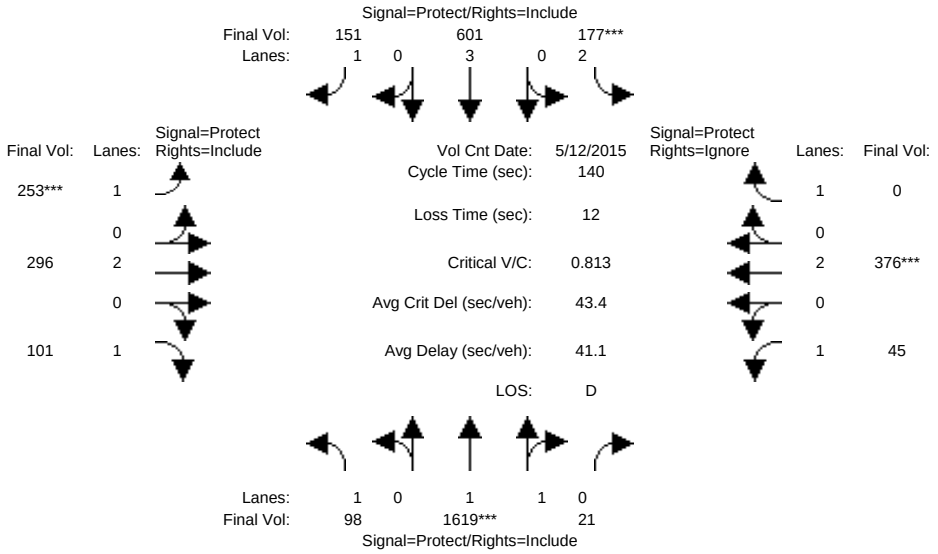
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3413: COLEMAN/HEDDING



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 7:30-8:30AM												
Base Vol:	98	1579	21	165	492	139	249	296	101	45	376	746
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1579	21	165	492	139	249	296	101	45	376	746
Added Vol:	0	40	0	12	109	12	4	0	0	0	0	4
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	98	1619	21	177	601	151	253	296	101	45	376	750
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:	98	1619	21	177	601	151	253	296	101	45	376	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1619	21	177	601	151	253	296	101	45	376	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:	98	1619	21	177	601	151	253	296	101	45	376	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.97	0.03	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3653	47	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.44	0.44	0.06	0.13	0.09	0.14	0.08	0.06	0.03	0.10	0.00
Crit Moves:		****		****			****				****	
Green Time:	26.4	76.4	76.4	9.7	59.6	59.6	24.9	25.6	25.6	16.4	17.0	0.0
Volume/Cap:	0.30	0.81	0.81	0.81	0.30	0.20	0.81	0.43	0.32	0.22	0.81	0.00
Delay/Veh:	49.3	28.6	28.6	84.5	26.5	25.4	70.2	51.2	50.2	56.5	70.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	49.3	28.6	28.6	84.5	26.5	25.4	70.2	51.2	50.2	56.5	70.4	0.0
LOS by Move:	D	C	C	F	C	C	E	D	D	E	E	A
HCM2k95thQ:	7	47	47	10	11	8	24	11	8	4	18	0

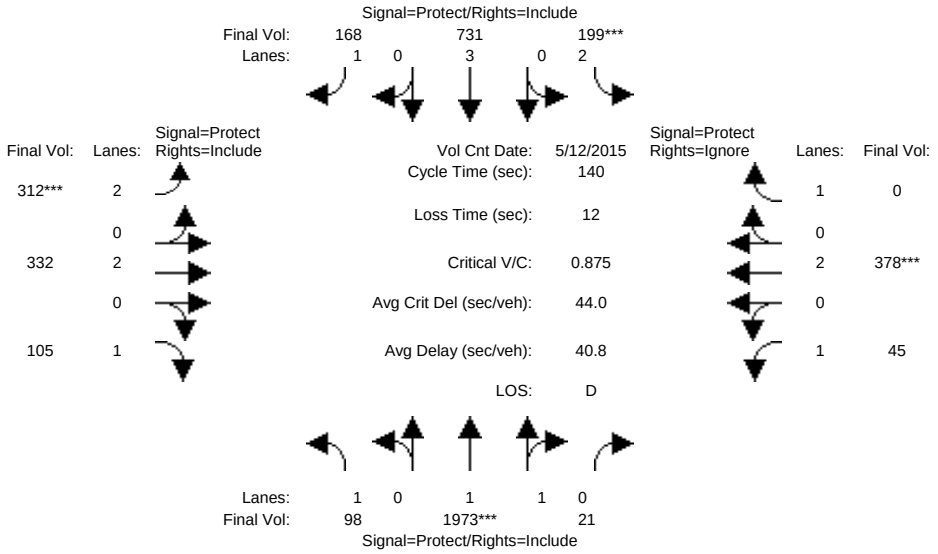
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3413: COLEMAN/HEDDING



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 7:30-8:30AM												
Base Vol:	98	1579	21	165	492	139	249	296	101	45	376	746
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1579	21	165	492	139	249	296	101	45	376	746
Added Vol:	0	-9	0	10	99	10	-1	0	0	0	0	-4
ATI:	0	403	0	24	140	19	64	36	4	0	2	52
Initial Fut:	98	1973	21	199	731	168	312	332	105	45	378	794
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:	98	1973	21	199	731	168	312	332	105	45	378	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	1973	21	199	731	168	312	332	105	45	378	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:	98	1973	21	199	731	168	312	332	105	45	378	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3661	39	3150	4750	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.54	0.54	0.06	0.15	0.10	0.10	0.09	0.06	0.03	0.10	0.00
Crit Moves:		****		****			****				****	
Green Time:	25.7	86.2	86.2	10.1	70.6	70.6	15.8	20.2	20.2	11.6	15.9	0.0
Volume/Cap:	0.31	0.88	0.88	0.88	0.31	0.19	0.88	0.61	0.42	0.31	0.88	0.00
Delay/Veh:	50.0	26.6	26.6	93.6	20.4	19.1	81.9	58.1	55.7	61.7	78.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.0	26.6	26.6	93.6	20.4	19.1	81.9	58.1	55.7	61.7	78.9	0.0
LOS by Move:	D	C	C	F	C	B	F	E	E	E	E	A
HCM2k95thQ:	7	54	54	11	11	8	20	14	9	5	20	0

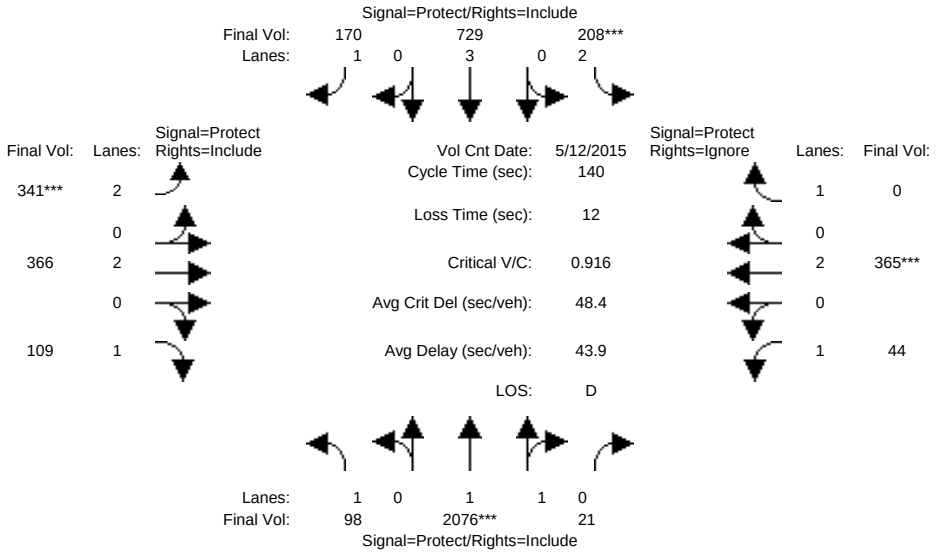
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3413: COLEMAN/HEDDING



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 7:30-8:30AM												
Base Vol:	98	1982	21	189	632	158	313	332	105	45	378	798
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	98	1982	21	189	632	158	313	332	105	45	378	798
Added Vol:	0	-9	0	10	99	10	-1	0	0	0	0	-4
ATI:	0	103	0	9	-2	2	29	34	4	0	-12	9
Initial Fut:	98	2076	21	208	729	170	341	366	109	44	365	803
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:	98	2076	21	208	729	170	341	366	109	44	365	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	98	2076	21	208	729	170	341	366	109	44	365	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:	98	2076	21	208	729	170	341	366	109	44	365	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.98	0.02	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3662	38	3150	4750	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.57	0.57	0.07	0.15	0.10	0.11	0.10	0.06	0.03	0.10	0.00
Crit Moves:		****			****			****			****	
Green Time:	25.9	86.7	86.7	10.1	70.8	70.8	16.6	20.6	20.6	10.7	14.7	0.0
Volume/Cap:	0.30	0.92	0.92	0.92	0.30	0.19	0.92	0.66	0.43	0.33	0.92	0.00
Delay/Veh:	49.8	29.8	29.8	102.1	20.3	19.0	87.7	59.2	55.5	62.7	87.5	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:	49.8	29.8	29.8	102.1	20.3	19.0	87.7	59.2	55.5	62.7	87.5	0.0
LOS by Move:	D	C	C	F	C	B	F	E	E	E	F	A
HCM2k95thQ:	7	59	59	12	11	8	22	16	10	5	20	0

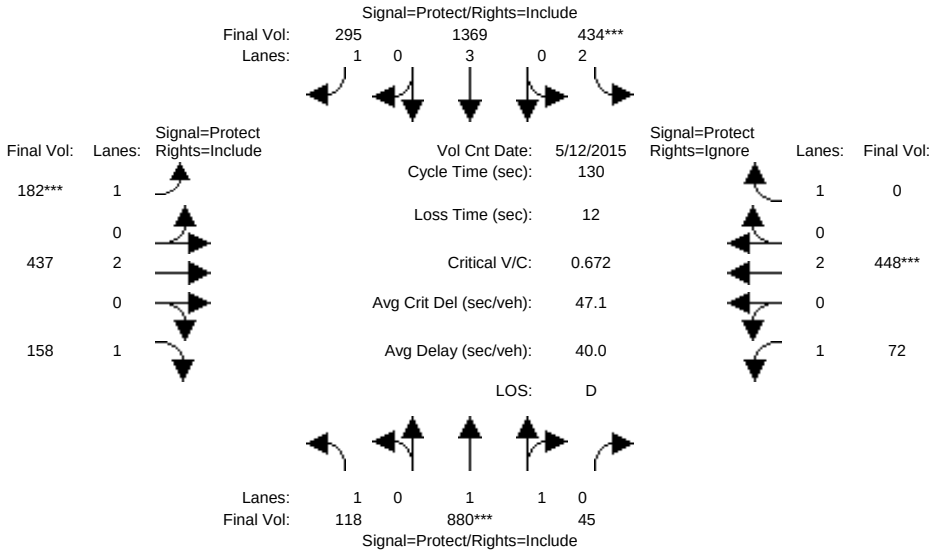
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3413: COLEMAN/HEDDING



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 5:00-6:00PM												
Base Vol:	118	766	45	427	1301	288	170	437	158	72	448	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	766	45	427	1301	288	170	437	158	72	448	328
Added Vol:	0	114	0	7	68	7	12	0	0	0	0	12
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	118	880	45	434	1369	295	182	437	158	72	448	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	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:	118	880	45	434	1369	295	182	437	158	72	448	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	118	880	45	434	1369	295	182	437	158	72	448	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:	118	880	45	434	1369	295	182	437	158	72	448	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	0.83	0.83	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.90	0.10	2.00	3.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3520	180	3150	4750	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.25	0.14	0.29	0.17	0.10	0.12	0.09	0.04	0.12	0.00
Crit Moves:		****			****			****			****	
Green Time:	14.2	48.4	48.4	26.7	60.8	60.8	20.1	29.3	29.3	13.7	22.8	0.0
Volume/Cap:	0.62	0.67	0.67	0.67	0.62	0.36	0.67	0.51	0.40	0.39	0.67	0.00
Delay/Veh:	69.2	36.8	36.8	53.1	27.1	23.4	64.3	46.3	45.9	60.4	55.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	69.2	36.8	36.8	53.1	27.1	23.4	64.3	46.3	45.9	60.4	55.4	0.0
LOS by Move:	E	D	D	D	C	C	E	D	D	E	E	A
HCM2k95thQ:	10	27	27	17	23	15	15	14	11	7	16	0

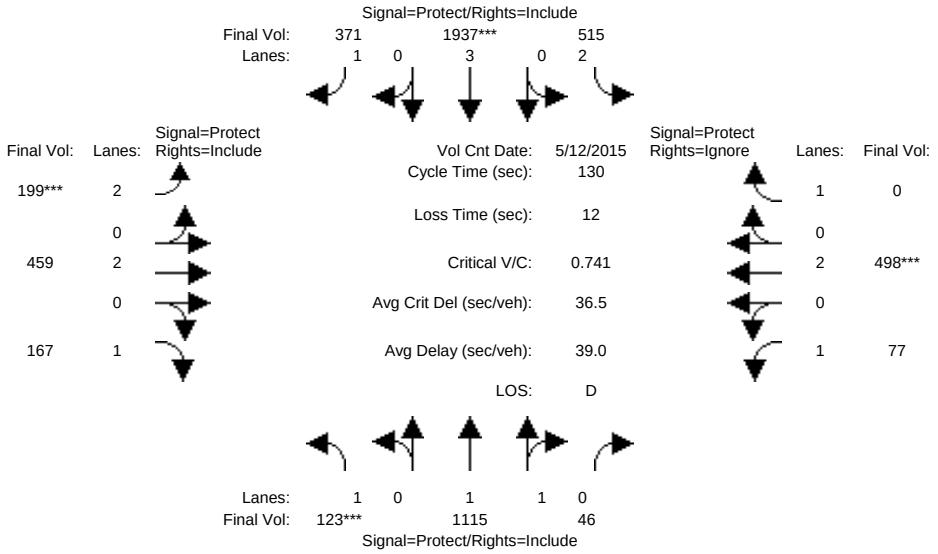
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3413: COLEMAN/HEDDING



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 5:00-6:00PM												
Base Vol:	118	766	45	427	1301	288	170	437	158	72	448	328
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	118	766	45	427	1301	288	170	437	158	72	448	328
Added Vol:	0	106	0	0	24	2	11	0	0	0	0	11
ATI:	5	243	1	88	612	81	18	22	9	5	50	32
Initial Fut:	123	1115	46	515	1937	371	199	459	167	77	498	371
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:	123	1115	46	515	1937	371	199	459	167	77	498	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	1115	46	515	1937	371	199	459	167	77	498	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:	123	1115	46	515	1937	371	199	459	167	77	498	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3553	147	3150	4750	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.31	0.31	0.16	0.41	0.21	0.06	0.12	0.10	0.04	0.13	0.00
Crit Moves:	****				****		****				****	
Green Time:	12.3	55.2	55.2	28.8	71.6	71.6	11.1	23.6	23.6	10.5	23.0	0.0
Volume/Cap:	0.74	0.74	0.74	0.74	0.74	0.39	0.74	0.67	0.53	0.54	0.74	0.00
Delay/Veh:	82.7	34.6	34.6	54.1	24.1	17.8	74.8	54.6	54.3	71.6	57.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.7	34.6	34.6	54.1	24.1	17.8	74.8	54.6	54.3	71.6	57.9	0.0
LOS by Move:	F	C	C	D	C	B	E	D	D	E	E	A
HCM2k95thQ:	11	33	33	20	33	16	12	17	13	8	19	0

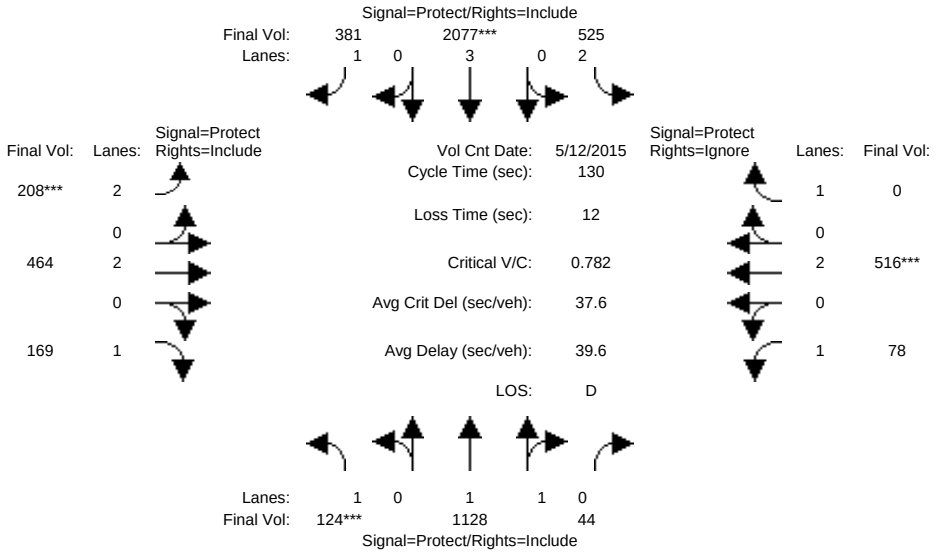
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3413: COLEMAN/HEDDING



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 5:00-6:00PM												
Base Vol:	123	1009	46	515	1913	369	188	459	167	77	498	360
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	1009	46	515	1913	369	188	459	167	77	498	360
Added Vol:	0	106	0	0	24	2	11	0	0	0	0	11
ATI:	1	13	-1	10	140	10	9	5	2	1	18	-1
Initial Fut:	124	1128	44	525	2077	381	208	464	169	78	516	369
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:	124	1128	44	525	2077	381	208	464	169	78	516	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	1128	44	525	2077	381	208	464	169	78	516	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:	124	1128	44	525	2077	381	208	464	169	78	516	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.83	0.83	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	2.00	3.00	1.00	2.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3560	140	3150	4750	1750	3150	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.32	0.32	0.17	0.44	0.22	0.07	0.12	0.10	0.04	0.14	0.00
Crit Moves:	****				****		****				****	
Green Time:	11.8	55.3	55.3	29.1	72.7	72.7	11.0	23.3	23.3	10.3	22.6	0.0
Volume/Cap:	0.78	0.74	0.74	0.74	0.78	0.39	0.78	0.68	0.54	0.57	0.78	0.00
Delay/Veh:	88.9	34.6	34.6	54.0	24.8	17.3	78.5	55.4	55.0	73.5	60.4	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	88.9	34.6	34.6	54.0	24.8	17.3	78.5	55.4	55.0	73.5	60.4	0.0
LOS by Move:	F	C	C	D	C	B	E	E	E	E	E	A
HCM2k95thQ:	11	33	33	20	36	16	13	17	13	8	20	0

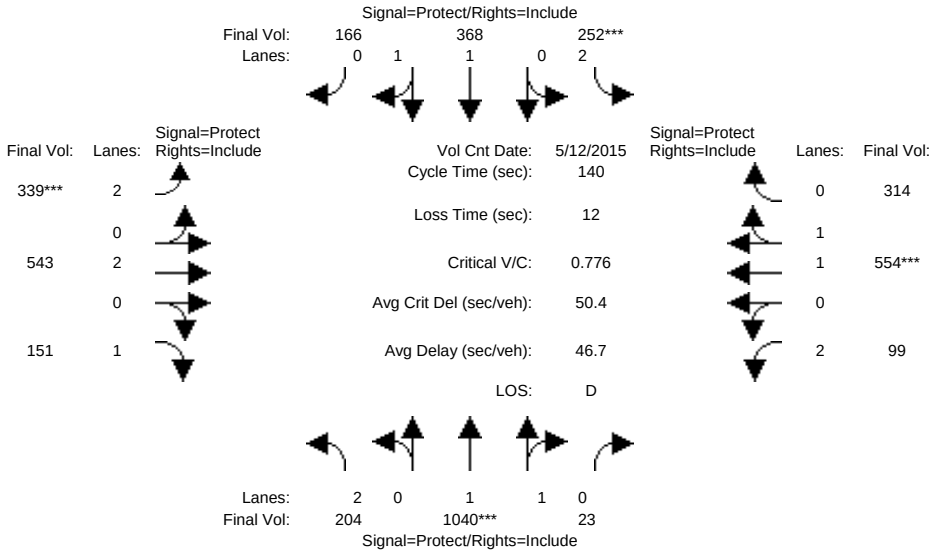
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 7:30-8:30AM												
Base Vol:	204	1029	23	183	339	154	335	543	151	99	554	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1029	23	183	339	154	335	543	151	99	554	288
Added Vol:	0	11	0	69	29	12	4	0	0	0	0	26
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	204	1040	23	252	368	166	339	543	151	99	554	314
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	204	1040	23	252	368	166	339	543	151	99	554	314
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	204	1040	23	252	368	166	339	543	151	99	554	314
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	204	1040	23	252	368	166	339	543	151	99	554	314
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	1.96	0.04	2.00	1.36	0.64	2.00	2.00	1.00	2.00	1.26	0.74
Final Sat.:	3150	3620	80	3150	2549	1150	3150	3800	1750	3150	2361	1338
Capacity Analysis Module:												
Vol/Sat:	0.06	0.29	0.29	0.08	0.14	0.14	0.11	0.14	0.09	0.03	0.23	0.23
Crit Moves:		****		****			****				****	
Green Time:	20.5	51.8	51.8	14.4	45.7	45.7	19.4	45.7	45.7	16.0	42.3	42.3
Volume/Cap:	0.44	0.78	0.78	0.78	0.44	0.44	0.78	0.44	0.26	0.27	0.78	0.78
Delay/Veh:	55.2	41.8	41.8	72.4	37.3	37.3	66.7	37.3	35.0	57.1	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:	55.2	41.8	41.8	72.4	37.3	37.3	66.7	37.3	35.0	57.1	48.0	48.0
LOS by Move:	E	D	D	E	D	D	E	D	C	E	D	D
HCM2k95thQ:	9	35	35	13	17	17	19	17	10	5	30	30

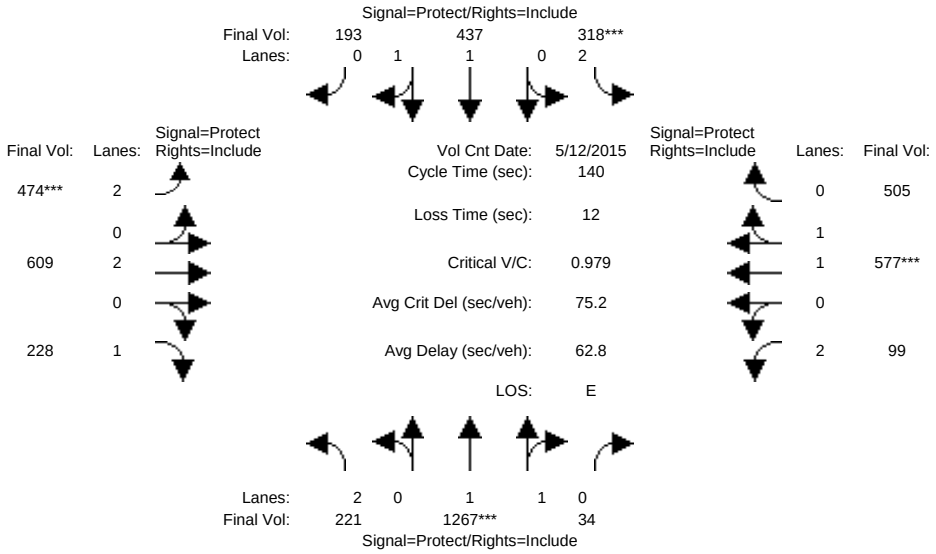
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 7:30-8:30AM												
Base Vol:	204	1029	23	183	339	154	335	543	151	99	554	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1029	23	183	339	154	335	543	151	99	554	288
Added Vol:	0	-9	0	64	25	10	-1	0	0	0	0	1
ATI:	17	247	11	71	73	29	140	66	77	0	23	216
Initial Fut:	221	1267	34	318	437	193	474	609	228	99	577	505
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1267	34	318	437	193	474	609	228	99	577	505
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1267	34	318	437	193	474	609	228	99	577	505
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	1267	34	318	437	193	474	609	228	99	577	505
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	1.95	0.05	2.00	1.37	0.63	2.00	2.00	1.00	2.00	1.04	0.96
Final Sat.:	3150	3603	97	3150	2568	1131	3150	3800	1750	3150	1972	1725
Capacity Analysis Module:												
Vol/Sat:	0.07	0.35	0.35	0.10	0.17	0.17	0.15	0.16	0.13	0.03	0.29	0.29
Crit Moves:		****			****			****			****	
Green Time:	18.9	50.3	50.3	14.4	45.8	45.8	21.5	48.3	48.3	15.1	41.8	41.8
Volume/Cap:	0.52	0.98	0.98	0.98	0.52	0.52	0.98	0.46	0.38	0.29	0.98	0.98
Delay/Veh:	57.5	64.2	64.2	106.9	38.6	38.6	94.5	36.1	35.0	58.0	70.8	70.8
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:	57.5	64.2	64.2	106.9	38.6	38.6	94.5	36.1	35.0	58.0	70.8	70.8
LOS by Move:	E	E	E	F	D	D	F	D	C	E	E	E
HCM2k95thQ:	10	52	52	18	20	20	29	19	15	5	44	44

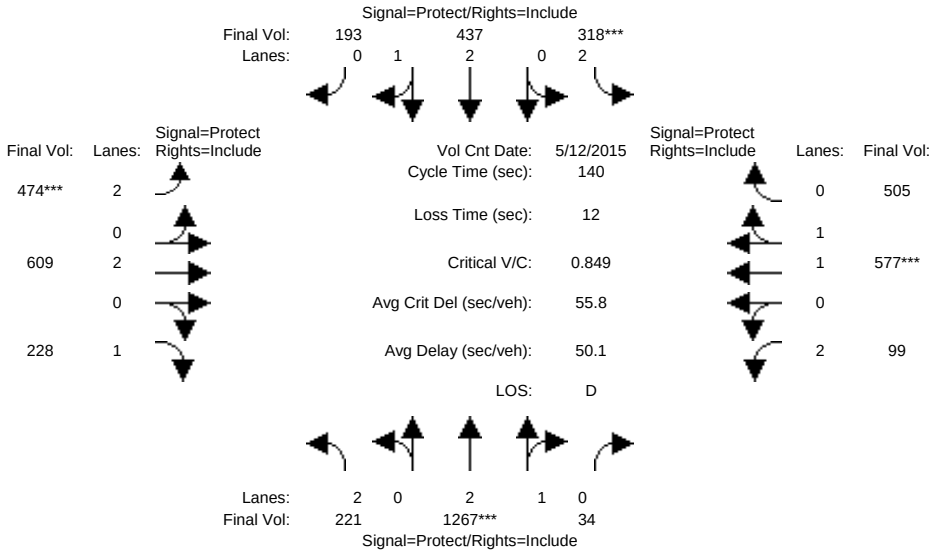
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 7:30-8:30AM												
Base Vol:	204	1029	23	183	339	154	335	543	151	99	554	288
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	204	1029	23	183	339	154	335	543	151	99	554	288
Added Vol:	0	-9	0	64	25	10	-1	0	0	0	0	1
ATI:	17	247	11	71	73	29	140	66	77	0	23	216
Initial Fut:	221	1267	34	318	437	193	474	609	228	99	577	505
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	221	1267	34	318	437	193	474	609	228	99	577	505
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	221	1267	34	318	437	193	474	609	228	99	577	505
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	221	1267	34	318	437	193	474	609	228	99	577	505
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	2.92	0.08	2.00	2.05	0.95	2.00	2.00	1.00	2.00	1.04	0.96
Final Sat.:	3150	5453	146	3150	3885	1711	3150	3800	1750	3150	1972	1725
Capacity Analysis Module:												
Vol/Sat:	0.07	0.23	0.23	0.10	0.11	0.11	0.15	0.16	0.13	0.03	0.29	0.29
Crit Moves:		****			****			****			****	
Green Time:	21.1	38.3	38.3	16.6	33.9	33.9	24.8	55.7	55.7	17.4	48.2	48.2
Volume/Cap:	0.47	0.85	0.85	0.85	0.47	0.47	0.85	0.40	0.33	0.25	0.85	0.85
Delay/Veh:	55.0	52.8	52.8	76.9	45.6	45.6	67.5	30.4	29.5	55.8	48.1	48.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	52.8	52.8	76.9	45.6	45.6	67.5	30.4	29.5	55.8	48.1	48.1
LOS by Move:	E	D	D	E	D	D	E	C	C	E	D	D
HCM2k95thQ:	10	32	32	16	14	14	25	17	14	4	38	38

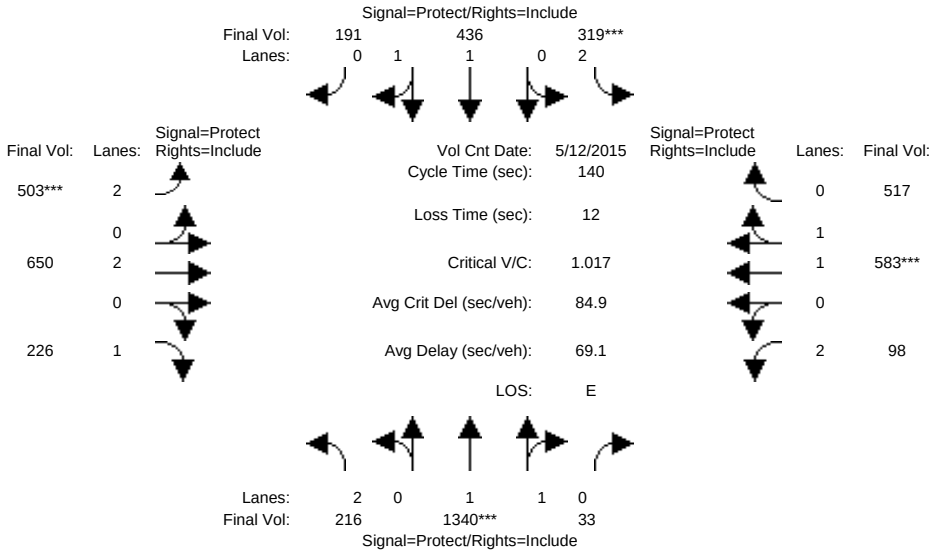
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 7:30-8:30AM												
Base Vol:	221	1276	34	254	412	183	475	609	228	99	577	504
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1276	34	254	412	183	475	609	228	99	577	504
Added Vol:	0	-9	0	64	25	10	-1	0	0	0	0	1
ATI:	-4	73	0	1	0	-2	29	41	-2	-1	6	12
Initial Fut:	216	1340	33	319	436	191	503	650	226	98	583	517
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	1340	33	319	436	191	503	650	226	98	583	517
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1340	33	319	436	191	503	650	226	98	583	517
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	1340	33	319	436	191	503	650	226	98	583	517
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.97	0.95	0.83	0.99	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	1.95	0.05	2.00	1.38	0.62	2.00	2.00	1.00	2.00	1.03	0.97
Final Sat.:	3150	3611	89	3150	2574	1125	3150	3800	1750	3150	1960	1737
Capacity Analysis Module:												
Vol/Sat:	0.07	0.37	0.37	0.10	0.17	0.17	0.16	0.17	0.13	0.03	0.30	0.30
Crit Moves:		****			****			****			****	
Green Time:	18.8	51.1	51.1	14.0	46.3	46.3	22.0	48.7	48.7	14.2	41.0	41.0
Volume/Cap:	0.51	1.02	1.02	1.02	0.51	0.51	1.02	0.49	0.37	0.31	1.02	1.02
Delay/Veh:	57.4	73.2	73.2	118.1	38.1	38.1	103.7	36.2	34.6	58.8	81.1	81.1
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:	57.4	73.2	73.2	118.1	38.1	38.1	103.7	36.2	34.6	58.8	81.1	81.1
LOS by Move:	E	E	E	F	D	D	F	D	C	E	F	F
HCM2k95thQ:	10	57	57	19	20	20	31	20	15	5	46	46

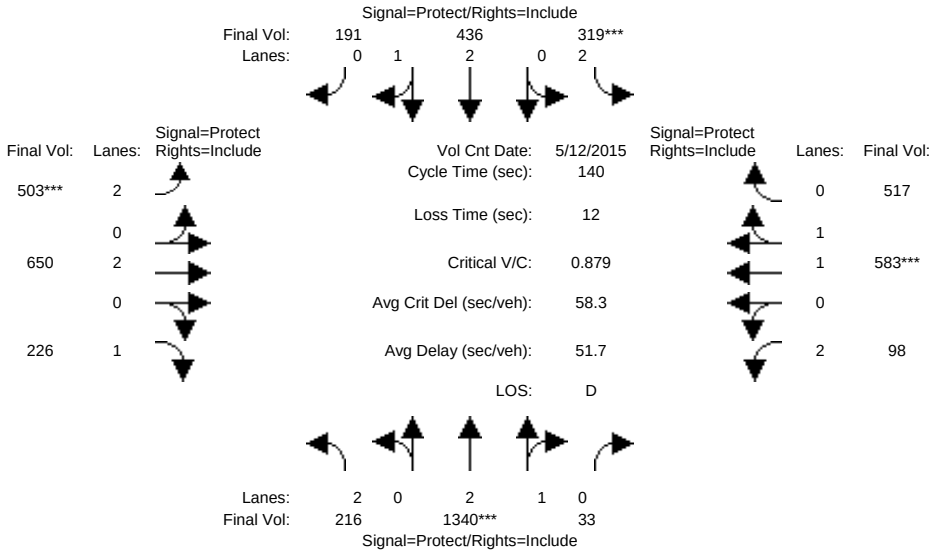
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 7:30-8:30AM												
Base Vol:	221	1276	34	254	412	183	475	609	228	99	577	504
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	221	1276	34	254	412	183	475	609	228	99	577	504
Added Vol:	0	-9	0	64	25	10	-1	0	0	0	0	1
ATI:	-4	73	0	1	0	-2	29	41	-2	-1	6	12
Initial Fut:	216	1340	33	319	436	191	503	650	226	98	583	517
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	216	1340	33	319	436	191	503	650	226	98	583	517
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	216	1340	33	319	436	191	503	650	226	98	583	517
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	216	1340	33	319	436	191	503	650	226	98	583	517
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	1.00	0.95	0.83	1.00	0.92	0.83	1.00	0.95
Lanes:	2.00	2.93	0.07	2.00	2.05	0.95	2.00	2.00	1.00	2.00	1.03	0.97
Final Sat.:	3150	5465	135	3150	3895	1702	3150	3800	1750	3150	1960	1737
Capacity Analysis Module:												
Vol/Sat:	0.07	0.25	0.25	0.10	0.11	0.11	0.16	0.17	0.13	0.03	0.30	0.30
Crit Moves:		****		****			****				****	
Green Time:	21.0	39.0	39.0	16.1	34.2	34.2	25.4	56.3	56.3	16.5	47.4	47.4
Volume/Cap:	0.46	0.88	0.88	0.88	0.46	0.46	0.88	0.43	0.32	0.26	0.88	0.88
Delay/Veh:	55.0	54.3	54.3	81.9	45.3	45.3	70.3	30.3	29.0	56.6	51.0	51.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	54.3	54.3	81.9	45.3	45.3	70.3	30.3	29.0	56.6	51.0	51.0
LOS by Move:	E	D	D	F	D	D	E	C	C	E	D	D
HCM2k95thQ:	10	35	35	17	14	14	27	18	13	4	39	39

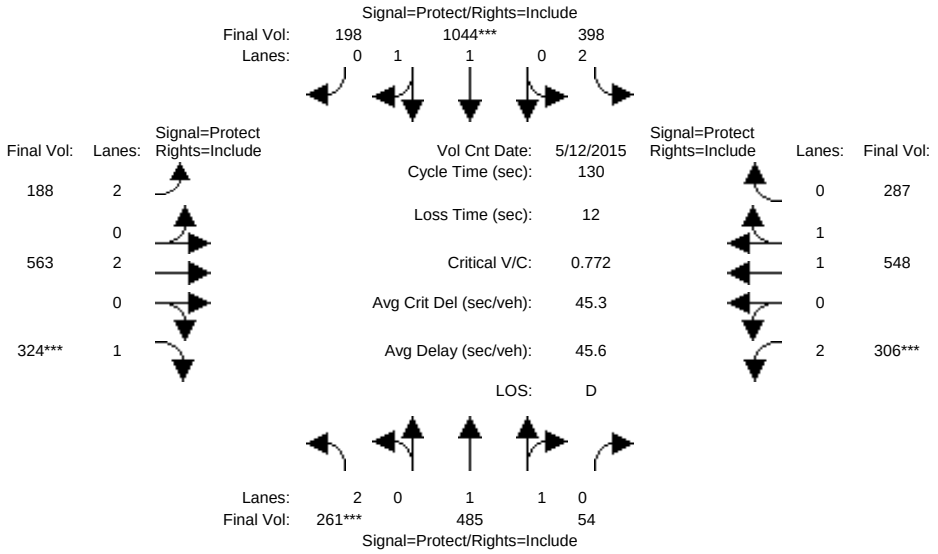
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 5:00-6:00PM												
Base Vol:	261	455	54	355	1026	191	176	563	324	306	548	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	455	54	355	1026	191	176	563	324	306	548	215
Added Vol:	0	30	0	43	18	7	12	0	0	0	0	72
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	261	485	54	398	1044	198	188	563	324	306	548	287
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	261	485	54	398	1044	198	188	563	324	306	548	287
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	261	485	54	398	1044	198	188	563	324	306	548	287
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	261	485	54	398	1044	198	188	563	324	306	548	287
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	1.79	0.21	2.00	1.67	0.33	2.00	2.00	1.00	2.00	1.29	0.71
Final Sat.:	3150	3329	371	3150	3110	590	3150	3800	1750	3150	2427	1271
Capacity Analysis Module:												
Vol/Sat:	0.08	0.15	0.15	0.13	0.34	0.34	0.06	0.15	0.19	0.10	0.23	0.23
Crit Moves:	****				****				****	****		
Green Time:	14.0	37.7	37.7	32.7	56.5	56.5	9.9	31.2	31.2	16.4	37.6	37.6
Volume/Cap:	0.77	0.50	0.50	0.50	0.77	0.77	0.78	0.62	0.77	0.77	0.78	0.78
Delay/Veh:	67.0	38.7	38.7	42.2	33.6	33.6	74.0	45.4	54.7	64.1	46.2	46.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	67.0	38.7	38.7	42.2	33.6	33.6	74.0	45.4	54.7	64.1	46.2	46.2
LOS by Move:	E	D	D	D	C	C	E	D	D	E	D	D
HCM2k95thQ:	12	17	17	15	36	36	12	19	26	14	28	28

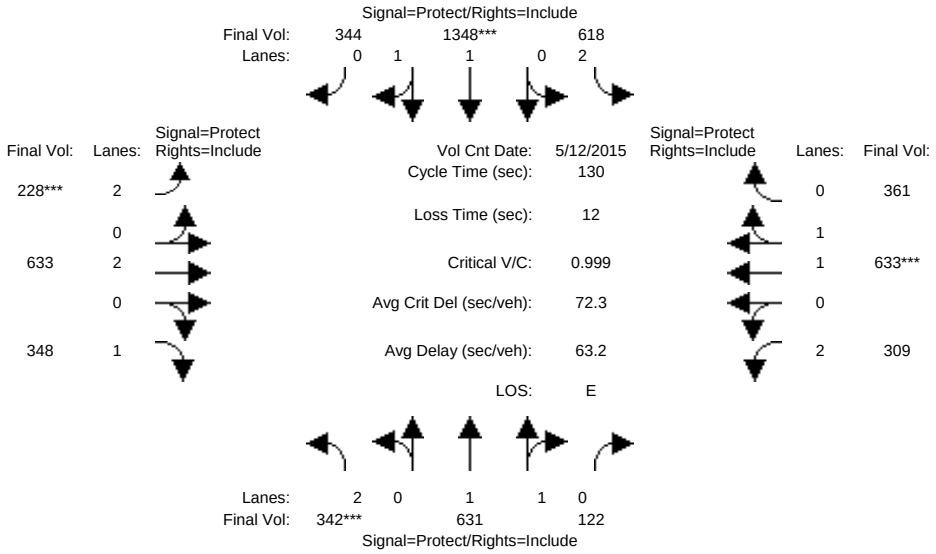
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 5:00-6:00PM												
Base Vol:	261	455	54	355	1026	191	176	563	324	306	548	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	455	54	355	1026	191	176	563	324	306	548	215
Added Vol:	0	27	0	21	1	2	11	0	0	0	0	68
ATI:	81	149	68	242	321	151	41	70	24	3	85	78
Initial Fut:	342	631	122	618	1348	344	228	633	348	309	633	361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	342	631	122	618	1348	344	228	633	348	309	633	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	631	122	618	1348	344	228	633	348	309	633	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	631	122	618	1348	344	228	633	348	309	633	361
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	1.67	0.33	2.00	1.58	0.42	2.00	2.00	1.00	2.00	1.25	0.75
Final Sat.:	3150	3100	600	3150	2947	752	3150	3800	1750	3150	2355	1343
Capacity Analysis Module:												
Vol/Sat:	0.11	0.20	0.20	0.20	0.46	0.46	0.07	0.17	0.20	0.10	0.27	0.27
Crit Moves:	****				****		****				****	
Green Time:	14.1	37.5	37.5	36.2	59.5	59.5	9.4	29.7	29.7	14.7	35.0	35.0
Volume/Cap:	1.00	0.71	0.71	0.71	1.00	1.00	1.00	0.73	0.87	0.87	1.00	1.00
Delay/Veh:	106.4	43.5	43.5	44.8	57.0	57.0	119.7	49.6	66.5	76.8	75.9	75.9
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:	106.4	43.5	43.5	44.8	57.0	57.0	119.7	49.6	66.5	76.8	75.9	75.9
LOS by Move:	F	D	D	D	E	E	F	D	E	E	E	E
HCM2k95thQ:	19	25	25	23	60	60	17	23	30	15	40	40

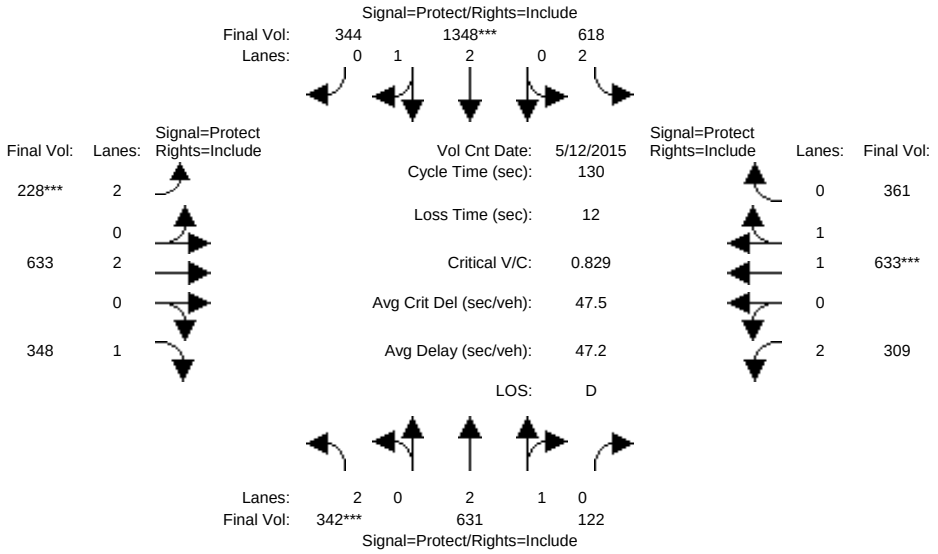
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 5:00-6:00PM												
Base Vol:	261	455	54	355	1026	191	176	563	324	306	548	215
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	261	455	54	355	1026	191	176	563	324	306	548	215
Added Vol:	0	27	0	21	1	2	11	0	0	0	0	68
ATI:	81	149	68	242	321	151	41	70	24	3	85	78
Initial Fut:	342	631	122	618	1348	344	228	633	348	309	633	361
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	342	631	122	618	1348	344	228	633	348	309	633	361
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	342	631	122	618	1348	344	228	633	348	309	633	361
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	342	631	122	618	1348	344	228	633	348	309	633	361
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.50	0.50	2.00	2.37	0.63	2.00	2.00	1.00	2.00	1.25	0.75
Final Sat.:	3150	4691	907	3150	4459	1139	3150	3800	1750	3150	2355	1343
Capacity Analysis Module:												
Vol/Sat:	0.11	0.13	0.13	0.20	0.30	0.30	0.07	0.17	0.20	0.10	0.27	0.27
Crit Moves:	****				****		****				****	
Green Time:	17.0	26.2	26.2	38.3	47.4	47.4	11.4	35.8	35.8	17.7	42.2	42.2
Volume/Cap:	0.83	0.67	0.67	0.67	0.83	0.83	0.83	0.60	0.72	0.72	0.83	0.83
Delay/Veh:	68.1	49.4	49.4	42.1	40.6	40.6	76.9	41.9	47.8	59.7	45.5	45.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	68.1	49.4	49.4	42.1	40.6	40.6	76.9	41.9	47.8	59.7	45.5	45.5
LOS by Move:	E	D	D	D	D	D	E	D	D	E	D	D
HCM2k95thQ:	16	17	17	23	35	35	14	21	26	14	33	33

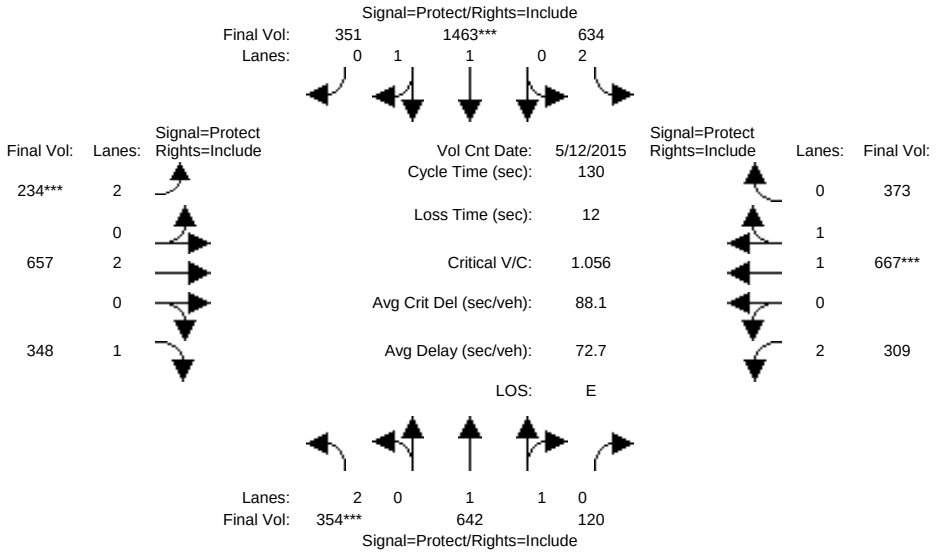
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 5:00-6:00PM												
Base Vol:	342	604	122	597	1347	342	217	633	348	309	633	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	604	122	597	1347	342	217	633	348	309	633	293
Added Vol:	0	27	0	21	1	2	11	0	0	0	0	68
ATI:	12	11	-1	16	115	7	6	24	0	0	34	12
Initial Fut:	354	642	120	634	1463	351	234	657	348	309	667	373
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	642	120	634	1463	351	234	657	348	309	667	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	642	120	634	1463	351	234	657	348	309	667	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	354	642	120	634	1463	351	234	657	348	309	667	373
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.98	0.95	0.83	0.98	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	1.68	0.32	2.00	1.60	0.40	2.00	2.00	1.00	2.00	1.26	0.74
Final Sat.:	3150	3116	584	3150	2984	715	3150	3800	1750	3150	2373	1326
Capacity Analysis Module:												
Vol/Sat:	0.11	0.21	0.21	0.20	0.49	0.49	0.07	0.17	0.20	0.10	0.28	0.28
Crit Moves:	****				****		****				****	
Green Time:	13.8	37.6	37.6	36.7	60.4	60.4	9.1	29.3	29.3	14.5	34.6	34.6
Volume/Cap:	1.06	0.71	0.71	0.71	1.06	1.06	1.06	0.77	0.88	0.88	1.06	1.06
Delay/Veh:	122.6	43.7	43.7	44.7	72.9	72.9	136.3	51.4	68.9	79.0	92.2	92.2
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:	122.6	43.7	43.7	44.7	72.9	72.9	136.3	51.4	68.9	79.0	92.2	92.2
LOS by Move:	F	D	D	D	E	E	F	D	E	E	F	F
HCM2k95thQ:	21	25	25	24	69	69	18	25	30	15	44	44

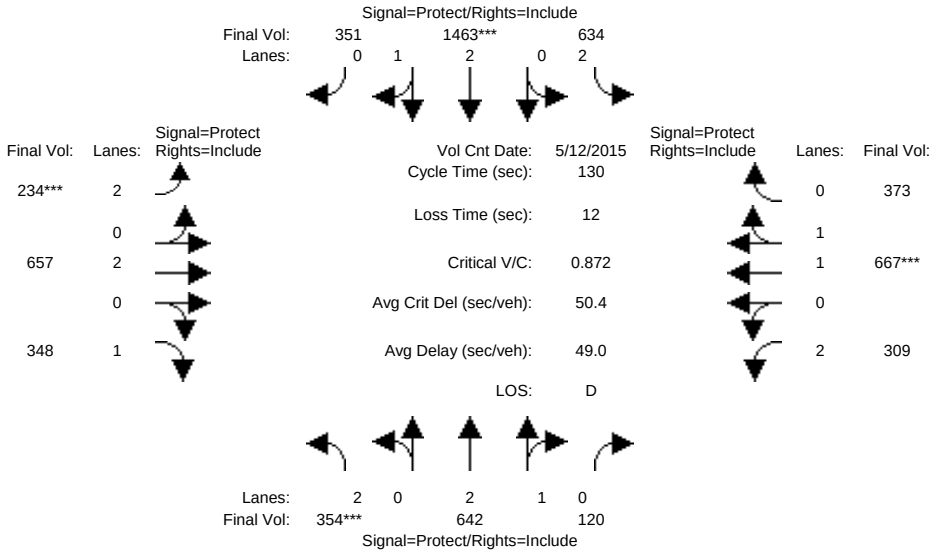
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3417: COLEMAN/TAYLOR



Approach:	North Bound			South Bound			East 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: 12 May 2015 << 5:00-6:00PM												
Base Vol:	342	604	122	597	1347	342	217	633	348	309	633	293
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	604	122	597	1347	342	217	633	348	309	633	293
Added Vol:	0	27	0	21	1	2	11	0	0	0	0	68
ATI:	12	11	-1	16	115	7	6	24	0	0	34	12
Initial Fut:	354	642	120	634	1463	351	234	657	348	309	667	373
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	354	642	120	634	1463	351	234	657	348	309	667	373
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	354	642	120	634	1463	351	234	657	348	309	667	373
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	354	642	120	634	1463	351	234	657	348	309	667	373
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.99	0.95	0.83	0.99	0.95	0.83	1.00	0.92	0.83	0.99	0.95
Lanes:	2.00	2.51	0.49	2.00	2.40	0.60	2.00	2.00	1.00	2.00	1.26	0.74
Final Sat.:	3150	4715	883	3150	4516	1082	3150	3800	1750	3150	2373	1326
Capacity Analysis Module:												
Vol/Sat:	0.11	0.14	0.14	0.20	0.32	0.32	0.07	0.17	0.20	0.10	0.28	0.28
Crit Moves:	****				****		****				****	
Green Time:	16.8	26.3	26.3	38.8	48.3	48.3	11.1	35.4	35.4	17.5	41.9	41.9
Volume/Cap:	0.87	0.67	0.67	0.67	0.87	0.87	0.87	0.63	0.73	0.73	0.87	0.87
Delay/Veh:	73.8	49.5	49.5	42.0	42.4	42.4	84.1	42.9	48.6	60.3	48.8	48.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.8	49.5	49.5	42.0	42.4	42.4	84.1	42.9	48.6	60.3	48.8	48.8
LOS by Move:	E	D	D	D	D	D	F	D	D	E	D	D
HCM2k95thQ:	17	18	18	23	38	38	15	22	26	14	36	36

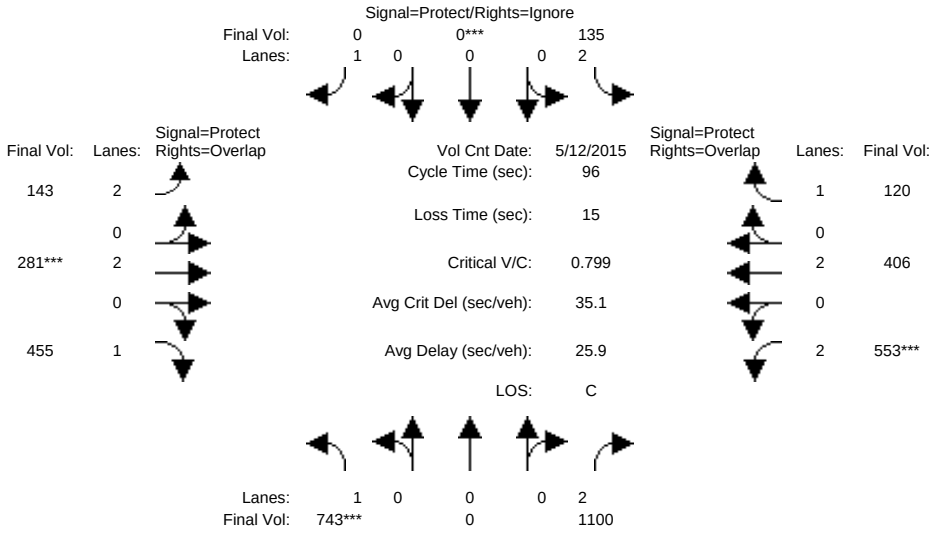
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4038: 87/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM												
Base Vol:	722	0	1100	135	0	146	143	269	397	553	402	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	722	0	1100	135	0	146	143	269	397	553	402	120
Added Vol:	21	0	0	0	0	0	0	12	58	0	4	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	743	0	1100	135	0	146	143	281	455	553	406	120
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	743	0	1100	135	0	0	143	281	455	553	406	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	743	0	1100	135	0	0	143	281	455	553	406	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	743	0	1100	135	0	0	143	281	455	553	406	120
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.42	0.00	0.35	0.04	0.00	0.00	0.05	0.07	0.26	0.18	0.11	0.07
Crit Moves:	****				****			****			****	
Green Time:	50.2	0.0	56.1	14.9	0.0	0.0	12.5	10.0	60.2	20.8	18.3	33.1
Volume/Cap:	0.81	0.00	0.60	0.28	0.00	0.00	0.35	0.71	0.41	0.81	0.56	0.20
Delay/Veh:	24.5	0.0	13.3	36.1	0.0	0.0	38.6	47.5	9.3	43.1	36.2	22.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.5	0.0	13.3	36.1	0.0	0.0	38.6	47.5	9.3	43.1	36.2	22.3
LOS by Move:	C	A	B	D	A	A	D	D	A	D	D	C
HCM2k95thQ:	36	0	23	5	0	0	5	8	14	21	12	5

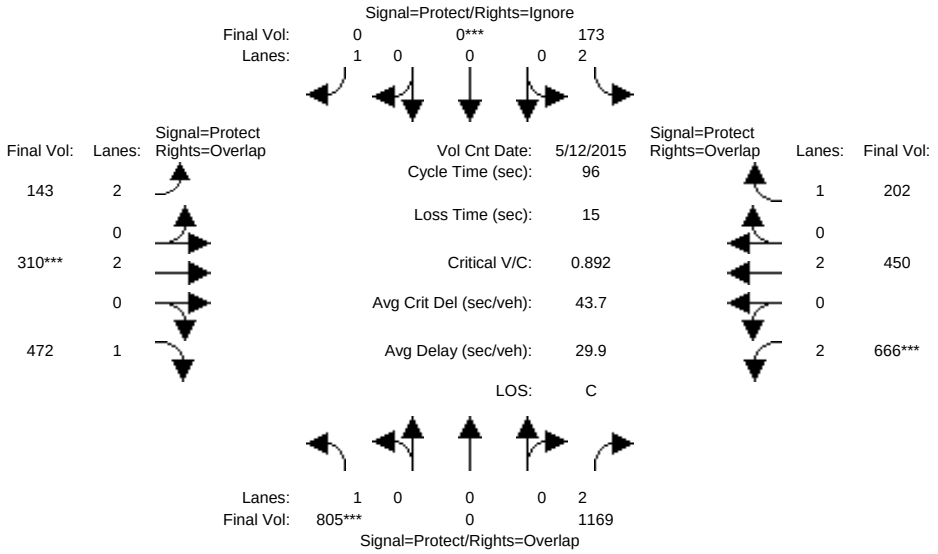
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4038: 87/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM												
Base Vol:	722	0	1100	135	0	146	143	269	397	553	402	120
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	722	0	1100	135	0	146	143	269	397	553	402	120
Added Vol:	5	0	0	0	0	0	0	10	54	0	-4	0
ATI:	78	0	69	38	0	0	0	31	21	113	52	82
Initial Fut:	805	0	1169	173	0	146	143	310	472	666	450	202
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	805	0	1169	173	0	0	143	310	472	666	450	202
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	805	0	1169	173	0	0	143	310	472	666	450	202
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	805	0	1169	173	0	0	143	310	472	666	450	202
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.46	0.00	0.37	0.05	0.00	0.00	0.05	0.08	0.27	0.21	0.12	0.12
Crit Moves:	****				****			****			****	
Green Time:	48.6	0.0	55.8	15.2	0.0	0.0	12.3	10.0	58.6	22.4	20.0	35.3
Volume/Cap:	0.91	0.00	0.64	0.35	0.00	0.00	0.35	0.78	0.44	0.91	0.57	0.31
Delay/Veh:	34.6	0.0	14.2	36.4	0.0	0.0	38.7	51.7	10.2	50.9	35.1	22.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.6	0.0	14.2	36.4	0.0	0.0	38.7	51.7	10.2	50.9	35.1	22.0
LOS by Move:	C	A	B	D	A	A	D	D	B	D	D	C
HCM2k95thQ:	45	0	25	6	0	0	5	9	15	27	13	9

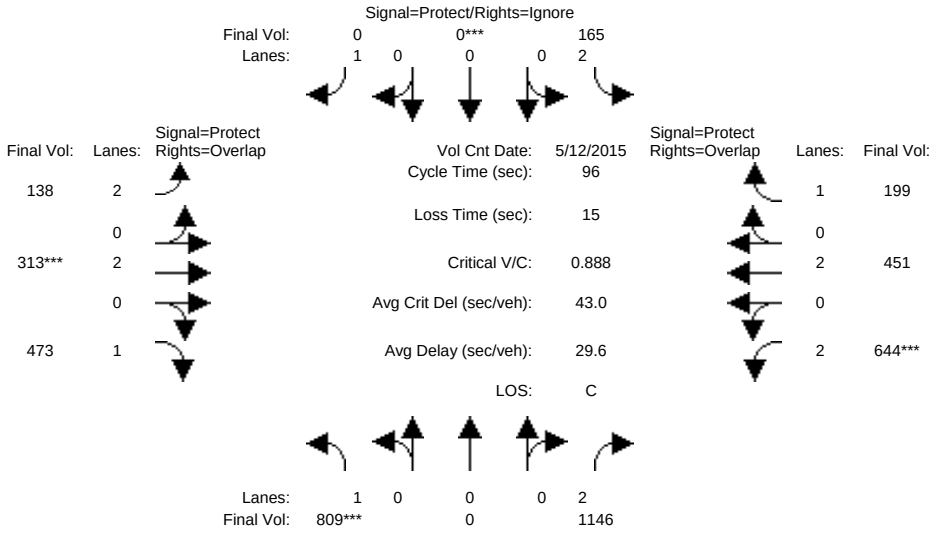
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4038: 87/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 7:30-8:30AM												
Base Vol:	800	0	1169	173	0	146	143	300	418	666	454	202
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	800	0	1169	173	0	146	143	300	418	666	454	202
Added Vol:	5	0	0	0	0	0	0	10	54	0	-4	0
ATI:	4	0	-23	-8	0	-3	-5	3	1	-22	1	-3
Initial Fut:	809	0	1146	165	0	143	138	313	473	644	451	199
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	809	0	1146	165	0	0	138	313	473	644	451	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	809	0	1146	165	0	0	138	313	473	644	451	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	809	0	1146	165	0	0	138	313	473	644	451	199
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.46	0.00	0.36	0.05	0.00	0.00	0.04	0.08	0.27	0.20	0.12	0.11
Crit Moves:	****				****			****			****	
Green Time:	49.2	0.0	55.5	15.5	0.0	0.0	12.1	10.0	59.2	21.8	19.7	35.1
Volume/Cap:	0.90	0.00	0.63	0.33	0.00	0.00	0.35	0.79	0.44	0.90	0.58	0.31
Delay/Veh:	33.3	0.0	14.1	36.0	0.0	0.0	38.9	52.3	9.9	50.7	35.5	22.0
User DelAdj:	1.00	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	0.0	14.1	36.0	0.0	0.0	38.9	52.3	9.9	50.7	35.5	22.0
LOS by Move:	C	A	B	D	A	A	D	D	A	D	D	C
HCM2k95thQ:	45	0	25	6	0	0	4	9	15	26	13	9

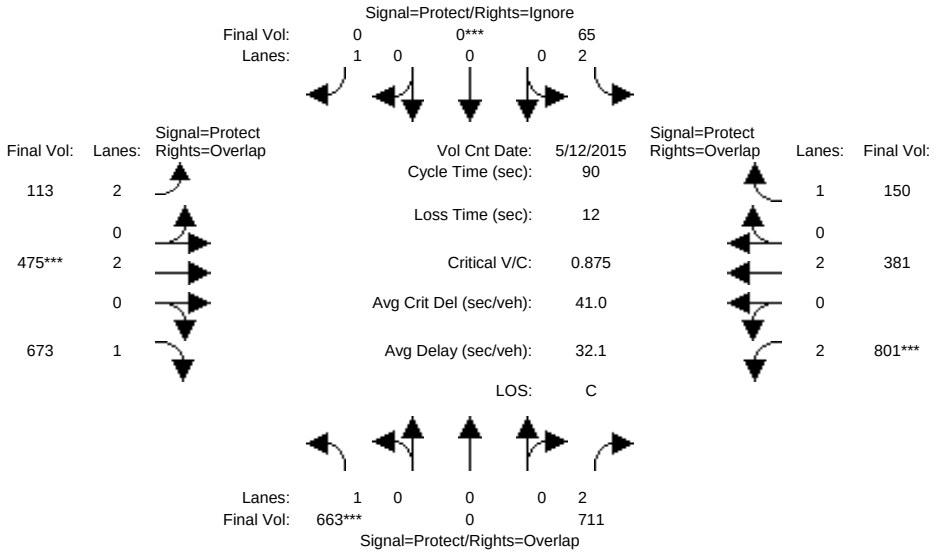
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4038: 87/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM												
Base Vol:	603	0	711	65	0	155	113	468	637	801	369	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	603	0	711	65	0	155	113	468	637	801	369	150
Added Vol:	60	0	0	0	0	0	0	7	36	0	12	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	663	0	711	65	0	155	113	475	673	801	381	150
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	663	0	711	65	0	0	113	475	673	801	381	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	663	0	711	65	0	0	113	475	673	801	381	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	663	0	711	65	0	0	113	475	673	801	381	150
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.38	0.00	0.23	0.02	0.00	0.00	0.04	0.13	0.38	0.25	0.10	0.09
Crit Moves:	****				****			****			****	
Green Time:	39.0	0.0	26.2	39.0	0.0	0.0	16.1	12.9	51.8	26.2	23.0	61.9
Volume/Cap:	0.87	0.00	0.78	0.05	0.00	0.00	0.20	0.87	0.67	0.87	0.39	0.12
Delay/Veh:	34.4	0.0	33.5	14.8	0.0	0.0	31.7	52.5	14.9	39.8	28.0	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:	34.4	0.0	33.5	14.8	0.0	0.0	31.7	52.5	14.9	39.8	28.0	4.8
LOS by Move:	C	A	C	B	A	A	C	D	B	D	C	A
HCM2k95thQ:	36	0	23	1	0	0	3	14	24	28	9	3

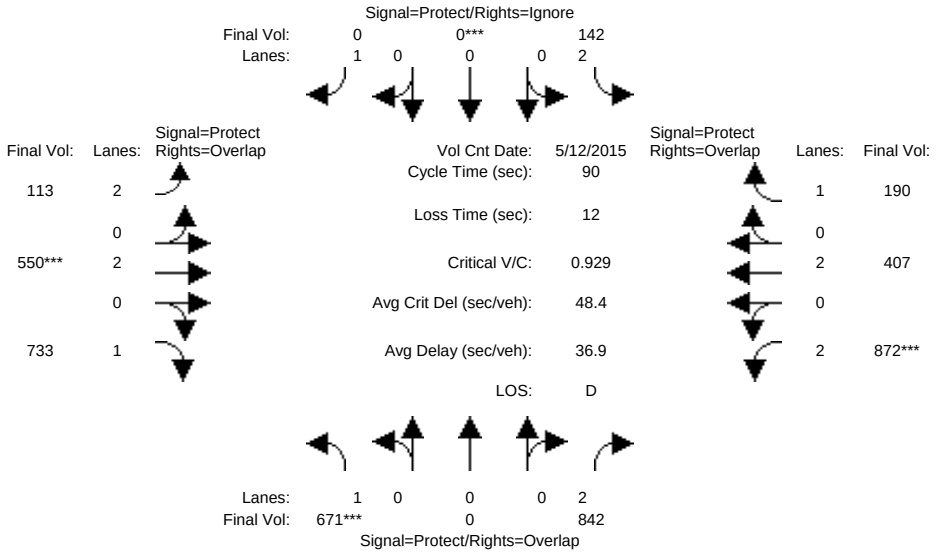
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4038: 87/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM												
Base Vol:	603	0	711	65	0	155	113	468	637	801	369	150
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	603	0	711	65	0	155	113	468	637	801	369	150
Added Vol:	57	0	0	0	0	0	0	0	21	0	11	0
ATI:	11	0	131	77	0	0	0	82	75	71	27	40
Initial Fut:	671	0	842	142	0	155	113	550	733	872	407	190
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	671	0	842	142	0	0	113	550	733	872	407	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	671	0	842	142	0	0	113	550	733	872	407	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	671	0	842	142	0	0	113	550	733	872	407	190
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.38	0.00	0.27	0.05	0.00	0.00	0.04	0.14	0.42	0.28	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	37.1	0.0	26.8	37.1	0.0	0.0	16.8	14.0	51.2	26.8	24.0	61.2
Volume/Cap:	0.93	0.00	0.90	0.11	0.00	0.00	0.19	0.93	0.74	0.93	0.40	0.16
Delay/Veh:	43.5	0.0	41.5	16.3	0.0	0.0	31.0	58.7	17.3	45.8	27.3	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	43.5	0.0	41.5	16.3	0.0	0.0	31.0	58.7	17.3	45.8	27.3	5.2
LOS by Move:	D	A	D	B	A	A	C	E	B	D	C	A
HCM2k95thQ:	40	0	30	3	0	0	3	16	28	32	9	4

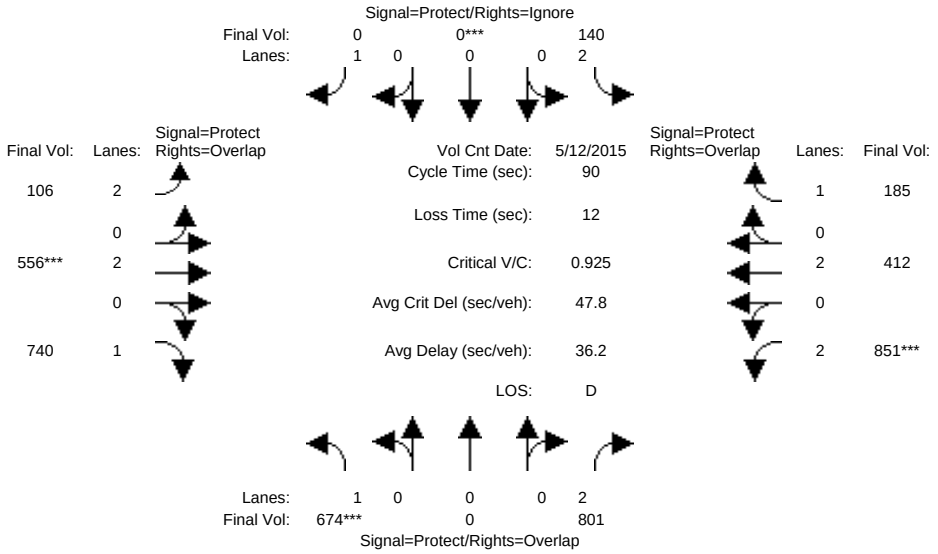
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4038: 87/TAYLOR



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	0	10	7	0	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 12 May 2015 << 5:00-6:00PM												
Base Vol:	614	0	842	142	0	155	113	550	712	872	396	190
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	614	0	842	142	0	155	113	550	712	872	396	190
Added Vol:	57	0	0	0	0	0	0	0	21	0	11	0
ATI:	3	0	-41	-2	0	-4	-7	6	7	-21	5	-5
Initial Fut:	674	0	801	140	0	151	106	556	740	851	412	185
User Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	674	0	801	140	0	0	106	556	740	851	412	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	674	0	801	140	0	0	106	556	740	851	412	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	674	0	801	140	0	0	106	556	740	851	412	185
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.83	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	0.00	2.00	2.00	0.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	1750	0	3150	3150	0	1750	3150	3800	1750	3150	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.39	0.00	0.25	0.04	0.00	0.00	0.03	0.15	0.42	0.27	0.11	0.11
Crit Moves:	****				****			****		****		
Green Time:	37.5	0.0	26.3	37.5	0.0	0.0	16.7	14.2	51.7	26.3	23.8	61.3
Volume/Cap:	0.92	0.00	0.87	0.11	0.00	0.00	0.18	0.92	0.74	0.92	0.41	0.16
Delay/Veh:	42.5	0.0	39.3	16.1	0.0	0.0	31.1	57.6	17.0	45.7	27.5	5.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	42.5	0.0	39.3	16.1	0.0	0.0	31.1	57.6	17.0	45.7	27.5	5.2
LOS by Move:	D	A	D	B	A	A	C	E	B	D	C	A
HCM2k95thQ:	40	0	28	3	0	0	3	16	28	31	10	4

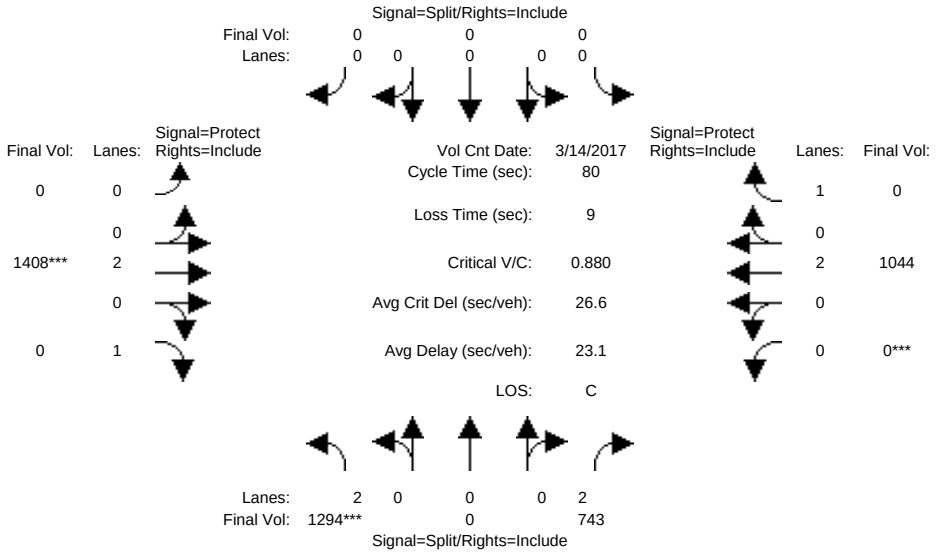
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4069: 101/TRIMBLE (E)



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	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	1283	0	743	0	0	0	0	1368	0	0	1029	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1283	0	743	0	0	0	0	1368	0	0	1029	453
Added Vol:	11	0	0	0	0	0	0	40	0	0	15	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1294	0	743	0	0	0	0	1408	0	0	1044	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	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	1.00
PHF Volume:	1294	0	743	0	0	0	0	1408	0	0	1044	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1294	0	743	0	0	0	0	1408	0	0	1044	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1294	0	743	0	0	0	0	1408	0	0	1044	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.24	0.00	0.00	0.00	0.00	0.37	0.00	0.00	0.27	0.00
Crit Moves:	****							****		****		
Green Time:	37.3	0.0	37.3	0.0	0.0	0.0	0.0	33.7	0.0	0.0	33.7	0.0
Volume/Cap:	0.88	0.00	0.51	0.00	0.00	0.00	0.00	0.88	0.00	0.00	0.65	0.00
Delay/Veh:	25.8	0.0	15.2	0.0	0.0	0.0	0.0	27.3	0.0	0.0	19.5	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:	25.8	0.0	15.2	0.0	0.0	0.0	0.0	27.3	0.0	0.0	19.5	0.0
LOS by Move:	C	A	B	A	A	A	A	C	A	A	B	A
HCM2k95thQ:	35	0	15	0	0	0	0	33	0	0	19	0

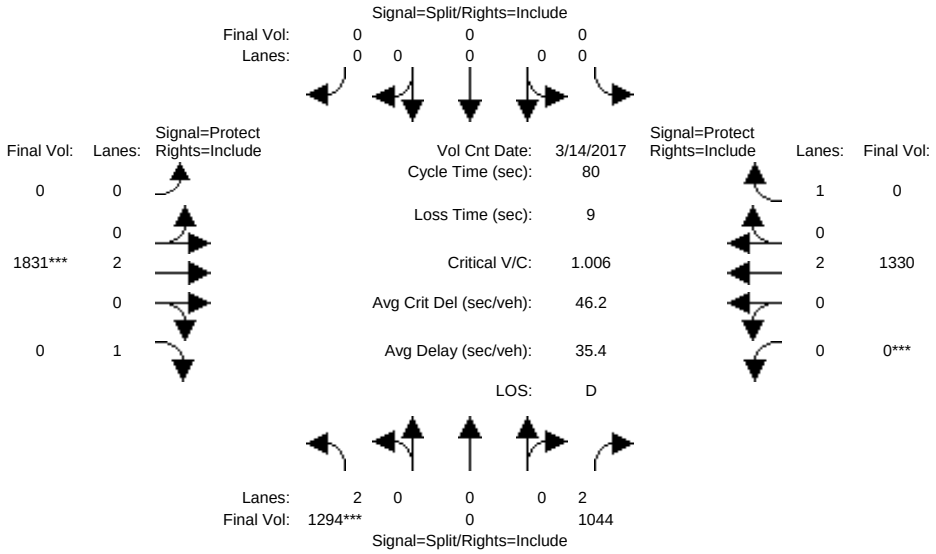
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4069: 101/TRIMBLE (E)



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	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	1283	0	743	0	0	0	0	1368	0	0	1029	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1283	0	743	0	0	0	0	1368	0	0	1029	453
Added Vol:	-3	0	0	0	0	0	0	40	0	0	12	0
ATI:	14	0	301	0	0	0	0	423	47	0	289	0
Initial Fut:	1294	0	1044	0	0	0	0	1831	47	0	1330	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	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	1.00
PHF Volume:	1294	0	1044	0	0	0	0	1831	0	0	1330	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1294	0	1044	0	0	0	0	1831	0	0	1330	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1294	0	1044	0	0	0	0	1831	0	0	1330	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.33	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.35	0.00
Crit Moves:	****							****		****		
Green Time:	32.7	0.0	32.7	0.0	0.0	0.0	0.0	38.3	0.0	0.0	38.3	0.0
Volume/Cap:	1.01	0.00	0.81	0.00	0.00	0.00	0.00	1.01	0.00	0.00	0.73	0.00
Delay/Veh:	50.2	0.0	25.0	0.0	0.0	0.0	0.0	43.3	0.0	0.0	18.2	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.2	0.0	25.0	0.0	0.0	0.0	0.0	43.3	0.0	0.0	18.2	0.0
LOS by Move:	D	A	C	A	A	A	A	D	A	A	B	A
HCM2k95thQ:	45	0	28	0	0	0	0	50	0	0	23	0

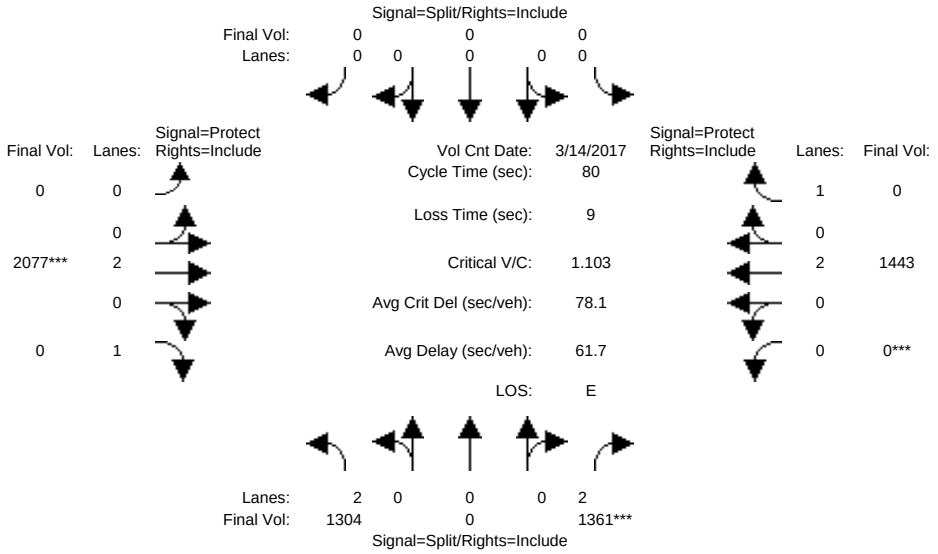
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4069: 101/TRIMBLE (E)



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	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	1297	0	1044	0	0	0	0	1791	47	0	1318	453
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	1297	0	1044	0	0	0	0	1791	47	0	1318	453
Added Vol:	-3	0	0	0	0	0	0	40	0	0	12	0
ATI:	10	0	317	0	0	0	0	246	0	0	113	0
Initial Fut:	1304	0	1361	0	0	0	0	2077	47	0	1443	453
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	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	1.00
PHF Volume:	1304	0	1361	0	0	0	0	2077	0	0	1443	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1304	0	1361	0	0	0	0	2077	0	0	1443	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	1304	0	1361	0	0	0	0	2077	0	0	1443	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.41	0.00	0.43	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.38	0.00
Crit Moves:			****					****		****		
Green Time:	31.3	0.0	31.3	0.0	0.0	0.0	0.0	39.7	0.0	0.0	39.7	0.0
Volume/Cap:	1.06	0.00	1.10	0.00	0.00	0.00	0.00	1.10	0.00	0.00	0.77	0.00
Delay/Veh:	66.3	0.0	82.9	0.0	0.0	0.0	0.0	75.0	0.0	0.0	18.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	66.3	0.0	82.9	0.0	0.0	0.0	0.0	75.0	0.0	0.0	18.3	0.0
LOS by Move:	E	A	F	A	A	A	A	E	A	A	B	A
HCM2k95thQ:	49	0	54	0	0	0	0	65	0	0	25	0

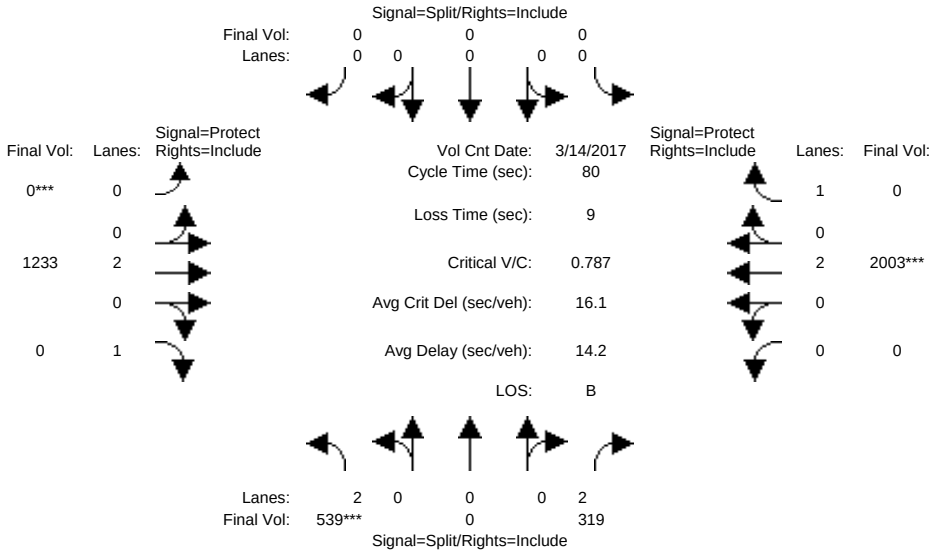
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4069: 101/TRIMBLE (E)



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	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	509	0	319	0	0	0	0	1208	0	0	1961	707
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	509	0	319	0	0	0	0	1208	0	0	1961	707
Added Vol:	30	0	0	0	0	0	0	25	0	0	42	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	539	0	319	0	0	0	0	1233	0	0	2003	707
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	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	1.00
PHF Volume:	539	0	319	0	0	0	0	1233	0	0	2003	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	539	0	319	0	0	0	0	1233	0	0	2003	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	539	0	319	0	0	0	0	1233	0	0	2003	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.10	0.00	0.00	0.00	0.00	0.32	0.00	0.00	0.53	0.00
Crit Moves:	****						****				****	
Green Time:	17.4	0.0	17.4	0.0	0.0	0.0	0.0	53.6	0.0	0.0	53.6	0.0
Volume/Cap:	0.79	0.00	0.47	0.00	0.00	0.00	0.00	0.48	0.00	0.00	0.79	0.00
Delay/Veh:	35.6	0.0	27.8	0.0	0.0	0.0	0.0	6.6	0.0	0.0	10.9	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	0.0	27.8	0.0	0.0	0.0	0.0	6.6	0.0	0.0	10.9	0.0
LOS by Move:	D	A	C	A	A	A	A	A	A	A	B	A
HCM2k95thQ:	18	0	9	0	0	0	0	14	0	0	29	0

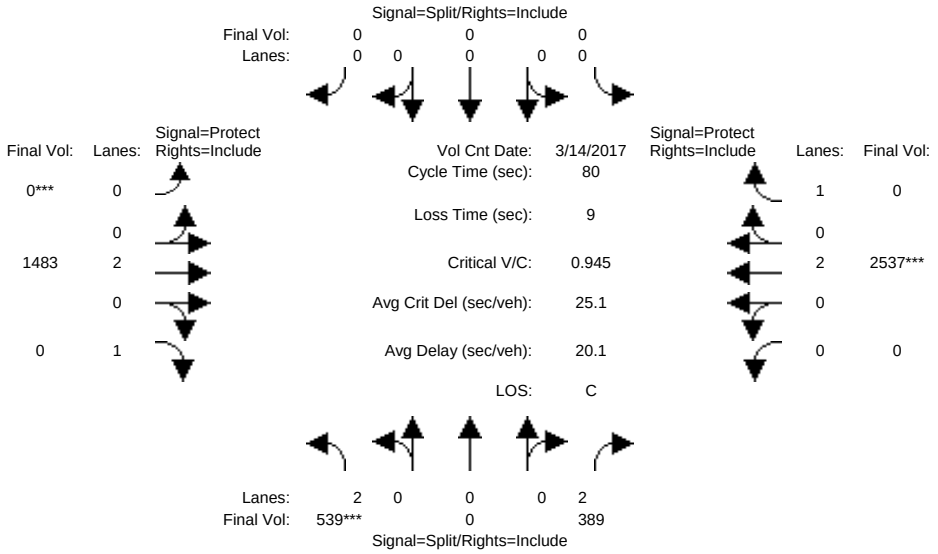
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4069: 101/TRIMBLE (E)



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	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	509	0	319	0	0	0	0	1208	0	0	1961	707
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	509	0	319	0	0	0	0	1208	0	0	1961	707
Added Vol:	28	0	0	0	0	0	0	23	0	0	41	0
ATI:	2	0	70	0	0	0	0	252	204	0	535	0
Initial Fut:	539	0	389	0	0	0	0	1483	204	0	2537	707
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	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	1.00
PHF Volume:	539	0	389	0	0	0	0	1483	0	0	2537	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	539	0	389	0	0	0	0	1483	0	0	2537	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	539	0	389	0	0	0	0	1483	0	0	2537	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.12	0.00	0.00	0.00	0.00	0.39	0.00	0.00	0.67	0.00
Crit Moves:	****						****				****	
Green Time:	14.5	0.0	14.5	0.0	0.0	0.0	0.0	56.5	0.0	0.0	56.5	0.0
Volume/Cap:	0.95	0.00	0.68	0.00	0.00	0.00	0.00	0.55	0.00	0.00	0.95	0.00
Delay/Veh:	57.1	0.0	34.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	18.3	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	57.1	0.0	34.0	0.0	0.0	0.0	0.0	5.9	0.0	0.0	18.3	0.0
LOS by Move:	E	A	C	A	A	A	A	A	A	A	B	A
HCM2k95thQ:	22	0	13	0	0	0	0	17	0	0	43	0

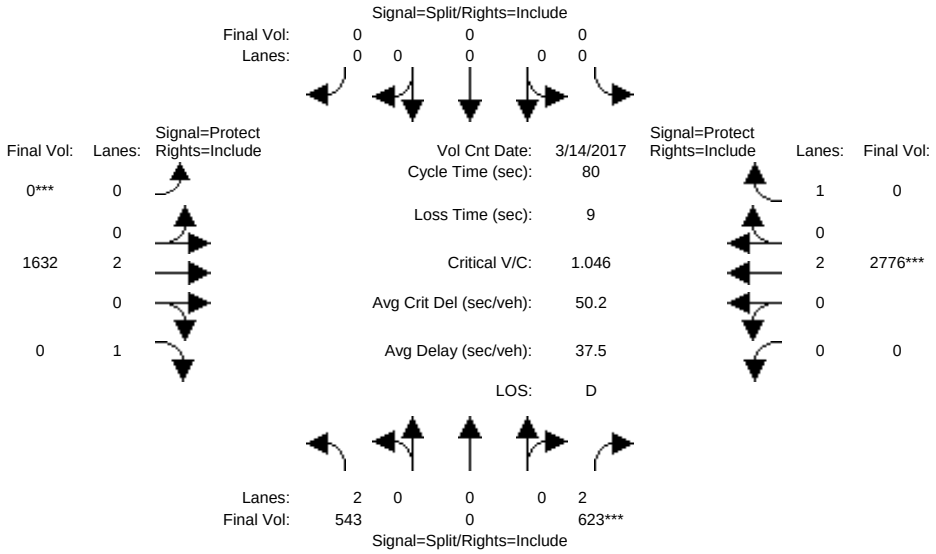
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #4069: 101/TRIMBLE (E)



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	0	10	0	0	0	0	10	10	0	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 14 Mar 2017 <<												
Base Vol:	511	0	389	0	0	0	0	1460	204	0	2496	707
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	511	0	389	0	0	0	0	1460	204	0	2496	707
Added Vol:	28	0	0	0	0	0	0	23	0	0	41	0
ATI:	4	0	234	0	0	0	0	149	0	0	239	0
Initial Fut:	543	0	623	0	0	0	0	1632	204	0	2776	707
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	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	1.00
PHF Volume:	543	0	623	0	0	0	0	1632	0	0	2776	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	543	0	623	0	0	0	0	1632	0	0	2776	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	543	0	623	0	0	0	0	1632	0	0	2776	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.83	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	2.00	0.00	2.00	0.00	0.00	0.00	0.00	2.00	1.00	0.00	2.00	1.00
Final Sat.:	3150	0	3150	0	0	0	0	3800	1750	0	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.17	0.00	0.20	0.00	0.00	0.00	0.00	0.43	0.00	0.00	0.73	0.00
Crit Moves:			****				****				****	
Green Time:	15.1	0.0	15.1	0.0	0.0	0.0	0.0	55.9	0.0	0.0	55.9	0.0
Volume/Cap:	0.91	0.00	1.05	0.00	0.00	0.00	0.00	0.61	0.00	0.00	1.05	0.00
Delay/Veh:	50.1	0.0	81.9	0.0	0.0	0.0	0.0	6.8	0.0	0.0	43.1	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	50.1	0.0	81.9	0.0	0.0	0.0	0.0	6.8	0.0	0.0	43.1	0.0
LOS by Move:	D	A	F	A	A	A	A	A	A	A	D	A
HCM2k95thQ:	21	0	28	0	0	0	0	20	0	0	62	0

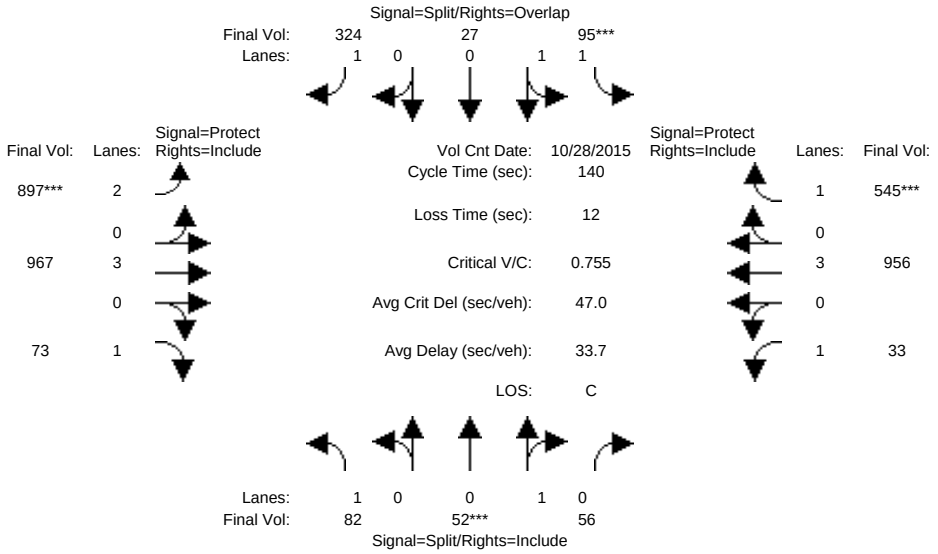
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Street Name:	De La Cruz Boulevard						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 <<												
Base Vol:	82	52	56	95	27	320	885	938	73	33	945	545
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	52	56	95	27	320	885	938	73	33	945	545
Added Vol:	0	0	0	0	0	4	12	29	0	0	11	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	82	52	56	95	27	324	897	967	73	33	956	545
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	82	52	56	95	27	324	897	967	73	33	956	545
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	52	56	95	27	324	897	967	73	33	956	545
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	82	52	56	95	27	324	897	967	73	33	956	545
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.48	0.52	1.56	0.44	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	867	933	2764	786	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.06	0.06	0.03	0.03	0.19	0.28	0.17	0.04	0.02	0.17	0.31
Crit Moves:		****		****			****					****
Green Time:	10.8	10.8	10.8	10.0	10.0	61.2	51.2	82.8	82.8	24.4	56.0	56.0
Volume/Cap:	0.61	0.78	0.78	0.48	0.48	0.42	0.78	0.29	0.07	0.11	0.42	0.78
Delay/Veh:	70.3	87.3	87.3	63.9	63.9	27.6	42.8	14.1	12.2	48.8	30.4	42.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.3	87.3	87.3	63.9	63.9	27.6	42.8	14.1	12.2	48.8	30.4	42.2
LOS by Move:	E	F	F	E	E	C	D	B	B	D	C	D
HCM2k95thQ:	9	13	13	7	7	19	33	12	3	3	18	39

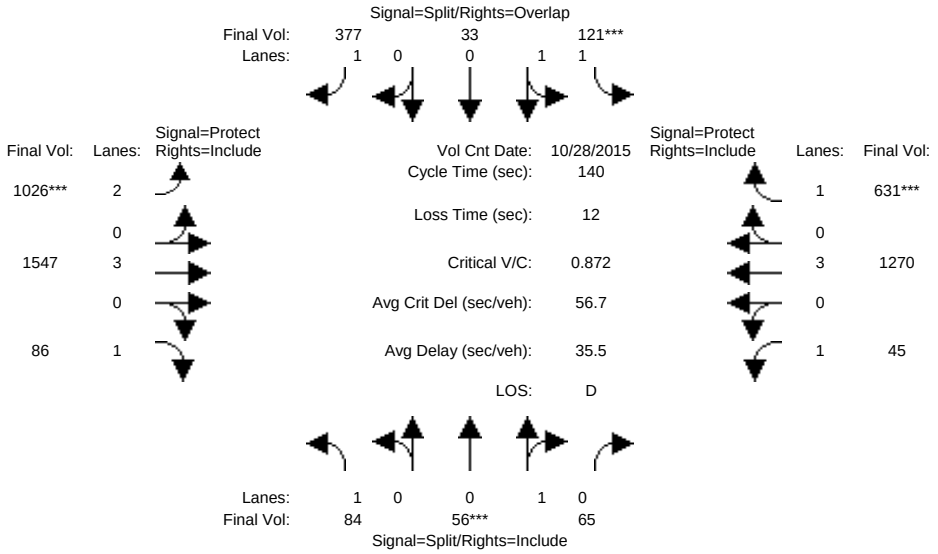
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Street Name:	De La Cruz Boulevard						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 <<												
Base Vol:	82	52	56	95	27	320	885	938	73	33	945	545
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	82	52	56	95	27	320	885	938	73	33	945	545
Added Vol:	0	0	0	0	0	3	11	29	0	0	9	0
ATI:	2	4	9	26	6	54	130	580	13	12	316	86
Initial Fut:	84	56	65	121	33	377	1026	1547	86	45	1270	631
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	56	65	121	33	377	1026	1547	86	45	1270	631
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	84	56	65	121	33	377	1026	1547	86	45	1270	631
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	84	56	65	121	33	377	1026	1547	86	45	1270	631
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.46	0.54	1.58	0.42	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	833	967	2789	761	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.07	0.04	0.04	0.22	0.33	0.27	0.05	0.03	0.22	0.36
Crit Moves:		****		****			****					****
Green Time:	10.5	10.5	10.5	10.0	10.0	61.0	51.0	90.8	90.8	16.7	56.5	56.5
Volume/Cap:	0.64	0.89	0.89	0.61	0.61	0.49	0.89	0.42	0.08	0.22	0.55	0.89
Delay/Veh:	72.9	111	111.1	67.3	67.3	28.9	51.2	12.0	9.1	56.2	32.4	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:	72.9	111	111.1	67.3	67.3	28.9	51.2	12.0	9.1	56.2	32.4	52.8
LOS by Move:	E	F	F	E	E	C	D	B	A	E	C	D
HCM2k95thQ:	10	15	15	9	9	22	39	18	3	4	25	49

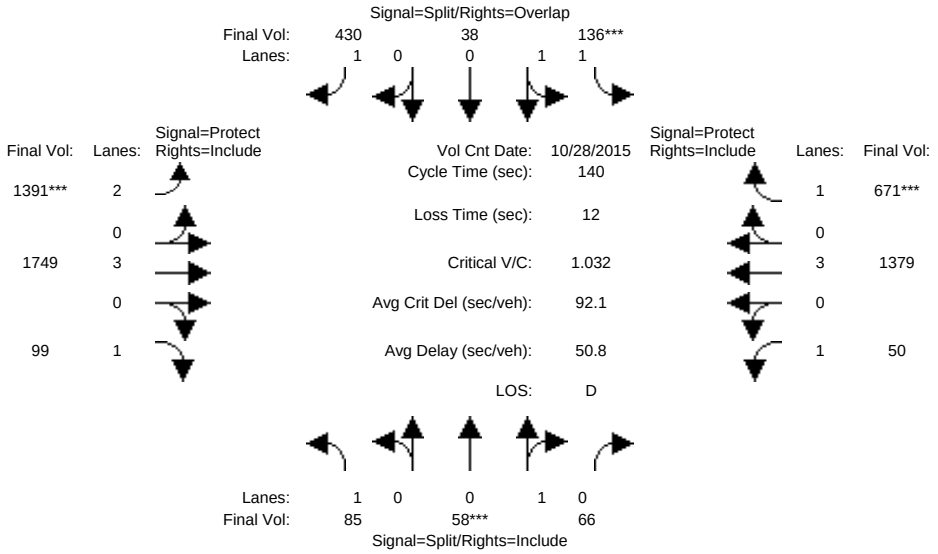
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Street Name:	De La Cruz Boulevard						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L - T - R			L - T - R			L - T - R			L - T - R		
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 28 Oct 2015 <<												
Base Vol:	84	56	65	121	33	374	1015	1518	86	45	1261	631
Growth Adj:	1.00	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	56	65	121	33	374	1015	1518	86	45	1261	631
Added Vol:	0	0	0	0	0	3	11	29	0	0	9	0
ATI:	1	2	1	15	5	53	365	202	13	5	109	40
Initial Fut:	85	58	66	136	38	430	1391	1749	99	50	1379	671
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	85	58	66	136	38	430	1391	1749	99	50	1379	671
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	85	58	66	136	38	430	1391	1749	99	50	1379	671
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	85	58	66	136	38	430	1391	1749	99	50	1379	671
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.47	0.53	1.57	0.43	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	842	958	2771	779	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.07	0.05	0.05	0.25	0.44	0.31	0.06	0.03	0.24	0.38
Crit Moves:		****		****			****					****
Green Time:	10.0	10.0	10.0	10.0	10.0	67.8	57.8	92.9	92.9	15.1	50.2	50.2
Volume/Cap:	0.68	0.97	0.97	0.69	0.69	0.51	1.07	0.46	0.09	0.26	0.67	1.07
Delay/Veh:	77.9	134	134.4	71.2	71.2	25.2	86.8	11.5	8.4	58.1	38.9	100.8
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:	77.9	134	134.4	71.2	71.2	25.2	86.8	11.5	8.4	58.1	38.9	100.8
LOS by Move:	E	F	F	E	E	C	F	B	A	E	D	F
HCM2k95thQ:	10	17	17	10	10	24	63	20	3	5	30	64

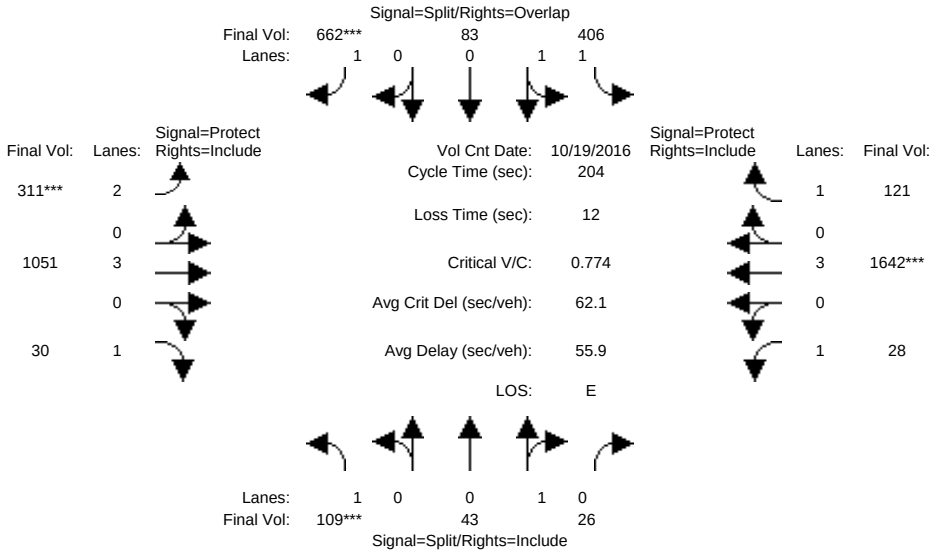
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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Street Name:	De La Cruz Boulevard						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Oct 2016 <<												
Base Vol:	109	43	26	406	83	650	304	1033	30	28	1612	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	43	26	406	83	650	304	1033	30	28	1612	121
Added Vol:	0	0	0	0	0	12	7	18	0	0	30	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	43	26	406	83	662	311	1051	30	28	1642	121
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	43	26	406	83	662	311	1051	30	28	1642	121
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	43	26	406	83	662	311	1051	30	28	1642	121
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	43	26	406	83	662	311	1051	30	28	1642	121
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.62	0.38	1.67	0.33	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1122	678	2947	603	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.06	0.04	0.04	0.14	0.14	0.38	0.10	0.18	0.02	0.02	0.29	0.07
Crit Moves:	****					****	****				****	
Green Time:	16.4	16.4	16.4	73.7	73.7	99.7	26.0	85.9	85.9	16.0	75.9	75.9
Volume/Cap:	0.77	0.48	0.48	0.38	0.38	0.77	0.77	0.44	0.04	0.20	0.77	0.19
Delay/Veh:	115.0	92.1	92.1	48.5	48.5	47.4	95.2	42.0	34.8	88.8	58.3	43.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.0	92.1	92.1	48.5	48.5	47.4	95.2	42.0	34.8	88.8	58.3	43.3
LOS by Move:	F	F	F	D	D	D	F	D	C	F	E	D
HCM2k95thQ:	16	9	9	21	21	58	21	26	2	4	49	10

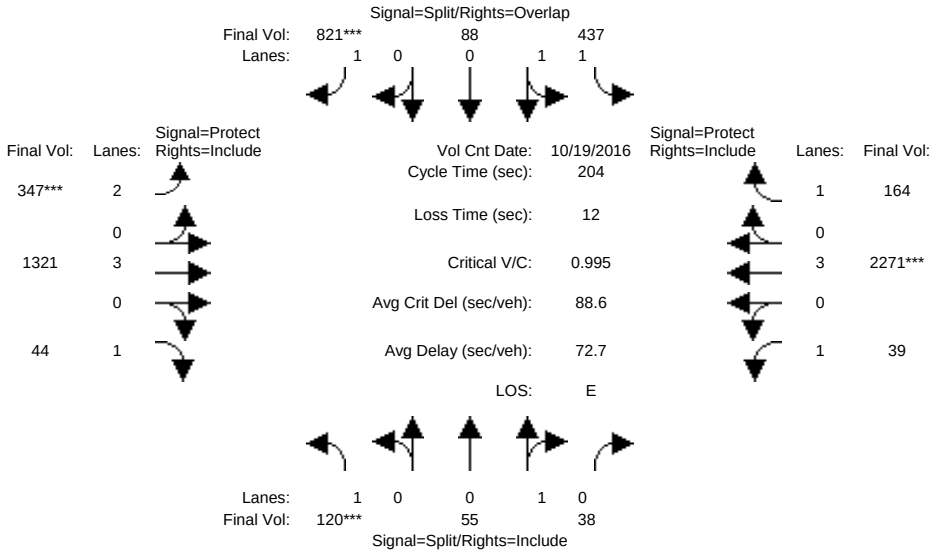
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Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #3096: DE LA CRUZ/TRIMBLE



Street Name:	De La Cruz Boulevard						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Oct 2016 <<												
Base Vol:	109	43	26	406	83	650	304	1033	30	28	1612	121
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	43	26	406	83	650	304	1033	30	28	1612	121
Added Vol:	0	0	0	0	0	12	6	17	0	0	30	0
ATI:	11	12	12	31	5	159	37	271	14	11	629	43
Initial Fut:	120	55	38	437	88	821	347	1321	44	39	2271	164
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	55	38	437	88	821	347	1321	44	39	2271	164
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	55	38	437	88	821	347	1321	44	39	2271	164
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	55	38	437	88	821	347	1321	44	39	2271	164
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.59	0.41	1.67	0.33	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1065	735	2955	595	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.05	0.05	0.15	0.15	0.47	0.11	0.23	0.03	0.02	0.40	0.09
Crit Moves:	****					****	****				****	
Green Time:	14.1	14.1	14.1	73.6	73.6	96.2	22.6	90.9	90.9	13.5	81.7	81.7
Volume/Cap:	0.99	0.75	0.75	0.41	0.41	0.99	0.99	0.52	0.06	0.34	0.99	0.23
Delay/Veh:	175.1	115	115.3	49.1	49.1	83.6	137.3	41.0	32.2	92.8	78.5	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	175.1	115	115.3	49.1	49.1	83.6	137.3	41.0	32.2	92.8	78.5	40.6
LOS by Move:	F	F	F	D	D	F	F	D	C	F	E	D
HCM2k95thQ:	21	14	14	23	23	92	26	32	3	6	80	13

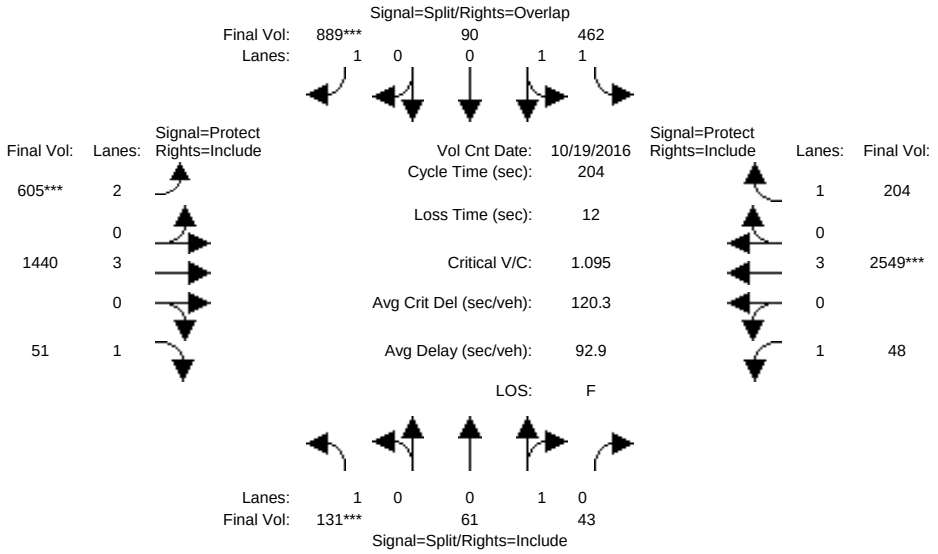
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Gateway Crossings Option 1
Santa Clara, CA
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Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project PM

Intersection #3096: DE LA CRUZ/TRIMBLE



Street Name:	De La Cruz Boulevard						Trimble Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module: >> Count Date: 19 Oct 2016 <<												
Base Vol:	120	55	38	437	88	809	341	1304	44	39	2241	164
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	55	38	437	88	809	341	1304	44	39	2241	164
Added Vol:	0	0	0	0	0	12	6	17	0	0	30	0
ATI:	11	6	5	25	2	68	258	119	7	9	278	40
Initial Fut:	131	61	43	462	90	889	605	1440	51	48	2549	204
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	131	61	43	462	90	889	605	1440	51	48	2549	204
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	131	61	43	462	90	889	605	1440	51	48	2549	204
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	131	61	43	462	90	889	605	1440	51	48	2549	204
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.95	0.95	0.93	0.95	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	0.59	0.41	1.68	0.32	1.00	2.00	3.00	1.00	1.00	3.00	1.00
Final Sat.:	1750	1056	744	2972	578	1750	3150	5700	1750	1750	5700	1750
Capacity Analysis Module:												
Vol/Sat:	0.08	0.06	0.06	0.16	0.16	0.51	0.19	0.25	0.03	0.03	0.45	0.12
Crit Moves:	****					****	****				****	
Green Time:	14.0	14.0	14.0	58.8	58.8	94.6	35.8	105	104.9	14.3	83.4	83.4
Volume/Cap:	1.09	0.85	0.85	0.54	0.54	1.09	1.09	0.49	0.06	0.39	1.09	0.29
Delay/Veh:	204.8	133	132.7	61.7	61.7	115.3	150.7	32.3	24.8	92.8	110	40.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	204.8	133	132.7	61.7	61.7	115.3	150.7	32.3	24.8	92.8	110	40.6
LOS by Move:	F	F	F	E	E	F	F	C	C	F	F	D
HCM2k95thQ:	24	17	17	27	27	109	45	32	3	7	97	16

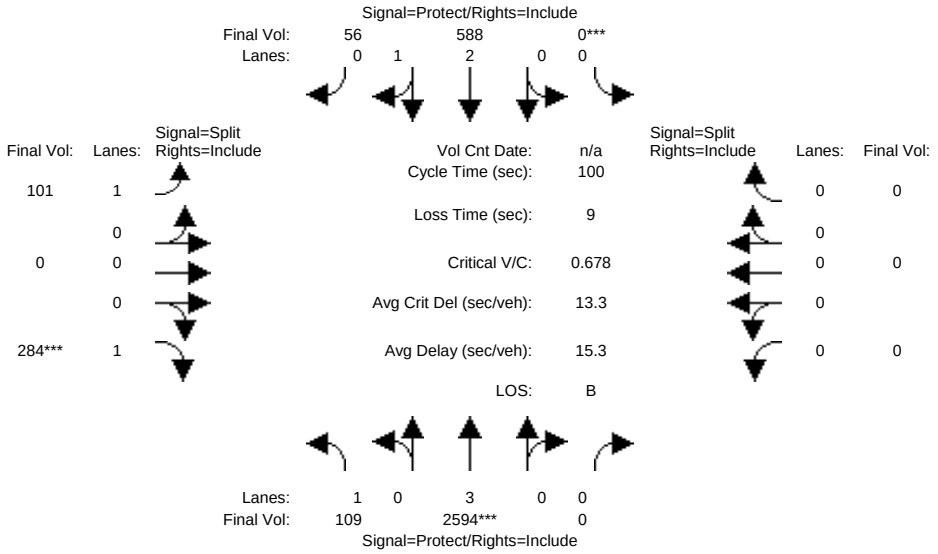
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #555: Coleman & Project Entrance



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2586	0	0	556	0	0	0	0	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	2586	0	0	556	0	0	0	0	0	0	0
Added Vol:	109	8	0	0	32	56	101	0	284	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	2594	0	0	588	56	101	0	284	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	2594	0	0	588	56	101	0	284	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	2594	0	0	588	56	101	0	284	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	2594	0	0	588	56	101	0	284	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.73	0.27	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5112	487	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.46	0.00	0.00	0.12	0.12	0.06	0.00	0.16	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	25.4	67.1	0.0	0.0	41.7	41.7	23.9	0.0	23.9	0.0	0.0	0.0
Volume/Cap:	0.25	0.68	0.00	0.00	0.28	0.28	0.24	0.00	0.68	0.00	0.00	0.00
Delay/Veh:	30.0	10.4	0.0	0.0	19.3	19.3	31.0	0.0	39.0	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:	30.0	10.4	0.0	0.0	19.3	19.3	31.0	0.0	39.0	0.0	0.0	0.0
LOS by Move:	C	B	A	A	B	B	C	A	D	A	A	A
HCM2k95thQ:	6	29	0	0	8	8	5	0	16	0	0	0

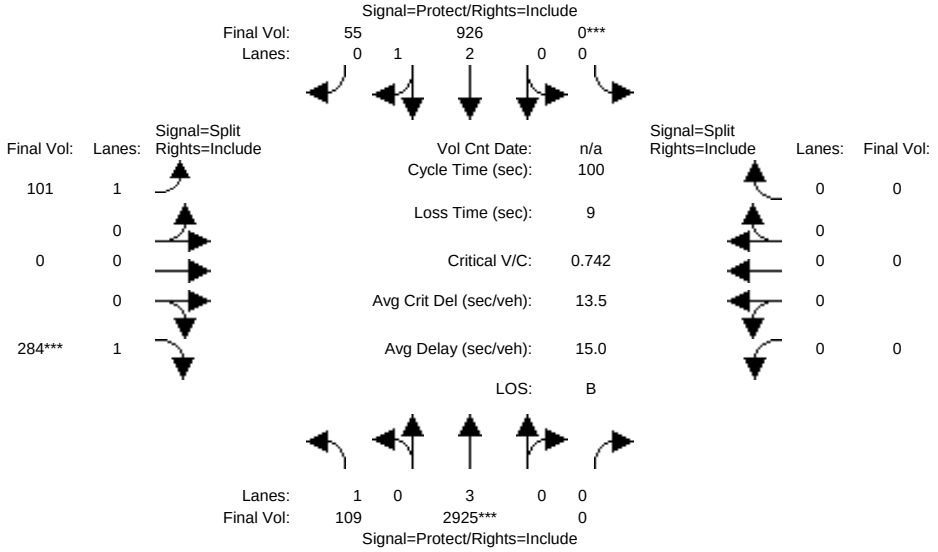
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #555: Coleman & Project Entrance



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2586	0	0	556	0	0	0	0	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	2586	0	0	556	0	0	0	0	0	0	0
Added Vol:	-11	-43	0	0	22	45	99	0	259	0	0	0
ATI:	120	382	0	0	348	10	2	0	25	0	0	0
Initial Fut:	109	2925	0	0	926	55	101	0	284	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	2925	0	0	926	55	101	0	284	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	2925	0	0	926	55	101	0	284	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	2925	0	0	926	55	101	0	284	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.83	0.17	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5286	314	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.51	0.00	0.00	0.18	0.18	0.06	0.00	0.16	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	19.7	69.1	0.0	0.0	49.4	49.4	21.9	0.0	21.9	0.0	0.0	0.0
Volume/Cap:	0.32	0.74	0.00	0.00	0.35	0.35	0.26	0.00	0.74	0.00	0.00	0.00
Delay/Veh:	34.9	10.6	0.0	0.0	15.6	15.6	32.8	0.0	44.1	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	10.6	0.0	0.0	15.6	15.6	32.8	0.0	44.1	0.0	0.0	0.0
LOS by Move:	C	B	A	A	B	B	C	A	D	A	A	A
HCM2k95thQ:	7	34	0	0	12	12	5	0	17	0	0	0

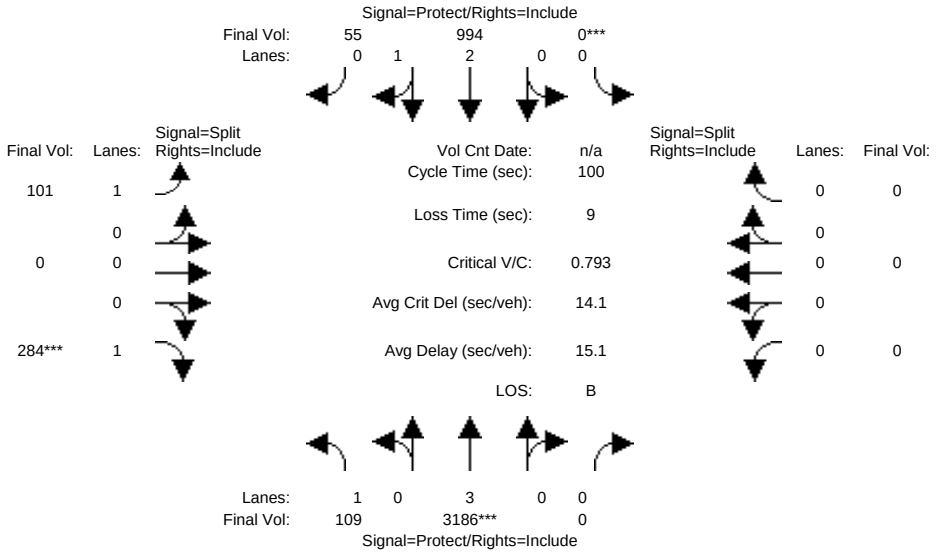
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #555: Coleman & Project Entrance



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	2968	0	0	904	10	2	0	25	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:	120	2968	0	0	904	10	2	0	25	0	0	0
Added Vol:	-11	-43	0	0	22	45	99	0	259	0	0	0
ATI:	0	261	0	0	68	0	0	0	0	0	0	0
Initial Fut:	109	3186	0	0	994	55	101	0	284	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	3186	0	0	994	55	101	0	284	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	3186	0	0	994	55	101	0	284	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	3186	0	0	994	55	101	0	284	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.84	0.16	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5306	294	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.06	0.56	0.00	0.00	0.19	0.19	0.06	0.00	0.16	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	19.2	70.5	0.0	0.0	51.3	51.3	20.5	0.0	20.5	0.0	0.0	0.0
Volume/Cap:	0.32	0.79	0.00	0.00	0.36	0.36	0.28	0.00	0.79	0.00	0.00	0.00
Delay/Veh:	35.4	11.0	0.0	0.0	14.6	14.6	34.0	0.0	49.2	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:	35.4	11.0	0.0	0.0	14.6	14.6	34.0	0.0	49.2	0.0	0.0	0.0
LOS by Move:	D	B	A	A	B	B	C	A	D	A	A	A
HCM2k95thQ:	7	39	0	0	12	12	6	0	18	0	0	0

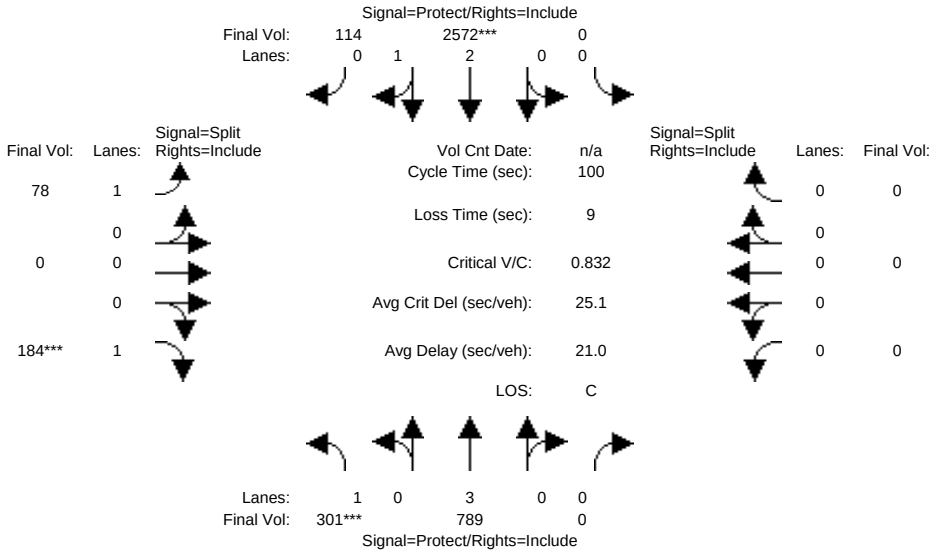
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #555: Coleman & Project Entrance



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	760	0	0	2558	0	0	0	0	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	760	0	0	2558	0	0	0	0	0	0	0
Added Vol:	301	29	0	0	14	114	78	0	184	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	301	789	0	0	2572	114	78	0	184	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	301	789	0	0	2572	114	78	0	184	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	301	789	0	0	2572	114	78	0	184	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	301	789	0	0	2572	114	78	0	184	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.87	0.13	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5362	238	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.00	0.00	0.48	0.48	0.04	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	20.7	78.4	0.0	0.0	57.7	57.7	12.6	0.0	12.6	0.0	0.0	0.0
Volume/Cap:	0.83	0.18	0.00	0.00	0.83	0.83	0.35	0.00	0.83	0.00	0.00	0.00
Delay/Veh:	53.0	2.7	0.0	0.0	19.2	19.2	40.9	0.0	65.3	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:	53.0	2.7	0.0	0.0	19.2	19.2	40.9	0.0	65.3	0.0	0.0	0.0
LOS by Move:	D	A	A	A	B	B	D	A	E	A	A	A
HCM2k95thQ:	22	4	0	0	35	35	5	0	13	0	0	0

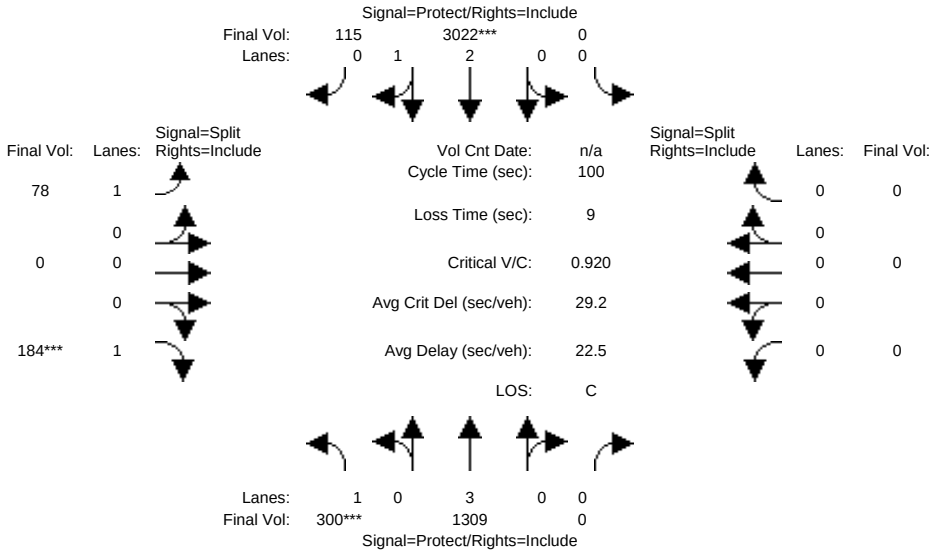
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #555: Coleman & Project Entrance



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	760	0	0	2558	0	0	0	0	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	760	0	0	2558	0	0	0	0	0	0	0
Added Vol:	281	21	0	0	-32	113	69	0	76	0	0	0
ATI:	19	528	0	0	496	2	9	0	108	0	0	0
Initial Fut:	300	1309	0	0	3022	115	78	0	184	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	1309	0	0	3022	115	78	0	184	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	1309	0	0	3022	115	78	0	184	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	1309	0	0	3022	115	78	0	184	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5394	205	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.23	0.00	0.00	0.56	0.56	0.04	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	18.6	79.6	0.0	0.0	60.9	60.9	11.4	0.0	11.4	0.0	0.0	0.0
Volume/Cap:	0.92	0.29	0.00	0.00	0.92	0.92	0.39	0.00	0.92	0.00	0.00	0.00
Delay/Veh:	70.0	2.7	0.0	0.0	22.0	22.0	42.3	0.0	85.5	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	70.0	2.7	0.0	0.0	22.0	22.0	42.3	0.0	85.5	0.0	0.0	0.0
LOS by Move:	E	A	A	A	C	C	D	A	F	A	A	A
HCM2k95thQ:	24	7	0	0	44	44	5	0	14	0	0	0

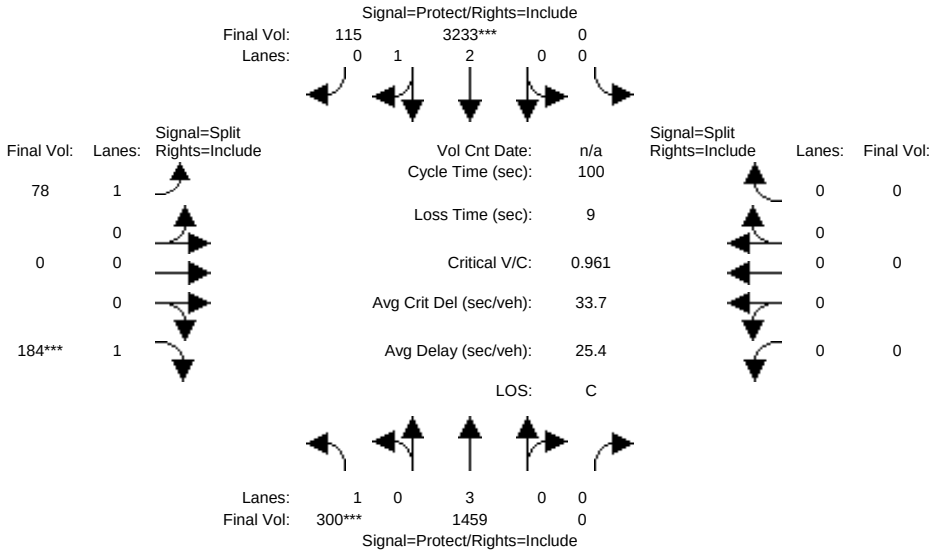
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 1
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #555: Coleman & Project Entrance



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	1288	0	0	3054	2	9	0	108	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:	19	1288	0	0	3054	2	9	0	108	0	0	0
Added Vol:	281	21	0	0	-32	113	69	0	76	0	0	0
ATI:	0	150	0	0	211	0	0	0	0	0	0	0
Initial Fut:	300	1459	0	0	3233	115	78	0	184	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	300	1459	0	0	3233	115	78	0	184	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	300	1459	0	0	3233	115	78	0	184	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	300	1459	0	0	3233	115	78	0	184	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5407	192	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.17	0.26	0.00	0.00	0.60	0.60	0.04	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	17.8	80.1	0.0	0.0	62.2	62.2	10.9	0.0	10.9	0.0	0.0	0.0
Volume/Cap:	0.96	0.32	0.00	0.00	0.96	0.96	0.41	0.00	0.96	0.00	0.00	0.00
Delay/Veh:	81.1	2.7	0.0	0.0	25.9	25.9	42.9	0.0	97.9	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:	81.1	2.7	0.0	0.0	25.9	25.9	42.9	0.0	97.9	0.0	0.0	0.0
LOS by Move:	F	A	A	A	C	C	D	A	F	A	A	A
HCM2k95thQ:	26	8	0	0	50	50	5	0	15	0	0	0

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

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Appendix D
List of Approved and Pending Projects

City of Santa Clara Approved and Pending List (Received from City of Santa Clara February 28, 2017)

Date Updated	PLN File No.	Project Planner	Planner's Phone	Street Number & Street Name	Zip Code	APN	Project Name (if applicable)	Submittal Date	Project Status	Status of Project Date of Status	Approval Date	Deemed Complete Date	Applicant	Tidemark Description
11/2/2016	PLN2003-03744 PLN2003-03745 (General Plan Amendment) PLN2003-03958 (Rezoning of Senior parcel to PD[R3-18D]) PLN2007-06327 (Rezoning application from "A" Agriculture to "B" Public park) PLN2007-06329 (Development Agreement)	Gloria Sciara	(408) 615-2453	90 North Winchester Boulevard	95050	303-17-047			Approved	80% of single family Constructed /Senior housing yet to be constsructed	4/1/2009		Former BAREC site Summerhill (single family) and CORE (revised senior housing project on 6 acre city owned parcel)	165 apartment units REMAINING TO BE BUILT-- 110 small lot single family homes ALL OCCUPIED; Street improvements DONEWinchester between Stevens Creek and Forest Ave
11/2/2016	PLN2007-06310	Jeff Schwilk	(408) 615-2456	5402 Great America Pkwy	95054	216-31-075			Approved	Approved & under construction	5/22/2007		3 Com/Cognac Great America	Existing office use redeveloped to 278,000 sf of office/research & development
11/2/2016	PLN2007-06433/PLN2010-08487 ; PLN2013-09743 (renewal of PD)	Debby Fernandez	(408) 615-2457	2350 Mission College Blvd	95054	104-13-097, 098 & 099			Approved	Time Extension filed for 2-year extension PC 2/9/11 & CC 3/15/11. Currently under construction			2350 Mission College Boulevard Office Retail	300,000 sf of office in two buildings and a 6 story parking garage; 6,000 square feet of retail
11/2/2016	PLN2007-06715, CEQ2007-01051	Debby Fernandez	(408) 615-2457	4301, 4401, 4551 Great America Pkwy	95054	104-42-009 & 020			Approved	Application on hold per applicant request	4/15/2008		Sobrato Office Development	Rezone from PD & PD[ML] to construct (2) 12-story office buildings totaling 718,000 sq.ft. & (1) four-story parking garage on a developed property w/ (2) 300,000 sq.ft. existing office buildings that are to remain
11/2/2016	PLN2007-06802, PLN2008-06920, CEQ2008-01057	Gloria Sciara	(408) 615-2453	900 Kiely Blvd	95051	290-26-022			Approved	complete	9/18/2009		Fairfield Development	781 housing units, 57 SFD, 68 row houses, 116 townhouses/ 552 apartments (Modification to current PD-MC approval allowing additional 21 apartment units
11/2/2016	PLN2008-06858 thru 06860	Yen Chen	(408) 615-2455	2620-2727 Augustine Dr	95054				Approved	Approved	7/1/2013		Augustine Bowers Industrial Campus / Equity Office	1,969,600 sf of office and up to 35,000 sf of retail
11/2/2016	PLN2008-07176 thru 07180	Shaun Lacey		2600 San Tomas Expy 2800 San Tomas Expy 2400 Condensa St	95051				Approved	Approved	7/16/2013		NVIDIA	1,200,000 sf of office and high-tech lab buidlings replacing approx. 690,000 sf of office space. Revised DA
11/2/2016	Mission College	Yen Chen	(408) 615-2455	Mission College Blvd	95054				Approved		4/21/2009		Mission College Master Plan	427,000 sq. ft.
11/2/2016	PLN2008-07218, PLN2008-07220, PLN2008-07221, CEQ2008-01068	Debby Fernandez	(408) 615-2457	5010 Old Ironsides Dr	95054	104-04-064, 065, 111, 112, 113, 142, 143, 150 & 151			Approved	Buildings south of Democracy Way demolished Jan - Feb 2011	5/11/2010		(formerly Yahoo! Campus) 2016 LeEcco owned property	Phased development of a 3,060,000 sq.ft. office/R&D campus consisting of 13 six-story buildings, three commons buildings, surface parking & two levels of below grade parking
11/2/2016	PLN2010-08051, CEQ2010-01098	Payal Bhagat	(408) 615-2458	2875 Lakeside Dr	95054	216-30-056			Approved	Continued from PC March 2, 2011 to March 23, 2011 PC	5/10/2011		Marriot Townplace Suites	Rezone from Commercial Park (CP) to Planned Development (PD) to facilitate the development of a 107 room extended stay hotel with at-grade podium parking
11/2/2016	PLN2011-08759	Payal Bhagat	(408) 615-2458	3333 Scott Blvd	95054				Approved	Work in progress, environmental work has initiated.	5/22/2012		Menlo Equities Office Park	Lot Line Adjustment and Architectural Review to facilitate the development of 735,000 square foot (5 buildings) office space
11/2/2016	PLN2011-08896	Debby Fernandez	(408) 615-2457	5403 Stevens Creek Blvd	95051				Approved	Work in progress	7/17/2012		Mellon Bank /Perry Airellaga	General Plan Amendment from Low Intensity Office R&D to High Intensity Office R&D, Rezone from CT to PD & Architectural Review to construct (2) 6-story office buildings totalling 375,000 sq.ft. & (1) parking structure w/1281 spaces (2 below & 4 above) & 38 surface parking spaces in conjunction w/ demo of existing one-story commercial building (IHOP Restaurant)
11/2/2016	PLN2010-08087, CEQ2010-01109	Payal Bhagat	(408) 615-2458	3137 Forbes Ave	95051	293-13-002			Approved	Work in progress	9/26/2012		Calvary Southern Baptist Church	Use Permit Amendment to U.417 to allow Sunday School classrooms and a weekday day care in the existing church facility in conjunction with construction of a new 2-story building, 14,000+ sq.ft. and parking, landscaping improvements
11/2/2016	PLN2011-08955	Debby Fernandez	(408) 615-2457	1043 Alviso St	95050	APN: 269-23-076, 038, 039, 040, 041, 042, 061, 044, 045, 046, 047, 034, 071, 066		12/1/2011	Approved	PC Recc approval to modified project 8-29-12: Relocate Larder house nearby and save two QA cottages by relocating into City HLC review recc City recc alternative to relocate historic structures onsite	9/25/2012		Santa Clara University	Rezone properties from CT & B to PD to construct a a 4-story parking garage and 3-story Art & Art History building in conjunction with removal/demo/relocation of (e) structures on the project site (CEQ2011-01129) including historically signficant structures.

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11/2/2016	PLN2012-09176	Payal Bhagat	(408) 615-2458	3499 The Alameda	95050	269-16-069			Approved	Constructed	11/1/2012		6 Single family projecft (formerly 9 unit townhome condominium project)	Rezoning to PD from ML to facilitate development of six single family homes
11/2/2016	PLN2012-09360	Payal Bhagat	(408) 615-2458	4306 Fillmore St	95054	104-11-119			Approved	Constructed	2/12/2013		James Redfield	Rezoning single family property to PD to allow lot split and building of second new SFD on smaller lots. Tentative parcel map application
11/2/2016	PLN2012-09486	Debby Fernandez	(408) 615-2457	1079 Alviso St	95050	269-23-047			Approved	NA	10/24/2012		SCU Steve Brodie	Rezoning of one parcel to allow Larrder House relocation
11/2/2016	PLN2012-09224	Debby Fernandez	(408) 615-2457	2200 Lawson Ln	95054	224-44-024		5/23/2012	Approved	PC meeting scheduled for 11/28	4/23/2013		Sobrato	Amend PD zoning (PLN2007-06379) and Development Agreement (PLN2008-06880) for approved office R&D campus to increase building sq.ft. of allowable office space fropm 516,000 to 613,800 sq.ft.
11/2/2016	PLN2012-09162	Debby Fernandez	(408) 615-2457	3000 Bowers Ave	95051	216-48-033		4/12/2012	Approved	Under review by staff	3/26/2013		Office Building	New (2) 5-story 150,000 sq.ft.office buildings, (1) 2-story 17,400 sq.ft. amenity building, and 6 story parking structure with a total of 1,200 parking spaces in conjunction with demolition of an existing 100,042 sq.ft. 2-story office building
11/2/2016	PLN2013-09805	Payal Bhagat	(408) 615-2458	2585 El Camino Real	95051	216-01-008		4/26/2013	Approved	Under construction	8/27/2013		Silicon Valley Builders	GPA #76 from Community Mixed Use to High Density Residential 60 condo for sale units (CEQ2013-01157)
11/2/2016	PLN2012-09587	Shaun Lacey		555 Saratoga Ave	95050	269-39-101		9/14/2012	Approved	TBD	9/10/2012		Silicon Valley Builders	3-story condominium project with 13 units
11/2/2016	PLN2013-09721	Yen Chen	(408) 615-2455	4880 Great America Pkwy	95054	104-04-115			Approved		2014		Brad Krouskup	New 171,000 sq. ft. office building and new site improvements and two level parking garage
11/2/2016	PLN2013-09744,09752,09753,09754	Yen Chen/Greg Qwan	(408) 615-2455	2611, 2621, 2635, 2645, 2655 El Camino Real	95051			3/26/2013	Approved	Application	9/15/2013		Elaine Breeze/Urban Planning Group	Application to allow development of a multi- family residential project (183 units) on 5 parcels including former Russels Furniture property and El Real Nursery site
11/2/2016	PLN2013-09665 (Extreme Networks Site)	Yen Chen	(408) 615-2455	3515-3585 Monroe St	95051				Approved	Irvine Co	2/7/2013		Irvine Co.	New project submitted by Irvine Co. 825 housing units and 40,000 square feet of retail
11/2/2016	PLN2014-10256 et al	Yen Chen	(408) 615-2455	2620 Augustine Dr	95054				Approved		5/7/2014		Irvine Co.	General Plan Amendment #80 from High Intensity Office/R&D to Community Commercial [Retail Center] and Light Industrial to High Intensity Office/R&D [Office Phase II & III]; Rezone from Planned Development (PD) to Planned Development (PD) [Retail Center], and from Light Industrial (ML) to Commercial Park (CP) [Office Phase II & III] to allow the construction of up to 1,243,300 square feet of office space and up to 125,000 square feet of retail space for a total (inclusive of Office Phase I) of up to 2,000,100 square feet of development; Approval of Development Agreement Amendment No. 2
11/2/2016	PLN2014-10201	Payal Bhagat	(408) 615-2458	3303 Scott Blvd	95054				Approved		2/5/2014		Appllied Materials	New three-story office building at approximately 78,000 square feet. Design review and initial study required.
11/2/2016	PLN2012-09113	Payal Bhagat	(408) 615-2458	1460 Monroe St	95050	269-03-067, 068, 142 & 143		3/11/2012	Approved	approved & under construction			Silicon Sage Builders	Rezone from CT to PD to construct a 4-story mixed use development with 6726 sq.ft. of ground floor retail and 28 residential units above; 43 surface parking spaces
11/2/2016	PLN2013-09799	Debby Fernandez	(408) 615-2457	45 Buckingham Dr	95051			5/2/2013	Approved	complete			Prometheus	Four-story 222 unit multi-family residential development with wrap parking structure w/ 375 on-site parking spaces in conjunction w/ demo of (e) commercial building (CEQ2013-01157)
11/2/2016	PLN2012-09096; (CEQ2012-01138 MND)	Debby Fernandez	(408) 615-2457	2121 Laurelwood Rd	95054	104-14-153		6/1/2013	Approved	complete	1/15/2014		U-Haul and Self Storage	Rezone from ML to PD to construct up to a 217,700 sq.ft., 6-story office building, 4,000 sq.ft. retail building, 3 level parking garage with 861 parking spaces & attached 9,300 sq.ft. amentiy building, 177 surface parking spaces & site improvements in conjunction w/ demo of an existing 100,000 sq.ft. furniture retai/warehouse building (CEQ2012-01138 MND)
11/2/2016	PLN2010-08137	Jeff Schwilk	(408) 615-2456	3051 Homestead Rd	95051	290-24-001		6/1/2013	Approved	complete			David Tymn for Mozart Dev.	Application for Rezone from A to PD for the demolition of an existing s.f. residence, and replacement with 8 detached homes
11/2/2016	PLN2007-06715, CEQ2007-01051	Debby Fernandez	(408) 615-2457	4301 Great America Pkwy	95054	104-42-021		1/1/2013	Approved		9/1/2014		SOBRATO	Rezone from PD & PD[ML] to PD to construct two high rise office buildings and one parking structure (CEQ2007-01051)construct up to 718,000 square feet of new office space in up to 1,018,000 square feet of office development; up to two, five-level parking structures with up to 3,360 total parking spaces;
11/2/2016	PLN2012-09027	Gloria Sciara	(408) 615-2453	865 Pomeroy Ave	95051			6/5/2013	Approved	Meeting with owner and developer on Sept 20th to review final design for submital of PD application			Dennis Chargin	Rezoning application to allow an additional 20-1 bedroom apartment units within an existing apartment complex with 51 current units

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11/2/2016	PLN2013-10107	Payal Bhagat	(408) 615-2458	3001 Coronado Dr	95054	216-29-120			Approved		11/7/2013		Tiemo Miehner/coresite	Architectural Review to amend the previously approved CoreSite Campus master plan with two three story 92147 square foot buildings and other improvements such as bio-swales, parking, and landscaping.
11/2/2016	PLN2014-10381	Yen Chen	(408) 615-2455	2620 Augustine Dr	95054				Approved		5/1/2014		Irvine Co.	125,000 square foot retail center (adjustment to PD with office campus)
11/2/2016	PLN2013-10184	Debby Fernandez	(408) 615-2457	5450 Great America Pkwy	95054	104-52-026		12/20/2013	Approved		5/1/2014		BNP Leasing Corp	Architectural review for Phase 2 of approved 6-story office building on an existing office/R&D site with 3 office buildings subgrade and surface parking (certified EIR).
11/2/2016	PLN2013-09965	Jeff Schwilk	(408) 615-2456	166 Saratoga Ave	95051			2013	Approved		12/1/2014		Charles McKeag	Submittal for GPA, Rezone and AC to allow 33 unit residential project (phase I) on 1.74 acre site. Total building area 54K sq. ft.
11/2/2016	PLN2014-10577 (GP) PLN2014-10578(REZONE) PLN2014-10579(VTM) PLN2014-10580 (3rd AM to DA) CEQ2014-01181 (Addendum to EIR)	Yen Chen	(408) 615-2455	2520 Augustine Dr 3333 Octavius Dr	95054	216-45-036, 37, 38, 024, 025			Approved		8/14/2014		Irvine Co. Carlene Matchniff	Santa Clara Square Office Project (Phase II and III- see a. Two additional parcels are proposed to be added to the recently approved SCSQ Project. Addendum to the EIR and Amendment to Development Agreement is part of this proposal. The Office Sites proposed will not exceed the 2009 Project. Office Phase II and III are proposed to consist of 6-8 story office buildings with associated surface and structured parking at a ratio of 3.3/1000. Vesting Tentative Parcel Map proposal combines 6 parcels to create 3 parcels (See Drawings). Street bulb at Augustine Drive and Octavius Drive is proposed to be replaced with standard curb.
11/2/2016	PLN2012-09351	Payal Bhagat	(408) 615-2458	1313 Franklin St 1052 Monroe St 1358 Benton St	95050	269-20-076, -077, -078		10/22/2014	Approved	Multiple revision needed to Arch design and utility accomodation 8-22-12/ CC Presentation for concept on 9-25-12. Outreach meeting held on 9-29-12 by development team	1/1/2015		Silicon Valley Builders	Multifamily Residential project with 46 units and 16K or retail space and 4 stories
11/2/2016	PLN2013-09881	Payal Bhagat	(408) 615-2458	3001, 3032 Coronado Dr	95054	216-26-040		6/18/2013	Approved		10/1/2014		Tiemo Mehner	AC and DA for two new data centers along with vacation of a portion of Coronado Drive
11/2/2016	PLN2014-10754	Shaun Lacey		750 Walsh Ave	95050	224-04-076			Approved		10/1/2014		DH family Partnerhsip	New 57K industrial warehouse bulding and surface parking and site improvements
11/2/2016	PLN2013-10046	Jeff Schwilk	(408) 615-2456	2930 Corvin Dr	95051			9/25/2013	Approved		11/19/2014		TI and ARC	Architectural Review to convert an existing industrial building into a data center [2.5MW energy use]
11/2/2016	PLN2014-10628	Yen Chen	(408) 615-2455	4090 Network Cir	95054	097-08-048, 114			Approved		9/24/2014		Oracle	Construction of one new 3-story building and one new single story building with associated site improvments to an existing office campus.
11/2/2016	PLN2013-09688	Shaun Lacey		3303 Scott Blvd	95054	216-31-048		2/22/2013	Approved		6/25/2014		Applied Materials	78,000 square foot buildiing with underground parking/Repalced with proposal for service commercial use in existing building (10-1-13)
11/2/2016	PLN2014-10765	Jeff Schwilk	(408) 615-2456			269-05-107			Approved		4/21/2015		Mehdi Shemirizi	Rezone to PD to allow a mixed use project with 12 residential apartments and 1,000 sq ft of retail on a approx. 15,000 square foot lot
11/2/2016	PLN2013-09730	Payal Bhagat	(408) 615-2458	3333 Scott Blvd	95054	216-31-075			Approved		3/12/2013		Jane Vaughn	Expansion of previous approval from to allow 581,000 additional sq ft of office buildings for a total of 1.316m sq.ft
11/2/2016	PLN2014-10320	Debby Fernandez	(408) 615-2457	1701 Lawrence Rd	95051	220-04-039, 040			Approved		7/1/2014		JOMA Studio architects	Rezone from PD (R3-18D) to PD to redevelopment of an existing developed parcel with 9 attached sfr (CEQA to be determined)
11/2/2016	PLN2014-10183	Shaun Lacey		990 Wren Ave	95051	313-31-003			Approved		12/1/2014		Eli Engleman	Rezone from R1-6L to PD to construct 5 new detached 2-story single family residences w/attached garage in conjunction with demo of existing sfr (PLN2014-10385 Map & CEQ2014-01177)
11/2/2016	PLN2012-09542	Gloria Sciara	(408) 615-2453	3700 El Camino Real	95051	313-06-004, 002			Approved	EIR not started yet/final design to be submitted with development applications. One community meeting held to date	2/1/2015		Essex Property Trust	Gateway Santa Clara (formerly Kohls Site) Mixed use development-Redevelopment of entire site 87K retail/commercial and 476 housing units (apartments)
11/2/2016	PLN2014-10487	Payal Bhagat	(408) 615-2458	455 El Camino Real	95050				Approved		6/1/2014		SCU Steve Brodie	Re-use of existing office building for SCU for graduate studies off-campus instruction/occupation
11/2/2016	2014-10840	Payal Bhagat	(408) 615-2458	3345 Scott Blvd	95054				Approved		4/22/2015		Menlo Equities	Amendment to approved project - Modification to site plan and building height of to be constructed 6-story Building D.
11/2/2016	PLN2015-11204	Yen Chen	(408) 615-2455	2950 Lakeside Dr	95054				Approved		12/1/2015		Rashik Patel T2	New 7 story hotel with 188 rooms

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11/2/2016	PLN2015-11370	Yen Chen	(408) 615-2455	2820 Northwestern Pkwy	95051				Approved		10/1/2015		Spencer Myers/Vantage Data Center	Architectural Review to allow a two-story 42,900 square foot addition to an existing two-story industrial building, housing data modules, electrical rooms and office. Project includes maintenance and installation of landscaping and other on-site improvements
11/2/2016	PLN2015-10899, 10900,10901,10902,10903,10904	Yen Chen	(408) 615-2455	3265 Scott Blvd	95054	216-45-011 -022 -024 -025 -028; 216-29-053 -112 and 216-46-003			Approved		12/1/2015		Irvine	Santa Clara Square Mixed Use Project - - phased project 100+ acres 2,000 rental housing units 40,000 sf retail added 30 acres parks/open
11/2/2016	PLN2015-11247	Debby Fernandez	(408) 615-2457	3000 Bowers Ave	95051				Approved		10/1/2015		Sobrato	Amend Architectural Review approval for construction of (2) 5-story 150,000 sq.ft.office buildings, (1) 2-story 17,400 sq.ft. amenity building with Modification to increase maximum building height to 85 feet, and 6 story parking structure with a total of 1,200 parking spaces in conjunction with demolition of an existing 100,042 sq.ft. 2-story office building to allow construction of (2) 165,000 sq.ft. 5-story office buildings and (1) 5-story parking structure and surface parking totaling 991 parking spaces (amended project does not include an amenity building)
11/2/2016	PLN2014-10744	Yen Chen	(408) 615-2455	100 N Winchester Blvd	95050	303-16-073			Approved		1/1/2016		Santana Atrium Professional Center	General Plan Amendment, rezoning and Architectural Review for 92 unit senior apartment home community with onsite clubhouse and recreational amenities. Fees include Initial Study/Negative Declaration and Stormwater Management Plan Review.
11/2/2016	PLN2014-10437	Jeff Schwilk	(408) 615-2456	820 Civic Center Dr	95050	224-29-022		6/1/2014	Approved		6/23/2015		Michael Fischer	application for a 3 unit Townhome develolpment (retention of one historic home- total of four units)
11/2/2016	PLN2015-10898	John Davidson	(408) 615-2478	2855 Stevens Creek Blvd	95050				Approved		1/1/2015		Westfield Valley Fair	15K Chase bank bldg. near SCB and Winchester intersection
11/2/2016	PLN2015-11111	Debby Fernandez	(408) 615-2457	1055 Helen Ave	95051				Approved		11/1/2015		Mehdi Sadri	Rezone from R1-6L to PD & Architectural Review to construct a 4 unit townhome project w/ private street (Tentative Parcel Map PLN2015-11358)
11/2/2016	PLN2015-11384	Payal Bhagat	(408) 615-2458	3535 Garrett Dr	95054				Approved		12/10/2015		Menlo Equities	Architectural Review for new eight story office and three level parking structure; Variance for increase in building height to 150'
11/2/2016	PLN2013-10185	Jeff Schwilk	(408) 615-2456	3033 Scott Blvd	95054				Approved		12/20/2013		MCA	Expansion of activities at Muslim Community Association to include new high school student base, administrative offices. Director of Planning and Inspection administrative approval an increase of 150 students. Use Permit for futher expansion on hold. Initial Study/MND/MMRP prepared.
11/2/2016	PLN2015-10980	Yen Chen	(408) 615-2455	575 Benton St	95050				Approved		2/1/2016		Prometheus	Mission Towne Center Mission Town Center- 5-story mixed use project consisting ground floor 25,942 sf commercial space and 417 apartments on approximately 6.42 acres
11/2/2016	PLN2015-11053	Debby Fernandez	(408) 615-2457	3607 Kifer Rd	95051				Approved		2/1/2016		Lennar Commercial	Use Permit to construct off-site 5-level parking structure at 3697 Tahoe Way and 5-story 199,460 sq.ft. office building at 3607 Kifer Rd as part of an existing off campus in conjunction with a Modification to increase maximum building height of the proposed office building to 87.5' and Architectural Review of the project
11/2/2016	PLN2015-11480	Yen Chen	(408) 615-2455	1871 Bellomy St	95050	269-33-021			Approved		4/1/2016		Jason and Linda Chen	Variance and AC approval for large duplex unit development
11/2/2016	PLN2015-10898	John Davidson	(408) 615-2478	2855 Stevens Creek Blvd	95050				Approved		3/1/2016		Westfield Valley Fair	New Movie Theater complex and new retail tenant space
11/2/2016	PLN2015-11152	Jeff Schwilk	(408) 615-2456	1525 Alviso St	95050				Approved	10/14/2014- PCC done, and CMO office review: redesign project to allow open space and better site design	2/1/2016		City Ventures (Pulte Homes purchased project)	Application for 40 unit townhouse project- 3 stories (next to Mission Inn motel)- application following preapplication
11/2/2016	PLN2015-11275	Payal Bhagat	(408) 615-2458	555 Reed St 2100-2160 De La Cruz Blvd 2000-2070 De La Cruz Blvd	95050	230-03-075, -078, -079, and -080		7/1/2015	Approved		5/18/2016		Xeres Dupont Fabros	Architectural Review to allow demolition of two existing industrial buildings on site and construction of a new 110,175 square foot data center building connecting the existing 421,095 square foot data center building along with associated site improvements and adoption of a Mitigated Negative Declaration associated with the project.
11/2/2016	PLN2015-11469	Jeff Schwilk	(408) 615-2456	1627 Monroe St	95050	224-26-062			Approved		8/1/2016		Samir Sharma	Architectural Review to construct 3 new two-story residences; Rezone from R1-6L to PD; Tentative Parcel Map to subdivide one lot into 3 lots
11/2/2016	PLN2015-11236	Yen Chen	(408) 615-2455	1777 Laurelwood Rd	95054			6/1/2015	Approved		5/25/2016		Ray Hashimoto /HMH for River of Life Church	New 35K sanctuary structure adjacent to existing building to allow full congregation to attend one service.

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11/2/2016	PLN2015-11350	Payal Bhagat	(408) 615-2458	3215 Stevens Creek Blvd	95050				Approved		8/1/2015		Oscar Bakhtiari	Use Permit Expansion of an existing car dealership with new replacement construction of a 2-story 45,778 sq.ft. showroom/service facility & integrated parking structure w/ Modification to increase maximum building height to 40'2". Oudoor display. Project involves demolition of 1-story showrrom/service facility and surface parking lot
11/2/2016	PLN2015-11519	Jeff Schwilk	(408) 615-2456	820 Civic Center Dr	95050	224-29-022			Approved		7/1/2016		Michael Fischer	Amendment to approved 3 unit Townhome develolpment (retention of one historic home- total of four units) and amendment to approve a 5th single family unit
11/2/2016	PLN2014-10554	Debby Fernandez	(408) 615-2457	5155 5120 Stars And Stripes Dr	95054	104-03-036 & 037, 104-01-102, 097-01-039 & 097-01-073 ---------- 104-03-036, 038 and 039			Approved		7/1/2016		Related	City Place -Related Co project for redevelopment of five parcels that include Santa Clara Golf & Tennis Club, BMX track, Fire Station #10, and former City landfill and two parcels on other side of Stars and Stripes (formerly for Montana Lowe project) directly across from Levi's Stadium. Master Development totals of 9.2M square feet and proposes 5.7M sq ft office; 1.1M sq ft retail; 1,360 mixed density residential units; 700 hotel rooms; 250K restaurant uses; 190K entertainment space
11/2/2016	PLN2015-11469	Jeff Schwilk	(408) 615-2456	1627 Monroe St	95050				Approved		7/1/2016		Samir Sharma	3 new two-story residences; Rezone from R1-6L to PD; Tentative Parcel Map to subdivide one lot into 3 lots
11/2/2016	PLN2015-11477	Jeff Schwilk	(408) 615-2456	4935 Stevens Creek Blvd	95051	296-20-004			Approved				Bright Horizons/Camas J. Steinmetz	Demolition of existing car wash and construct a new two-story child care center Approx 18K building.
11/2/2016	PLN2016-11888	Payal Bhagat	(408) 615-2458	3155 Stevens Creek Blvd					Approved		8/1/2016		Oscar Bakhtiari	Rezoning of one parcel from A to CT to allow for expansion of car dealership. Zoning must be approved to allow commercial use.
11/2/2016	PLN2015-11586	Yen Chen	(408) 615-2455	3226 Scott Blvd	95054	224-46-006			Approved		11/15/2016		Courtney Bauer	Architectural Review and ZA Modification to allow the demolition of the existing industrial building and development of a new 230,500 square foot office building with 93,640 parking structure and other onsite improvements.
11/2/2016	PLN2016-12091	Yen Chen	(408) 615-2455	2880 Northwestern Pkwy	95051				Approved		7/1/2016		Vantage Data Centers 4 LLC	Architectural review of proposed 108,858 square foot, 4-story Vantage V5 building. Proposal is for a new data center and involves parcel line changes.
11/2/2016	PLN2015-11402	Yen Chen	(408) 615-2455	2041 Mission College Blvd	95054	104-38-005			Approved		7/1/2016		Washington Holdings/Kelly Snyder	Build 5 new retail buildings totaling 24,000 sq. ft., a 5-story 175-room hotel, and various site improvements; Tentative Parcel Map to subdivide two parcels into three parcels
11/2/2016	PLN2016-11763/CEQ2016-11763 PLN2016-11764 (tentative map)	Yen Chen	(408) 615-2455	3100-3200 Coronado Dr	95054	224-26-062			Approved		2/1/2016		Irvine Company	Proposal for new office structures (2) totaling 245,000 and new parking garage
11/2/2016	PLN2016-11794	Steve Le	(408) 615-2468	1550 Space Park Dr	95054	224-08-152			Approved		3/1/2016		Bourns	New 65,000 sq. ft. two story data center on an 89,000 sq. ft. lot.
11/2/2016	PLN2015-11438	Jeff Schwilk	(408) 615-2456	1479, 1485 Bellomy St	95050	269-35-064			Approved		11/1/2016		Julie Salinas	Rezone from R1-6L to PD to allow a lot split for two existing homes on a 7K R1-6L lot
11/2/2016	PLN2016-11744	Steve Le	(408) 615-2468	4525 Stevens Creek Blvd	95051	269-37-032,033,037			Approved		7/1/2016		Enterprise/Paul Hernandez	New outdoor auto sales - Enterprise Rent-a-Car New Construction of a 6,300 sq. ft. showroom building and site improvements
11/2/2016	PLN2016-11966	Yen Chen	(408) 615-2455	2895 Northwestern Pkwy	95051	216-28-048			Approved		9/1/2016		Scott Chappelle/Vantage Data Centers	Vantage 6 (V6) 69,025 sq.ft. (total both floors) new two story data center building with rooftop mechanical equipment, with Initial Study and/or Negative Declaration.
11/2/2016	PLN2015-11361	Debby Fernandez	(408) 615-2457	1890 El Camino Real	95050	269-01-081, 82			Approved		9/27/2016		Pinn Bros	56 for sale units condo units (no commercial removed from project by CC and reduced project by 4 units)
11/2/2016	PLN2016-	Steve Le	(408) 615-2468	1990 El Camino Real	95050			10/1/2016	Pending				Leah Lombardi for Chick-fil-A	Demolition of existing McDonald's restaurant building and new two lane drive-thru (and outdoor play area) and construction of new 4,856 sq.ft. Chick-fil-a restaurant building, plus dual-lane drive-thru, indoor play area, and associated site improvements. (Related Use Permit for drive-thru and Architectural Committee review of demolition plans and new development plans).
11/2/2016	PLN2014-10851	Jeff Schwilk	(408) 615-2456	1 Great America Pkwy	95054			12/1/2014	Pending				Cedar Fair	140,000 new retail for open access to general public and year round operation of park
11/2/2016	PLN2016-12246	Yen Chen	(408) 615-2455	651, 725, and 825 Mathew St	95050	APNs) 224-40-011 (0.26 acre), 224-40-002 (4.36 acres), and 224-40-001 (4.35 acres).		10/1/2016	Pending				Vantage	New Data Center campus- Vantage 420,000 sq. ft. Total in up to 4 buildings
11/2/2016	PLN2016-12232	Jeff Schwilk	(408) 615-2456	3375 Scott Blvd	95054			5/1/2016	Pending				John Duquette	New six story office buildin 237,104 sf, 4 story parking structure with 14,000 sq.ft. amenity building (2 story building attached to garage for employee cafe and/or fitness center, etc.)
11/2/2016	PLN2016-12084	Steve Le	(408) 615-2468	2250 El Camino Real	95050			7/15/2016	Pending				Sobrato	Pre-application for 55 apartments- 3 floors over podium parking (Western Motel site)

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11/2/2016	PLN2016-12053	Fahteen Khan	(408) 615-2454	1530, 1540 Pomeroy Ave	95051			7/1/2016	Pending				Omid Shakeri	Rezoning of two different parcels (see also 1540 Pomeroy) from R1-6L for 1530 to PD and from A for 1540 to PD, one project, with Tentative Subdivison Map for 8 Townhome units and Lot A common lot.
11/2/2016	PLN2016-11807	Steve Le	(408) 615-2468	2232 El Camino Real	95050	290-10-0913		3/1/2016	Pending				Summerhill	151 multi-family residential units, approx. 15K retail space, community amenities, landscaping, and parking structure on 2.03 acre site
11/2/2016	PLN2016-11673	Debby Fernandez	(408) 615-2457	1205 Coleman Ave	95050	230-46-069		1/1/2016	Pending				Hunter Storm Properties	New multi-family residential project on former BAE site, up to 1360 residential units, approximiately 15,000-25,000 square feet of community-serving retail and restaurant space, and amenities.
11/2/2016	PLN2015-11641	Debby Fernandez	(408) 615-2457	1375, 1385, 1399, 1483, 1493 El Camino Real	95050			1/1/2016	Pending				Nathan Tutttle Prometheus RE group	Proposal to redevelop 6 parcels totalling 3.82 acres (1375, 1385, 1399, 1483 and 1493 El Camino Real) with 269 apartments, (including 10 live/work units), and 6,900 square feet of retail space .
11/2/2016	PLN2015-11630	Debby Fernandez	(408) 615-2457	2780 El Camino Real	95051			1/1/2016	Pending				Nathan Tutttle Prometheus RE group	General Plan Amendment #85 from Regional Commercial to High Density Residential; Rezone from CC to PD & Architectural Review
11/2/2016	PLN2015-11489	Debby Fernandez	(408) 615-2457	917 Warburton Ave	95050	224-27-049		10/1/2015	Pending				Samir Sharma	6 unit single family homes - subdivision map to allow for sale housing
11/2/2016	PLN2015-11510	Debby Fernandez	(408) 615-2457	967 Warburton Ave	95050	224-27-048		12/1/2015	Pending				Robert Botham	Rezone from Light Industrial (ML) to Planned Development (PD) to construct (4) detached two-story single family residences on a lot with an existing single family residence to be retained (Subdivision Tentative Map to create 5 for-sale single family lots & 1 common lot PL.N2016-12065)
11/2/2016	PLN2015-11507	Yen Chen	(408) 615-2455	3001 Tasman Dr	95054	104-49-030		12/1/2015	Pending				Mike Hodges/Bixby Land Co	New 4-story core and shell building and two new parking structures and associated site improvements
11/2/2016	PLN2015-11031	Steve Le	(408) 615-2468	3305 Kifer Rd	95051	216-33-001		11/1/2016	Pending				Leah Draeger/True Life Co.	Development of 45 attached townhomes and stacked flats with 109 parking spaces and open space as part of the Lawrence Station Area Plan . 7.5 acre site project. The environmental review for this project will be covered under the LSAP EIR
11/2/2016	PLN2015-11411	Payal Bhagat	(408) 615-2458	3069 Lawrence Expy	95051	216-34-052		9/1/2015	Pending				Westlake Urban/Gaye Quinn	Proposal for 333 unit multi-family development; Tentative Subdivision Map 3.82 acres
11/2/2016	PLN2015-11380	Jeff Schwilk	(408) 615-2456	3023 Homestead Rd	95051			9/1/2015	Pending				Kurt Keegan	Application to subdivide one lot into four lots and construct three new 1,900 sq. ft. detached homes, and move the existing listed resource onto lot four
11/2/2016	PLN2015-11478	Debby Fernandez	(408) 615-2457	3501 El Camino Real	95051			10/1/2015	Pending				Prometheus/Nathan Tuttle	Pre-application for the development of 100,000 square foot shopping center into a mixed use development including 80,000-86,000 sqft retail and up to 700 apartments
11/2/2016	PLN2015-10937	Yen Chen	(408) 615-2455	3505 and 3485 Kifer Road; 2985, 2951, 2901, 2900 and 2960 Gordon Avenue; 3060, 2960, 3045 and 3049 Copper Road; and 3570 Ryder Street	95051	29.4 acre site located at the northeast corner of Kifer Road and Lawrence Expressway. APNs: 216-34-041, -072, -066, -073, -051, -070, -045, -046, -047, -074, -075, -036, -069, and -005		11/1/2016	Approved				Johnathon Fearn/Summerhill Homes	Development of 996 residential units with 37,000 square foot retail and associated open space, landscaping, parking and other improvements as part of the Lawrence Station Area Plan.
11/2/2016	PLN2014-10844	Jeff Schwilk	(408) 615-2456	2891 Homestead Rd	95051	290-39-080		9/14/2014	Pending				Anthony Ho	Pre-zone a 0.39 acre site to PD pending annexation, for the construction of eleven two- and three-story townhouses on a podium over subterranean parking area
11/2/2016	PLN2015-	Jeff Schwilk	(408) 615-2456	2490, 2500 El Camino Real	95051	290-46-001,002,003,015,016,17 and 316-17-024		7/1/2015	Pending				Lou Mariani; Miles Barber	Proposal for 332 market rate residential units and 66 senior residential units totaling 398 dwelling units, a 306-room hotel with a 6,000 square foot restaurant comprising 205,197 square feet of commercial space on a 7.14 acre site
11/2/2016	PLN2015-10939	Gina Saporito	(408) 615-2499	909 Kiely Blvd	95051				Pending				Swim Center at Central Park	International Swim Center (ISC) proposal at Central Park CIP project #3172: project includes the following components: ISC, Community Recreation Center, Swimming Hall of Fame

Appendix E
Intersection Turn Pocket and Freeway Ramp Vehicle Queuing Calculations

Coleman/Brokaw
NBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.5
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0317	0.0317	0
0.1095	0.1413	1
0.1889	0.3302	2
0.2173	0.5475	3
0.1874	0.7349	4
0.1293	0.8642	5
0.0743	0.9385	6
0.0366	0.9751	7
0.0158	0.9909	8
0.0061	0.9970	9
0.0021	0.9991	10
0.0007	0.9997	11
0.0002	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Coleman/Brokaw
NBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 4.7
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0089	0.0089	0
0.0419	0.0508	1
0.0990	0.1498	2
0.1560	0.3058	3
0.1842	0.4900	4
0.1741	0.6641	5
0.1371	0.8012	6
0.0925	0.8937	7
0.0547	0.9484	8
0.0287	0.9771	9
0.0136	0.9906	10
0.0058	0.9965	11
0.0023	0.9988	12
0.0008	0.9996	13
0.0003	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Coleman/Brokaw
NBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.8
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0229	0.0229	0
0.0866	0.1095	1
0.1634	0.2730	2
0.2057	0.4786	3
0.1941	0.6727	4
0.1465	0.8192	5
0.0922	0.9114	6
0.0497	0.9611	7
0.0235	0.9846	8
0.0098	0.9945	9
0.0037	0.9982	10
0.0013	0.9994	11
0.0004	0.9998	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Coleman/Brokaw
NBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.7
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0241	0.0241	0
0.0898	0.1139	1
0.1673	0.2812	2
0.2077	0.4889	3
0.1934	0.6824	4
0.1441	0.8265	5
0.0895	0.9160	6
0.0476	0.9636	7
0.0222	0.9858	8
0.0092	0.9949	9
0.0034	0.9983	10
0.0012	0.9995	11
0.0004	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Coleman/Brokaw
NBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 3.9
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0197	0.0197	0
0.0775	0.0972	1
0.1521	0.2493	2
0.1990	0.4483	3
0.1952	0.6435	4
0.1533	0.7967	5
0.1003	0.8970	6
0.0562	0.9532	7
0.0276	0.9808	8
0.0120	0.9928	9
0.0047	0.9975	10
0.0017	0.9992	11
0.0006	0.9998	12
0.0002	0.9999	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Coleman/Brokaw
NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 5.0
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0066	0.0066	0
0.0330	0.0396	1
0.0830	0.1226	2
0.1390	0.2615	3
0.1746	0.4361	4
0.1755	0.6116	5
0.1469	0.7585	6
0.1055	0.8640	7
0.0663	0.9303	8
0.0370	0.9673	9
0.0186	0.9858	10
0.0085	0.9943	11
0.0036	0.9979	12
0.0014	0.9993	13
0.0005	0.9998	14
0.0002	0.9999	15
0.0001	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Coleman/Brokaw
EBL
AM
Existing Conditions
Avg. Queue Per Lane in Veh= 3.0
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0523	0.0523	0
0.1544	0.2067	1
0.2277	0.4345	2
0.2239	0.6584	3
0.1652	0.8236	4
0.0974	0.9210	5
0.0479	0.9689	6
0.0202	0.9891	7
0.0074	0.9966	8
0.0024	0.9990	9
0.0007	0.9997	10
0.0002	0.9999	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Coleman/Brokaw
EBL
AM
Background Conditions
Avg. Queue Per Lane in Veh= 3.4
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0325	0.0325	0
0.1115	0.1440	1
0.1909	0.3349	2
0.2180	0.5529	3
0.1866	0.7395	4
0.1278	0.8674	5
0.0730	0.9403	6
0.0357	0.9760	7
0.0153	0.9913	8
0.0058	0.9971	9
0.0020	0.9991	10
0.0006	0.9998	11
0.0002	0.9999	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Coleman/Brokaw
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 7.8
Percentile = 0.95 13

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0004	0.0004	0
0.0033	0.0038	1
0.0129	0.0167	2
0.0334	0.0501	3
0.0647	0.1149	4
0.1004	0.2152	5
0.1296	0.3449	6
0.1435	0.4884	7
0.1390	0.6274	8
0.1197	0.7471	9
0.0928	0.8399	10
0.0654	0.9053	11
0.0422	0.9475	12
0.0252	0.9727	13
0.0139	0.9866	14
0.0072	0.9938	15
0.0035	0.9973	16
0.0016	0.9989	17
0.0007	0.9996	18
0.0003	0.9998	19
0.0001	0.9999	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Coleman/Brokaw
EBL
AM
Background Plus Project Conditions with Mitigation
Avg. Queue Per Lane in Veh= 3.9
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0208	0.0208	0
0.0804	0.1012	1
0.1558	0.2570	2
0.2013	0.4583	3
0.1950	0.6532	4
0.1511	0.8043	5
0.0976	0.9019	6
0.0540	0.9560	7
0.0262	0.9821	8
0.0113	0.9934	9
0.0044	0.9978	10
0.0015	0.9993	11
0.0005	0.9998	12
0.0001	0.9999	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Coleman/Brokaw
EBL
PM
Existing Conditions
Avg. Queue Per Lane in Veh= 4.6
Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0103	0.0103	0
0.0472	0.0575	1
0.1079	0.1653	2
0.1645	0.3298	3
0.1881	0.5179	4
0.1721	0.6901	5
0.1313	0.8213	6
0.0858	0.9071	7
0.0491	0.9562	8
0.0249	0.9811	9
0.0114	0.9925	10
0.0047	0.9973	11
0.0018	0.9991	12
0.0006	0.9997	13
0.0002	0.9999	14
0.0001	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Coleman/Brokaw
EBL
PM
Background Conditions
Avg. Queue Per Lane in Veh= 6.7
Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0012	0.0012	0
0.0082	0.0095	1
0.0276	0.0371	2
0.0617	0.0988	3
0.1034	0.2022	4
0.1385	0.3406	5
0.1546	0.4953	6
0.1480	0.6433	7
0.1240	0.7673	8
0.0923	0.8596	9
0.0618	0.9214	10
0.0377	0.9591	11
0.0210	0.9801	12
0.0108	0.9909	13
0.0052	0.9961	14
0.0023	0.9984	15
0.0010	0.9994	16
0.0004	0.9998	17
0.0001	0.9999	18
0.0001	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Coleman/Brokaw
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 7.2
Percentile = 0.95 12

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0008	0.0008	0
0.0056	0.0064	1
0.0201	0.0265	2
0.0478	0.0743	3
0.0855	0.1597	4
0.1222	0.2820	5
0.1456	0.4276	6
0.1488	0.5764	7
0.1330	0.7093	8
0.1056	0.8150	9
0.0755	0.8905	10
0.0491	0.9396	11
0.0293	0.9688	12
0.0161	0.9849	13
0.0082	0.9931	14
0.0039	0.9971	15
0.0018	0.9988	16
0.0007	0.9995	17
0.0003	0.9998	18
0.0001	0.9999	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Coleman/Brokaw
EBL
PM
Background Plus Project Conditions with Mitigation
Avg. Queue Per Lane in Veh= 3.6
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0280	0.0280	0
0.1002	0.1282	1
0.1790	0.3072	2
0.2133	0.5205	3
0.1907	0.7112	4
0.1363	0.8475	5
0.0812	0.9288	6
0.0415	0.9703	7
0.0185	0.9888	8
0.0074	0.9962	9
0.0026	0.9988	10
0.0009	0.9997	11
0.0003	0.9999	12
0.0001	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Coleman/Project Entrance
NBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 3.2
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0421	0.0421	0
0.1335	0.1756	1
0.2113	0.3869	2
0.2230	0.6099	3
0.1766	0.7865	4
0.1118	0.8984	5
0.0590	0.9574	6
0.0267	0.9841	7
0.0106	0.9946	8
0.0037	0.9984	9
0.0012	0.9995	10
0.0003	0.9999	11
0.0001	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Coleman/Project Entrance
NBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 8.9
Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0012	0.0014	1
0.0054	0.0068	2
0.0161	0.0230	3
0.0359	0.0588	4
0.0638	0.1226	5
0.0945	0.2171	6
0.1200	0.3371	7
0.1333	0.4704	8
0.1317	0.6020	9
0.1170	0.7191	10
0.0946	0.8137	11
0.0701	0.8837	12
0.0479	0.9316	13
0.0304	0.9620	14
0.0180	0.9800	15
0.0100	0.9901	16
0.0052	0.9953	17
0.0026	0.9979	18
0.0012	0.9991	19
0.0005	0.9996	20
0.0002	0.9999	21
0.0001	0.9999	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Coleman/Project Entrance
EBL
AM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.8
Percentile = 0.95 6

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0605	0.0605	0
0.1697	0.2301	1
0.2380	0.4681	2
0.2226	0.6907	3
0.1561	0.8468	4
0.0876	0.9344	5
0.0410	0.9754	6
0.0164	0.9918	7
0.0058	0.9975	8
0.0018	0.9993	9
0.0005	0.9998	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Coleman/Project Entrance
EBL
PM
Background Plus Project Conditions
Avg. Queue Per Lane in Veh= 2.2
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1146	0.1146	0
0.2482	0.3628	1
0.2689	0.6317	2
0.1942	0.8259	3
0.1052	0.9311	4
0.0456	0.9766	5
0.0165	0.9931	6
0.0051	0.9982	7
0.0014	0.9996	8
0.0003	0.9999	9
0.0001	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Hexagon Transportation Consultants, Inc.
4 North Second Street, Suite 400
San Jose, CA 95113
Phone 408-971-6100 Fax 408-971-9102

Northbound US 101 Loop On-Ramp from Northbound Trimble Road

Counter: Huy
Date: 04/06/17
Time Period: 7:00 AM - 9:00 AM

Time	Queue Length (# of veh.)	Meter Rate
7:45 AM	17	6.4
7:50 AM	19	6.3
7:55 AM	14	6.0
8:00 AM	13	6.1
8:05 AM	18	6.5
8:10 AM	20	6.5
8:15 AM	15	6.0
8:20 AM	7	5.9
8:25 AM	10	6.3
8:30 AM	12	6.2
8:35 AM	9	6.1
8:40 AM	7	6.0
8:45 AM	6	6.4

Start Time	Cumulative Count
7:00	0
7:15	75
7:30	165
7:45	253
8:00	351
8:15	452
8:30	533
8:45	645
9:00	736

Hourly Count

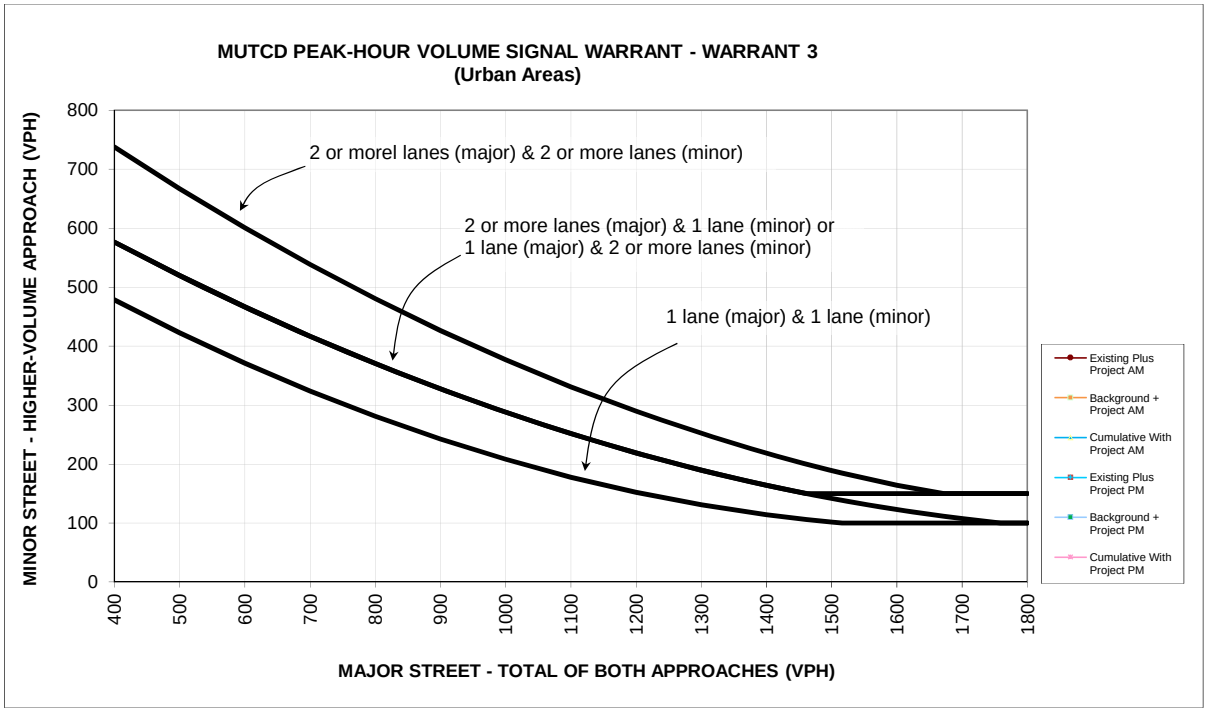
7:00 - 8:00	351
7:15 - 8:15	377
7:30 - 8:30	368
7:45 - 8:45	392
8:00 - 9:00	385

Peak	**20**	**6.5**	**7:45 - 8:45**	**392**

Appendix F
Site Access

Gatway Crossings Mixed-Use Development

19 . Coleman Avenue and Project Entrance (Future)



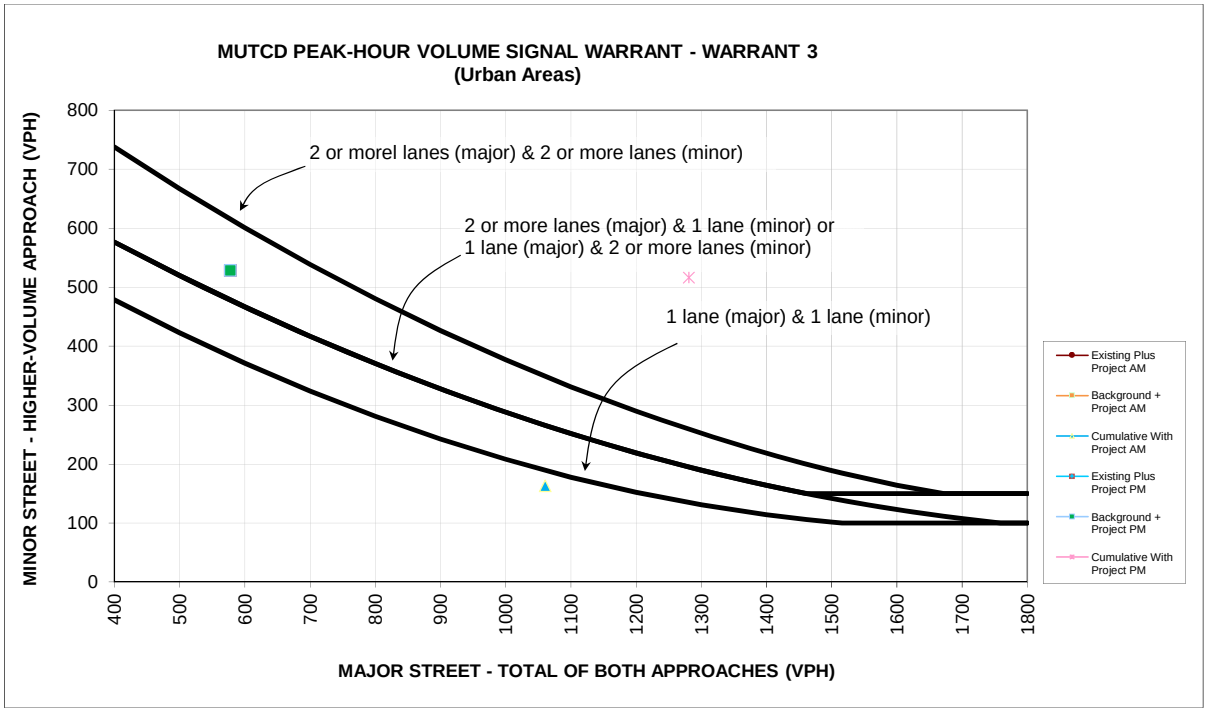
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Plus Project AM	Background + Project AM	Cumulative With Project AM
Major Street - Both Approaches	Coleman Avenue		X	3378	4046	4375
Minor Street - Highest Approach	Project Entrance (Future)	X		405	405	405
Maximum warrant threshold for minor street volume				100	100	100
Difference between warrant threshold & minor street volume				305	305	305
		Warrant Met?		**Yes**	**Yes**	**Yes**

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Plus Project PM	Background + Project PM	Cumulative With Project PM
Major Street - Both Approaches	Coleman Avenue		X	3826	4796	5157
Minor Street - Highest Approach	Project Entrance (Future)	X		272	272	272
Maximum warrant threshold for minor street volume				100	100	100
Difference between warrant threshold & minor street volume				172	172	172
		Warrant Met?		**Yes**	**Yes**	**Yes**

Gatway Crossings Mixed-Use Development

20 . Costco/Project Driveway and Brokaw Road



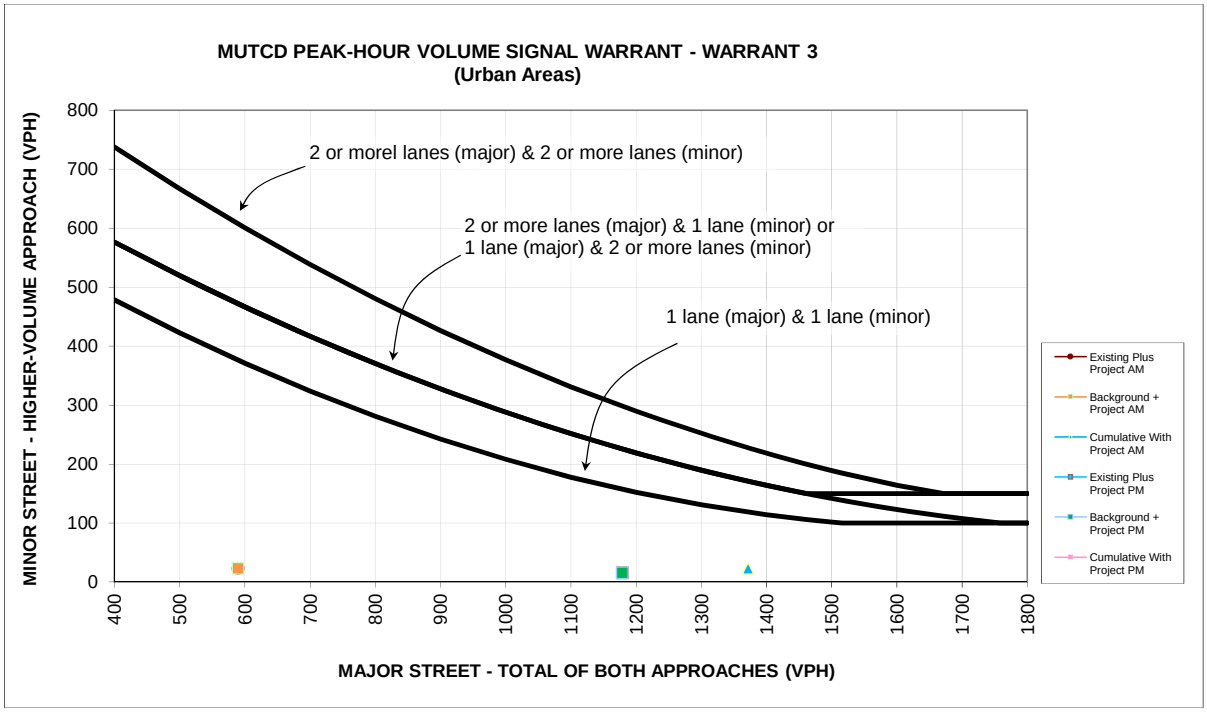
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Plus Project AM	Background + Project AM	Cumulative With Project AM
Major Street - Both Approaches	Brokaw Road	X		280	280	1061
Minor Street - Highest Approach	Costco/Project Driveway	X		168	168	163
Maximum warrant threshold for minor street volume				551	551	189
Difference between warrant threshold & minor street volume				383	383	26
		Warrant Met?		No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Plus Project PM	Background + Project PM	Cumulative With Project PM
Major Street - Both Approaches	Brokaw Road	X		578	578	1281
Minor Street - Highest Approach	Costco/Project Driveway	X		528	528	516
Maximum warrant threshold for minor street volume				382	382	135
Difference between warrant threshold & minor street volume				146	146	381
		Warrant Met?		**Yes**	**Yes**	**Yes**

Gatway Crossings Mixed-Use Development

21 . Driveway 2 and Brokaw Road



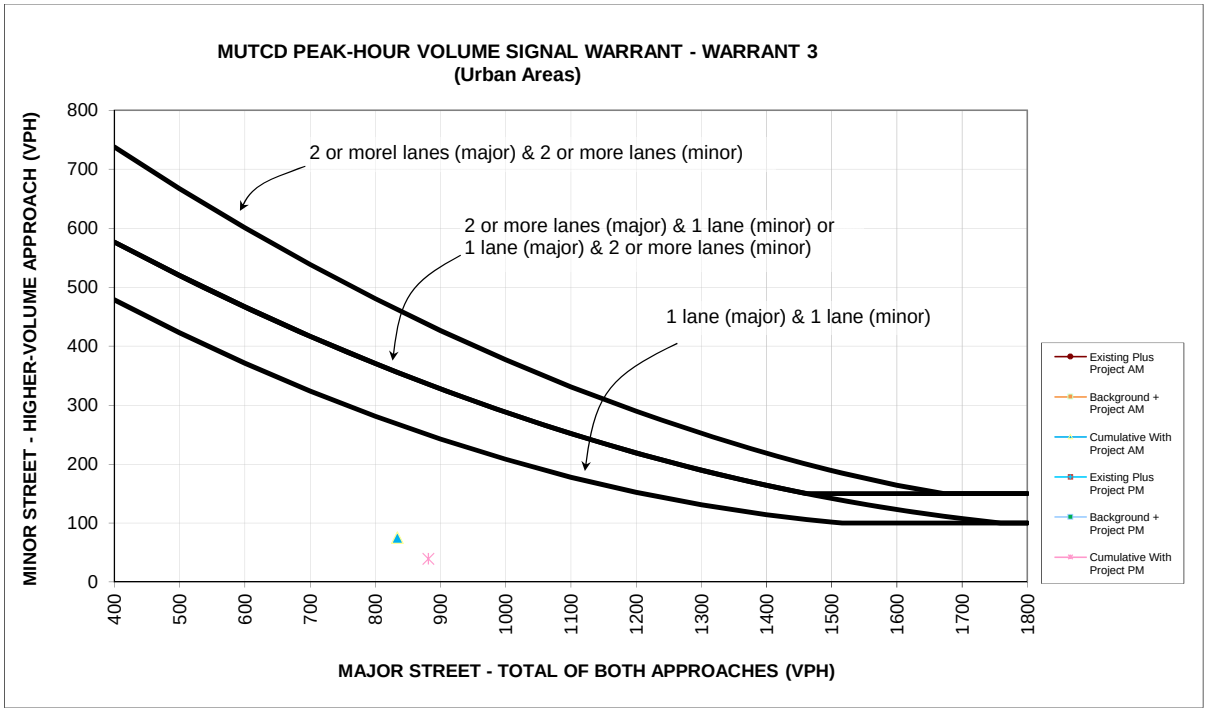
Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Plus Project AM	Background + Project AM	Cumulative With Project AM
Major Street - Both Approaches	Brokaw Road	X		590	590	1372
Minor Street - Highest Approach	Driveway 2	X		23	23	23
Maximum warrant threshold for minor street volume				376	376	118
Difference between warrant threshold & minor street volume				353	353	95
		Warrant Met?		No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Plus Project PM	Background + Project PM	Cumulative With Project PM
Major Street - Both Approaches	Brokaw Road	X		1179	1179	1884
Minor Street - Highest Approach	Driveway 2	X		15	15	15
Maximum warrant threshold for minor street volume				157	157	100
Difference between warrant threshold & minor street volume				142	142	85
		Warrant Met?		No	No	No

Gatway Crossings Mixed-Use Development

22 . Driveway 4 and Brokaw Road



Source: Figure 4C-3 of the Manual on Unifrom Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).
* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

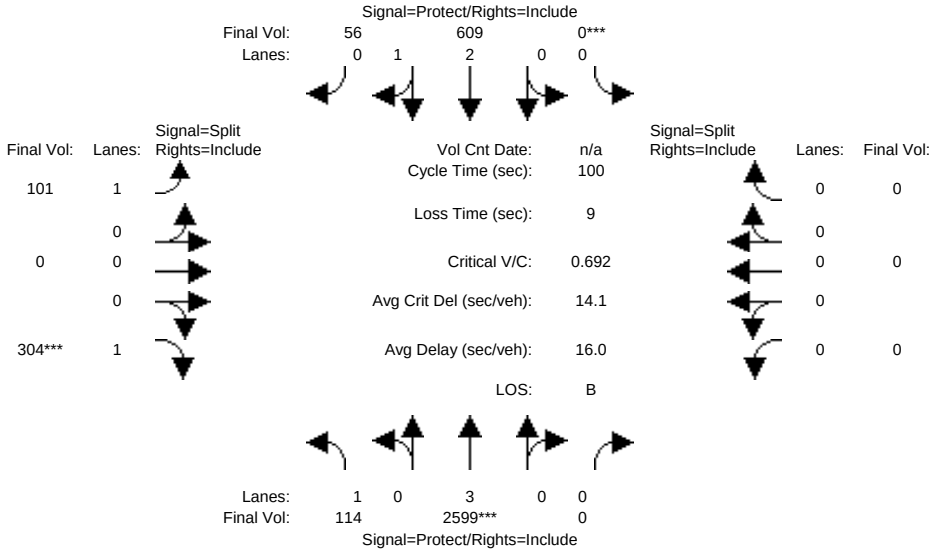
		Approach Lanes: One	Approach Lanes: 2 or More	Existing Plus Project AM	Background + Project AM	Cumulative With Project AM
Major Street - Both Approaches	Brokaw Road	X		75	75	834
Minor Street - Highest Approach	Driveway 4	X		45	45	75
Maximum warrant threshold for minor street volume				690	690	267
Difference between warrant threshold & minor street volume				645	645	192
		Warrant Met?		No	No	No

		Approach Lanes: One	Approach Lanes: 2 or More	Existing Plus Project PM	Background + Project PM	Cumulative With Project PM
Major Street - Both Approaches	Brokaw Road	X		181	181	882
Minor Street - Highest Approach	Driveway 4	X		39	39	39
Maximum warrant threshold for minor street volume				616	616	249
Difference between warrant threshold & minor street volume				577	577	210
		Warrant Met?		No	No	No

Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #555: Coleman & Project Entrance



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2586	0	0	556	0	0	0	0	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	2586	0	0	556	0	0	0	0	0	0	0
Added Vol:	114	13	0	0	53	56	101	0	304	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	114	2599	0	0	609	56	101	0	304	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	2599	0	0	609	56	101	0	304	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	2599	0	0	609	56	101	0	304	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	2599	0	0	609	56	101	0	304	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.74	0.26	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5128	472	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.46	0.00	0.00	0.12	0.12	0.06	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	24.4	65.9	0.0	0.0	41.5	41.5	25.1	0.0	25.1	0.0	0.0	0.0
Volume/Cap:	0.27	0.69	0.00	0.00	0.29	0.29	0.23	0.00	0.69	0.00	0.00	0.00
Delay/Veh:	30.9	11.3	0.0	0.0	19.5	19.5	30.0	0.0	38.6	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:	30.9	11.3	0.0	0.0	19.5	19.5	30.0	0.0	38.6	0.0	0.0	0.0
LOS by Move:	C	B	A	A	B	B	C	A	D	A	A	A
HCM2k95thQ:	6	30	0	0	9	9	5	0	17	0	0	0

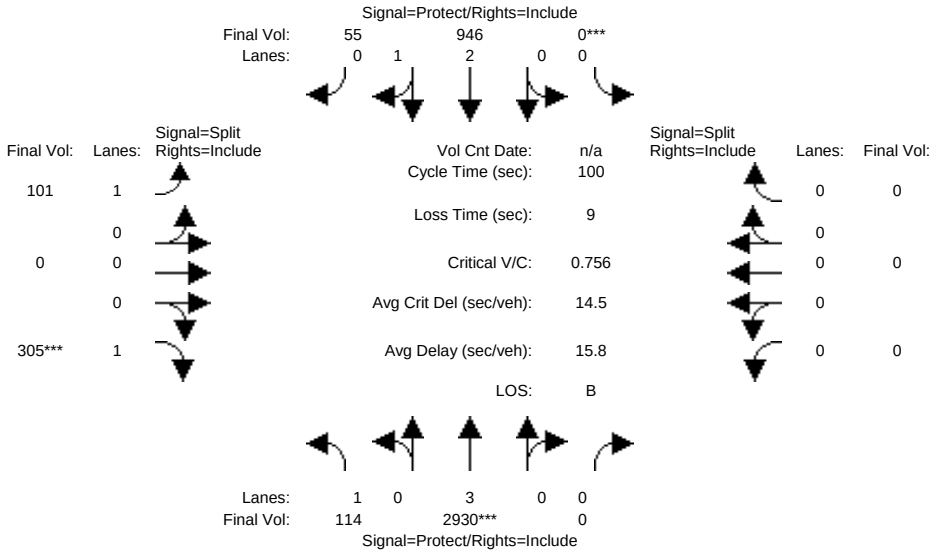
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #555: Coleman & Project Entrance



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	2586	0	0	556	0	0	0	0	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	2586	0	0	556	0	0	0	0	0	0	0
Added Vol:	-6	-38	0	0	42	45	99	0	280	0	0	0
ATI:	120	382	0	0	348	10	2	0	25	0	0	0
Initial Fut:	114	2930	0	0	946	55	101	0	305	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	2930	0	0	946	55	101	0	305	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	2930	0	0	946	55	101	0	305	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	2930	0	0	946	55	101	0	305	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.83	0.17	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5292	308	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.51	0.00	0.00	0.18	0.18	0.06	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	19.1	68.0	0.0	0.0	48.8	48.8	23.0	0.0	23.0	0.0	0.0	0.0
Volume/Cap:	0.34	0.76	0.00	0.00	0.37	0.37	0.25	0.00	0.76	0.00	0.00	0.00
Delay/Veh:	35.6	11.4	0.0	0.0	16.0	16.0	31.8	0.0	43.9	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:	35.6	11.4	0.0	0.0	16.0	16.0	31.8	0.0	43.9	0.0	0.0	0.0
LOS by Move:	D	B	A	A	B	B	C	A	D	A	A	A
HCM2k95thQ:	7	35	0	0	12	12	5	0	18	0	0	0

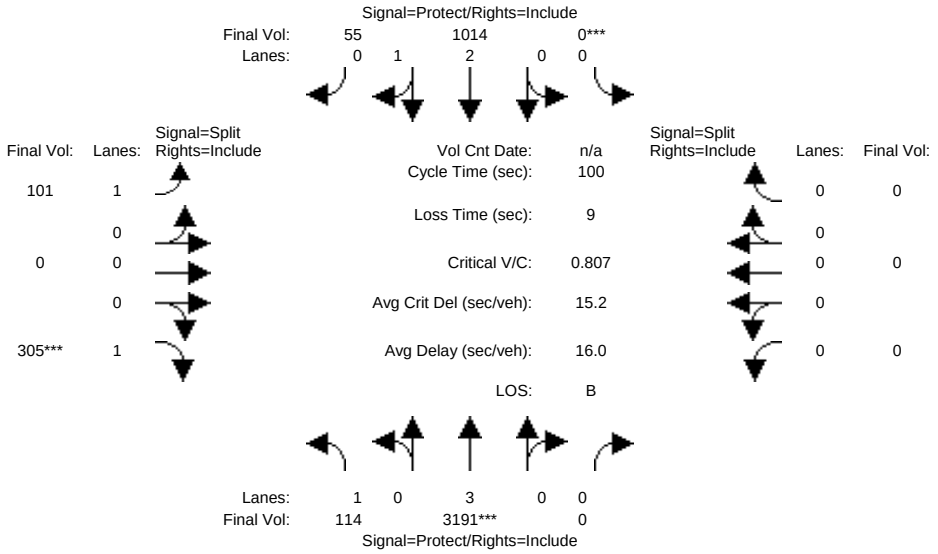
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #555: Coleman & Project Entrance



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	120	2968	0	0	904	10	2	0	25	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:	120	2968	0	0	904	10	2	0	25	0	0	0
Added Vol:	-6	-38	0	0	42	45	99	0	280	0	0	0
ATI:	0	261	0	0	68	0	0	0	0	0	0	0
Initial Fut:	114	3191	0	0	1014	55	101	0	305	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	114	3191	0	0	1014	55	101	0	305	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	3191	0	0	1014	55	101	0	305	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	114	3191	0	0	1014	55	101	0	305	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.84	0.16	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5311	288	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.07	0.56	0.00	0.00	0.19	0.19	0.06	0.00	0.17	0.00	0.00	0.00
Crit Moves:		****		****					****			
Green Time:	18.6	69.4	0.0	0.0	50.8	50.8	21.6	0.0	21.6	0.0	0.0	0.0
Volume/Cap:	0.35	0.81	0.00	0.00	0.38	0.38	0.27	0.00	0.81	0.00	0.00	0.00
Delay/Veh:	36.1	11.9	0.0	0.0	15.1	15.1	33.0	0.0	49.3	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:	36.1	11.9	0.0	0.0	15.1	15.1	33.0	0.0	49.3	0.0	0.0	0.0
LOS by Move:	D	B	A	A	B	B	C	A	D	A	A	A
HCM2k95thQ:	7	40	0	0	12	12	5	0	19	0	0	0

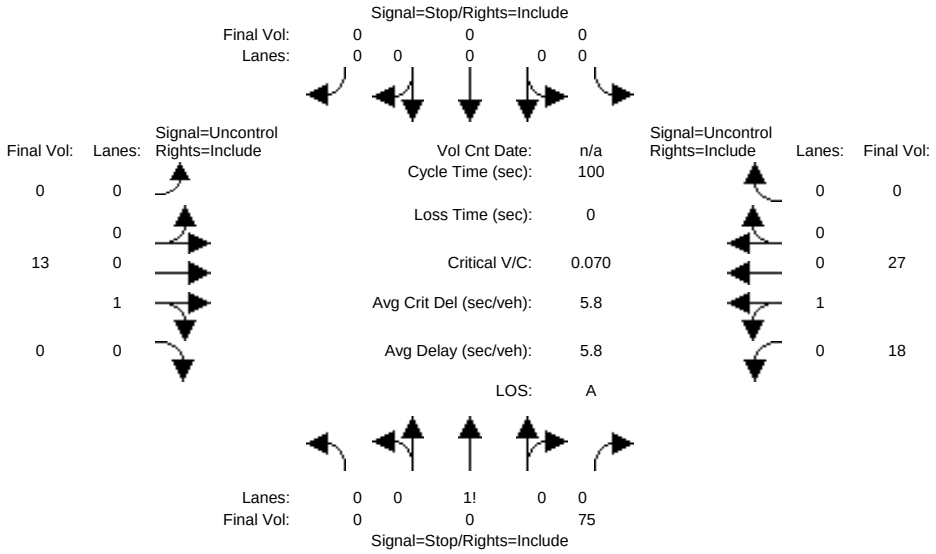
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5872: Brokaw/Driveway 4



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	13	0	0	27	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	0	0	0	0	0	0	13	0	0	27	0
Added Vol:	0	0	75	0	0	0	0	0	0	18	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	75	0	0	0	0	13	0	18	27	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	75	0	0	0	0	13	0	18	27	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	75	0	0	0	0	13	0	18	27	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	13	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	13	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1073	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1619	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1073	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1619	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	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	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

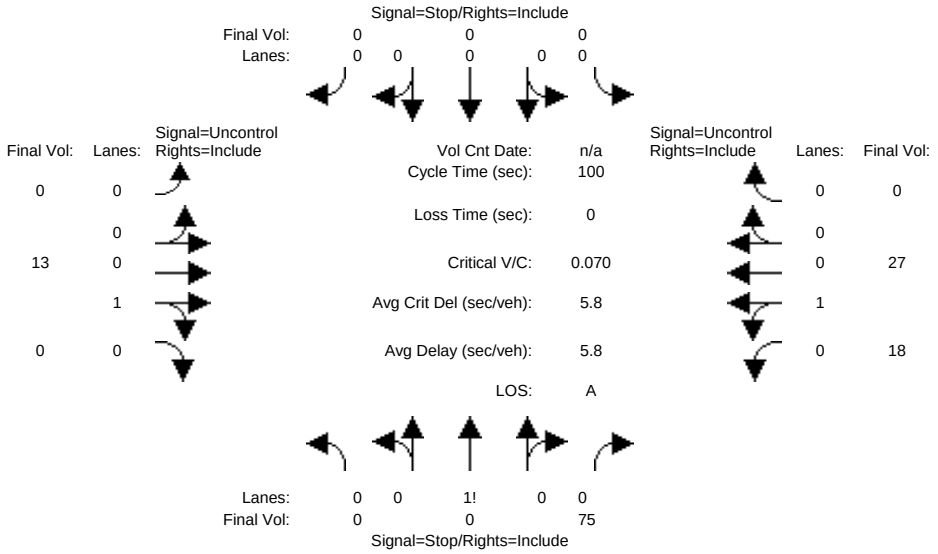
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background Plus Project AM

Intersection #5872: Brokaw/Driveway 4



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	13	0	0	27	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	0	0	0	0	0	0	13	0	0	27	0
Added Vol:	0	0	75	0	0	0	0	0	0	18	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	75	0	0	0	0	13	0	18	27	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	75	0	0	0	0	13	0	18	27	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	75	0	0	0	0	13	0	18	27	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	13	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	13	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1073	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1619	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1073	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1619	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.6	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
LOS by Move:	*	*	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	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.2	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.6			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

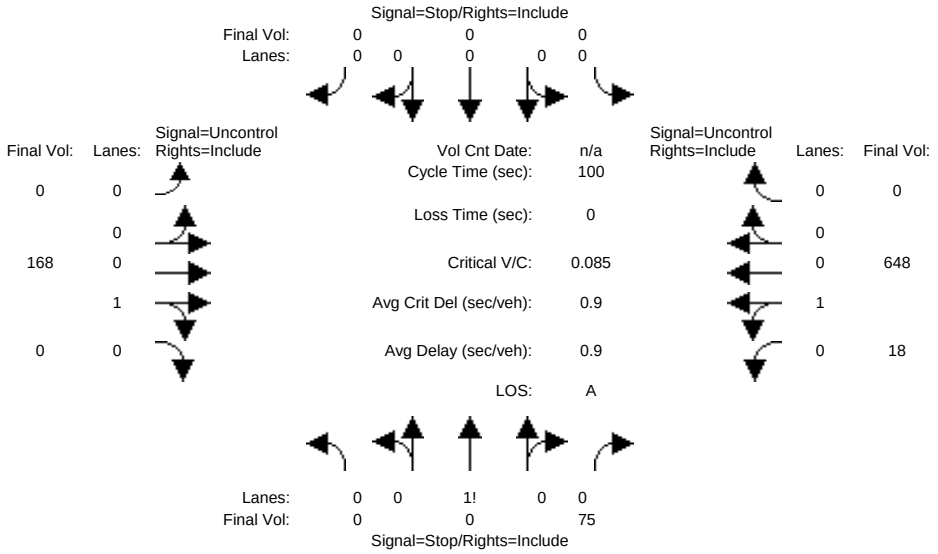
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative Plus Project AM

Intersection #5872: Brokaw/Driveway 4



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	13	0	0	27	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	0	0	0	0	0	0	13	0	0	27	0
Added Vol:	0	0	75	0	0	0	0	0	0	18	0	0
ATI:	0	0	0	0	0	0	0	155	0	0	621	0
Initial Fut:	0	0	75	0	0	0	0	168	0	18	648	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	75	0	0	0	0	168	0	18	648	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	75	0	0	0	0	168	0	18	648	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	168	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	168	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	881	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1422	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	881	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1422	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.01	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
LOS by Move:	*	*	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	0.0	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.6	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.5			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

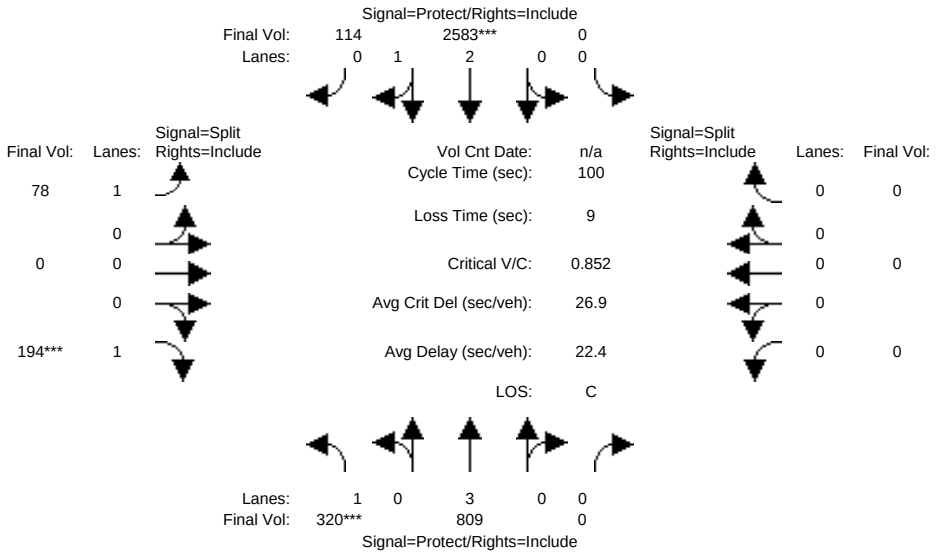
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #555: Coleman & Project Entrance



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	760	0	0	2558	0	0	0	0	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	760	0	0	2558	0	0	0	0	0	0	0
Added Vol:	320	49	0	0	25	114	78	0	194	0	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	320	809	0	0	2583	114	78	0	194	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	809	0	0	2583	114	78	0	194	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	809	0	0	2583	114	78	0	194	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	809	0	0	2583	114	78	0	194	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.87	0.13	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5363	237	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.14	0.00	0.00	0.48	0.48	0.04	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	21.5	78.0	0.0	0.0	56.5	56.5	13.0	0.0	13.0	0.0	0.0	0.0
Volume/Cap:	0.85	0.18	0.00	0.00	0.85	0.85	0.34	0.00	0.85	0.00	0.00	0.00
Delay/Veh:	54.6	2.8	0.0	0.0	20.6	20.6	40.5	0.0	67.8	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	2.8	0.0	0.0	20.6	20.6	40.5	0.0	67.8	0.0	0.0	0.0
LOS by Move:	D	A	A	A	C	C	D	A	E	A	A	A
HCM2k95thQ:	23	4	0	0	36	36	5	0	13	0	0	0

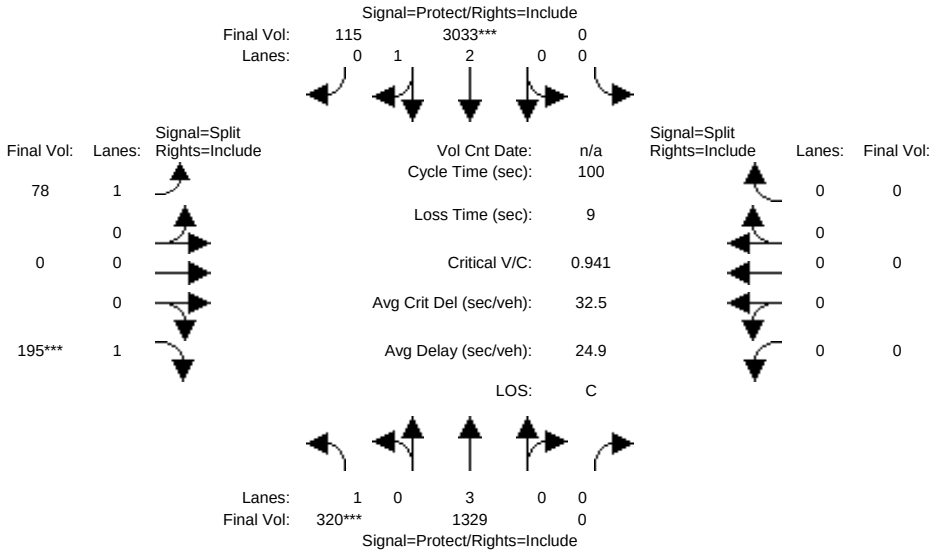
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #555: Coleman & Project Entrance



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	760	0	0	2558	0	0	0	0	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	760	0	0	2558	0	0	0	0	0	0	0
Added Vol:	301	41	0	0	-21	113	69	0	87	0	0	0
ATI:	19	528	0	0	496	2	9	0	108	0	0	0
Initial Fut:	320	1329	0	0	3033	115	78	0	195	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	1329	0	0	3033	115	78	0	195	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1329	0	0	3033	115	78	0	195	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	1329	0	0	3033	115	78	0	195	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5395	205	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.23	0.00	0.00	0.56	0.56	0.04	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	19.4	79.2	0.0	0.0	59.7	59.7	11.8	0.0	11.8	0.0	0.0	0.0
Volume/Cap:	0.94	0.29	0.00	0.00	0.94	0.94	0.38	0.00	0.94	0.00	0.00	0.00
Delay/Veh:	73.5	2.9	0.0	0.0	24.8	24.8	41.8	0.0	89.7	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.5	2.9	0.0	0.0	24.8	24.8	41.8	0.0	89.7	0.0	0.0	0.0
LOS by Move:	E	A	A	A	C	C	D	A	F	A	A	A
HCM2k95thQ:	26	7	0	0	46	46	5	0	15	0	0	0

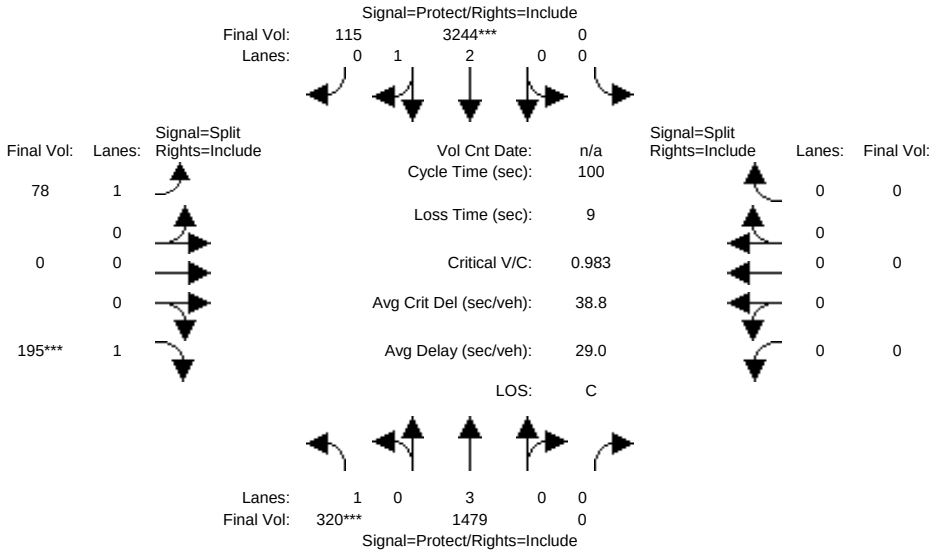
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #555: Coleman & Project Entrance



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	7	10	0	0	10	10	10	0	10	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	19	1288	0	0	3054	2	9	0	108	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:	19	1288	0	0	3054	2	9	0	108	0	0	0
Added Vol:	301	41	0	0	-21	113	69	0	87	0	0	0
ATI:	0	150	0	0	211	0	0	0	0	0	0	0
Initial Fut:	320	1479	0	0	3244	115	78	0	195	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	320	1479	0	0	3244	115	78	0	195	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	320	1479	0	0	3244	115	78	0	195	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	320	1479	0	0	3244	115	78	0	195	0	0	0
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	3.00	0.00	0.00	2.89	0.11	1.00	0.00	1.00	0.00	0.00	0.00
Final Sat.:	1750	5700	0	0	5408	192	1750	0	1750	0	0	0
Capacity Analysis Module:												
Vol/Sat:	0.18	0.26	0.00	0.00	0.60	0.60	0.04	0.00	0.11	0.00	0.00	0.00
Crit Moves:	****				****				****			
Green Time:	18.6	79.7	0.0	0.0	61.0	61.0	11.3	0.0	11.3	0.0	0.0	0.0
Volume/Cap:	0.98	0.33	0.00	0.00	0.98	0.98	0.39	0.00	0.98	0.00	0.00	0.00
Delay/Veh:	85.5	2.8	0.0	0.0	30.6	30.6	42.4	0.0	102.9	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:	85.5	2.8	0.0	0.0	30.6	30.6	42.4	0.0	102.9	0.0	0.0	0.0
LOS by Move:	F	A	A	A	C	C	D	A	F	A	A	A
HCM2k95thQ:	28	8	0	0	53	53	5	0	16	0	0	0

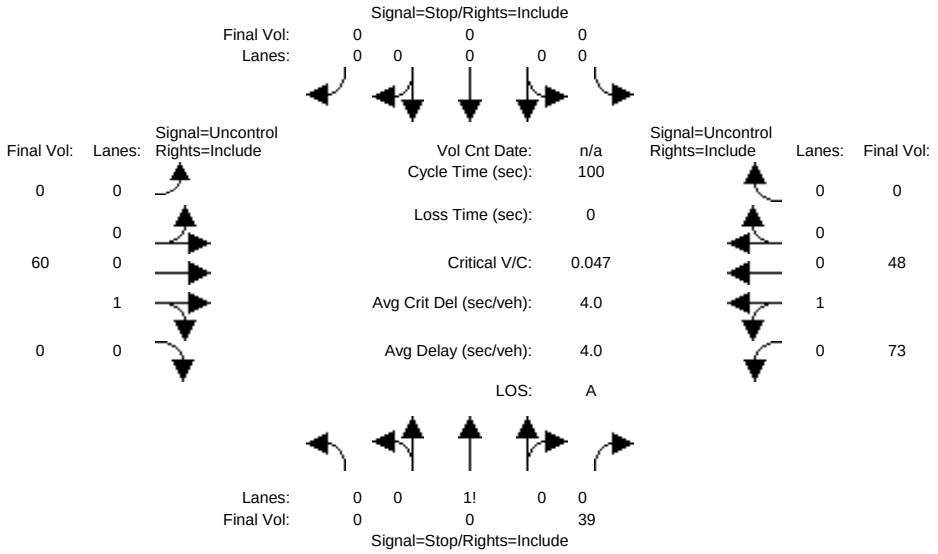
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5872: Brokaw/Driveway 4



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	60	0	0	48	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	0	0	0	0	0	0	60	0	0	48	0
Added Vol:	0	0	39	0	0	0	0	0	0	73	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	39	0	0	0	0	60	0	73	48	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	39	0	0	0	0	60	0	73	48	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	39	0	0	0	0	60	0	73	48	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	60	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	60	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1011	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1556	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1011	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1556	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	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	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

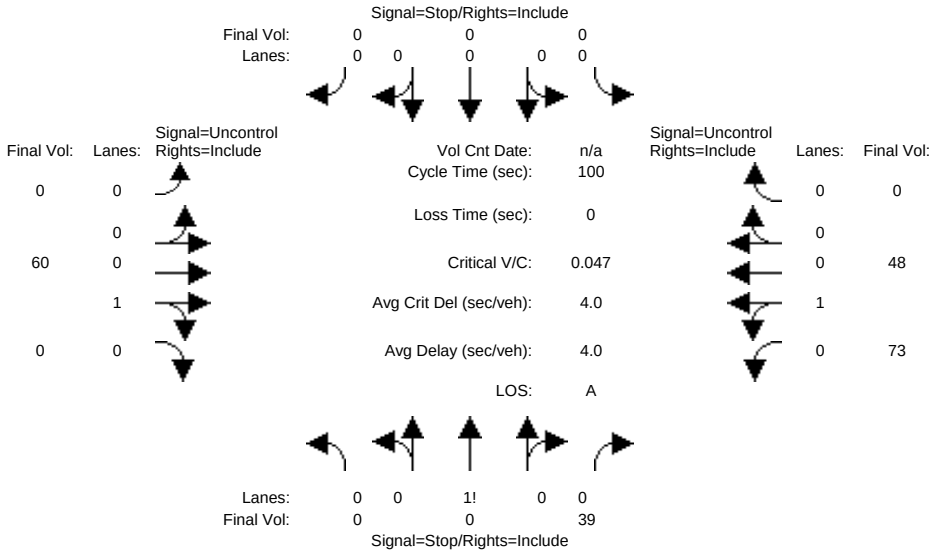
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background Plus Project PM

Intersection #5872: Brokaw/Driveway 4



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	60	0	0	48	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	0	0	0	0	0	0	60	0	0	48	0
Added Vol:	0	0	39	0	0	0	0	0	0	73	0	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	39	0	0	0	0	60	0	73	48	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	39	0	0	0	0	60	0	73	48	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	39	0	0	0	0	60	0	73	48	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	60	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	60	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	1011	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1556	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	1011	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1556	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	8.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	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	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	8.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

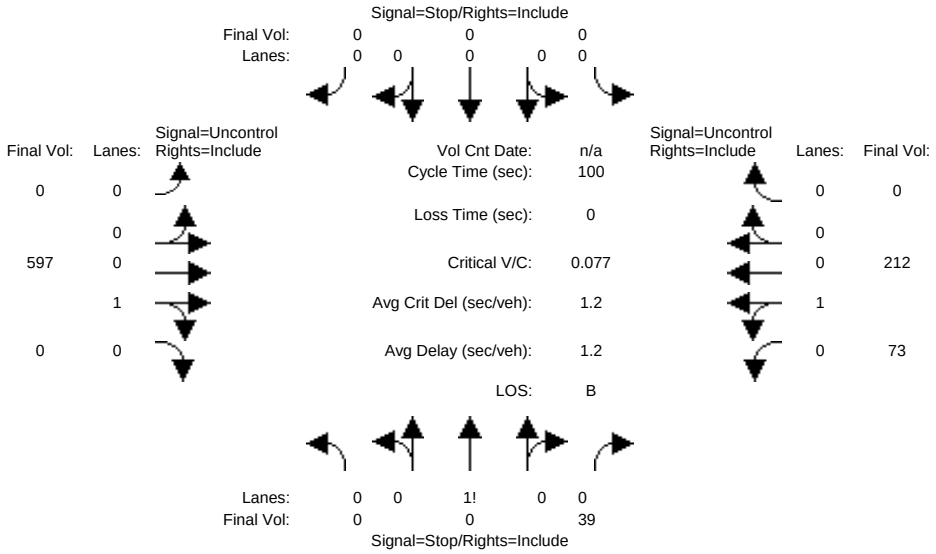
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative Plus Project PM

Intersection #5872: Brokaw/Driveway 4



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	60	0	0	48	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	0	0	0	0	0	0	60	0	0	48	0
Added Vol:	0	0	39	0	0	0	0	0	0	73	0	0
ATI:	0	0	0	0	0	0	0	537	0	0	164	0
Initial Fut:	0	0	39	0	0	0	0	597	0	73	212	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	39	0	0	0	0	597	0	73	212	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	39	0	0	0	0	597	0	73	212	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	597	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	597	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	507	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	989	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	507	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	989	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.08	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.07	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.2	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
LOS by Move:	*	*	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	0.2	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	8.9	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	A	*	*
ApproachDel:	12.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

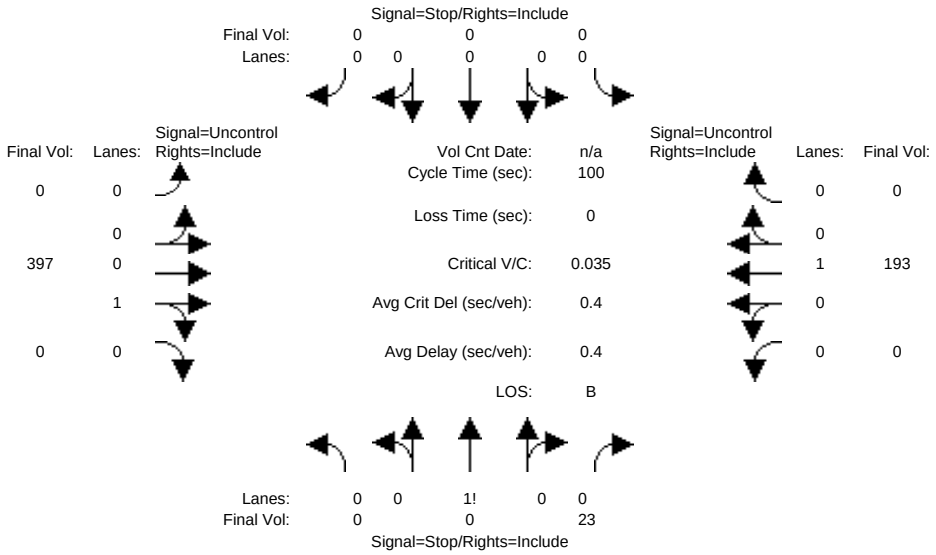
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #654: Brokaw/Driveway 2



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	175	0	0	131	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	0	0	0	0	0	0	175	0	0	131	0
Added Vol:	0	0	23	0	0	0	0	222	0	0	62	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	23	0	0	0	0	397	0	0	193	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	23	0	0	0	0	397	0	0	193	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	23	0	0	0	0	397	0	0	193	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	397	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	657	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	657	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	10.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

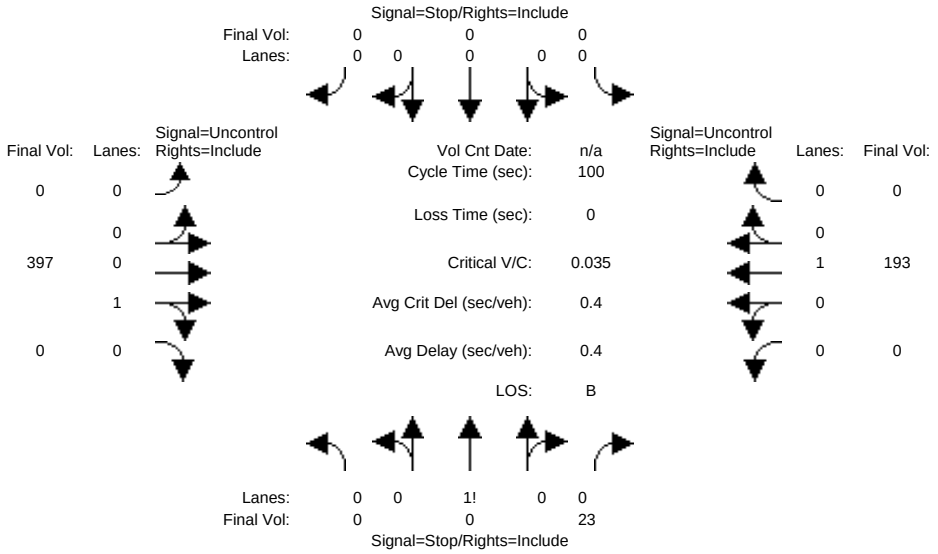
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background Plus Project AM

Intersection #654: Brokaw/Driveway 2



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	175	0	0	131	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	0	0	0	0	0	0	175	0	0	131	0
Added Vol:	0	0	23	0	0	0	0	192	0	0	-84	0
ATI:	0	0	0	0	0	0	0	30	0	0	146	0
Initial Fut:	0	0	23	0	0	0	0	397	0	0	193	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	23	0	0	0	0	397	0	0	193	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	23	0	0	0	0	397	0	0	193	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	397	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	657	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	657	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	10.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	10.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

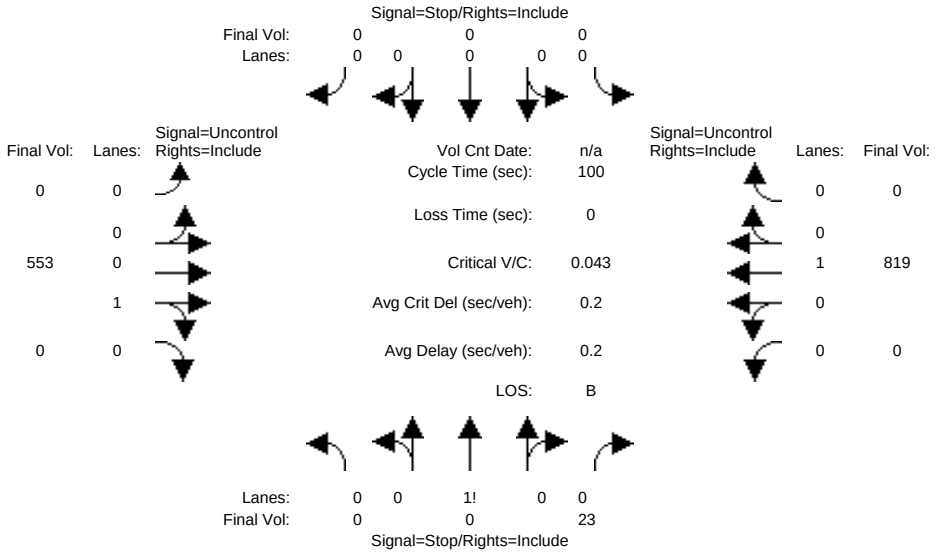
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative Plus Project AM

Intersection #654: Brokaw/Driveway 2



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	205	0	0	277	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	0	0	0	0	0	0	205	0	0	277	0
Added Vol:	0	0	23	0	0	0	0	192	0	0	-84	0
ATI:	0	0	0	0	0	0	0	156	0	0	626	0
Initial Fut:	0	0	23	0	0	0	0	553	0	0	819	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	23	0	0	0	0	553	0	0	819	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	23	0	0	0	0	553	0	0	819	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	553	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	537	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	537	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.04	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	12.0	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	12.0			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

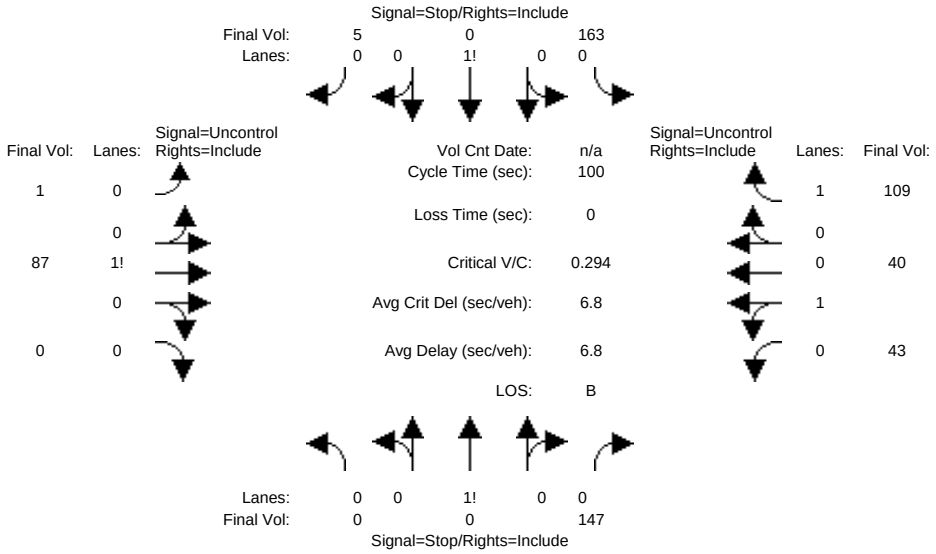
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
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Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing Plus Project AM

Intersection #5871: Brokaw/Driveway 3



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	163	0	5	1	12	0	0	22	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	163	0	5	1	12	0	0	22	109
Added Vol:	0	0	147	0	0	0	0	75	0	43	18	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	147	163	0	5	1	87	0	43	40	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:	0	0	147	163	0	5	1	87	0	43	40	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	147	163	0	5	1	87	0	43	40	109
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	87	289	215	40	149	xxxx	xxxxx	87	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	977	668	686	1037	1445	xxxx	xxxxx	1522	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	977	554	666	1037	1445	xxxx	xxxxx	1522	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.15	0.29	0.00	0.00	0.00	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.5	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.3	xxxxx	xxxx	xxxxx	7.5	xxxx	xxxxx	7.4	xxxx	xxxxx
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	562	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	1.2	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	14.1	xxxxx	7.5	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	*	*	*	B	*	A	*	*	A	*	*
ApproachDel:	9.3			14.1			xxxxxx			xxxxxx		
ApproachLOS:	A			B			*			*		

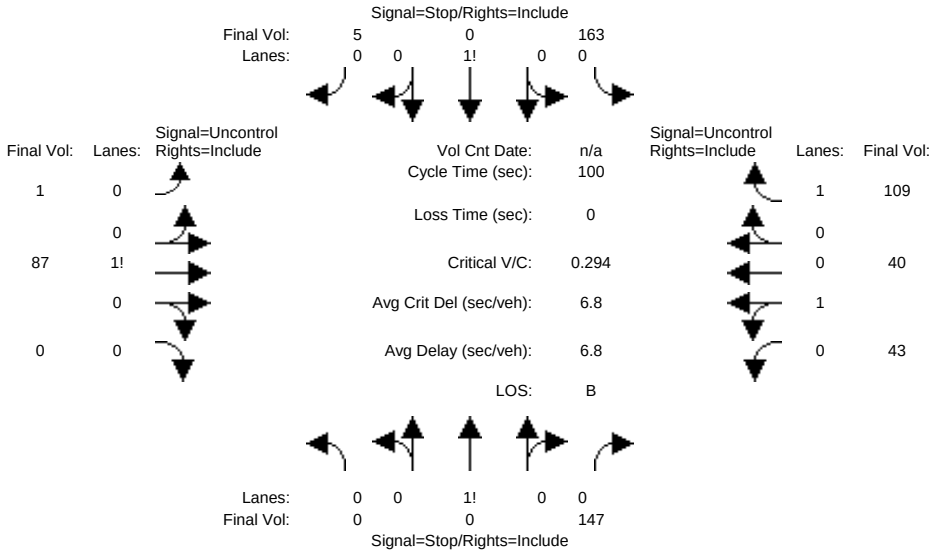
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background Plus Project AM

Intersection #5871: Brokaw/Driveway 3



Approach:	North Bound						South Bound						East Bound						West Bound					
Movement:	L	-	T	-	R		L	-	T	-	R		L	-	T	-	R		L	-	T	-	R	
Volume Module:																								
Base Vol:	0		0		0		163		0		5		1		12		0		0		22		109	
Growth Adj:	1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00		1.00	
Initial Bse:	0		0		0		163		0		5		1		12		0		0		22		109	
Added Vol:	0		0		117		0		0		0		0		75		0		-103		18		0	
ATI:	0		0		30		0		0		0		0		0		0		146		0		0	
Initial Fut:	0		0		147		163		0		5		1		87		0		43		40		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:	0		0		147		163		0		5		1		87		0		43		40		109	
Reduct Vol:	0		0		0		0		0		0		0		0		0		0		0		0	
FinalVolume:	0		0		147		163		0		5		1		87		0		43		40		109	
Critical Gap Module:																								
Critical Gp:	xxxxx	xxxx		6.2		7.1		6.5		6.2		4.1	xxxx	xxxxx		4.1	xxxx	xxxxx						
FollowUpTim:	xxxxx	xxxx		3.3		3.5		4.0		3.3		2.2	xxxx	xxxxx		2.2	xxxx	xxxxx						
Capacity Module:																								
Cnflict Vol:	xxxx	xxxx		87		289		215		40		149	xxxx	xxxxx		87	xxxx	xxxxx						
Potent Cap.:	xxxx	xxxx		977		668		686		1037		1445	xxxx	xxxxx		1522	xxxx	xxxxx						
Move Cap.:	xxxx	xxxx		977		554		666		1037		1445	xxxx	xxxxx		1522	xxxx	xxxxx						
Volume/Cap:	xxxx	xxxx		0.15		0.29		0.00		0.00		0.00	xxxx	xxxx		0.03	xxxx	xxxx						
Level Of Service Module:																								
2Way95thQ:	xxxx	xxxx		0.5		xxxx	xxxx	xxxxx		0.0	xxxx	xxxxx		0.1	xxxx	xxxxx								
Control Del:	xxxxx	xxxx		9.3		xxxxx	xxxx	xxxxx		7.5	xxxx	xxxxx		7.4	xxxx	xxxxx								
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		562	xxxxx		xxxx	xxxx	xxxxx		xxxx	xxxx	xxxxx								
SharedQueue:	xxxxx	xxxx	xxxxx		xxxxx		1.2	xxxxx		0.0	xxxx	xxxxx		0.1	xxxx	xxxxx								
Shrd ConDel:	xxxxx	xxxx	xxxxx		xxxxx		14.1	xxxxx		7.5	xxxx	xxxxx		7.4	xxxx	xxxxx								
Shared LOS:	*	*	*		*		B	*		A	*	*		A	*	*								
ApproachDel:		9.3					14.1				xxxxxx				xxxxxx									
ApproachLOS:		A					B				*				*									

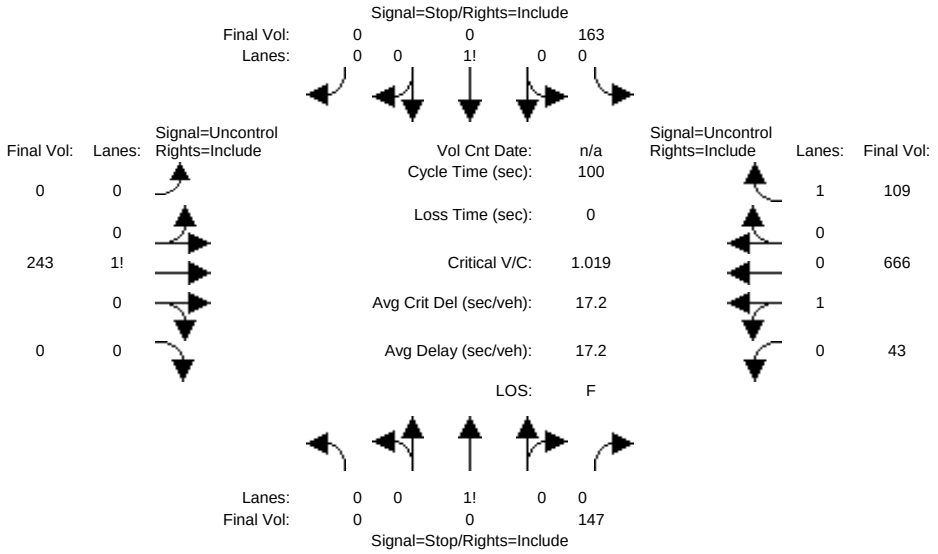
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative Plus Project AM

Intersection #5871: Brokaw/Driveway 3



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	0	30	163	0	5	1	12	0	146	22	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	30	163	0	5	1	12	0	146	22	109
Added Vol:	0	0	117	0	0	0	0	75	0	-103	18	0
ATI:	0	0	0	0	0	-5	-1	156	0	0	626	0
Initial Fut:	0	0	147	163	0	0	0	243	0	43	666	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:	0	0	147	163	0	0	0	243	0	43	666	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	147	163	0	0	0	243	0	43	666	109
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	243	1069	995	666	xxxx	xxxx	xxxxx	243	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	801	201	247	463	xxxx	xxxx	xxxxx	1335	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	801	160	239	463	xxxx	xxxx	xxxxx	1335	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.18	1.02	0.00	0.00	xxxx	xxxx	xxxx	0.03	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.7	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	10.5	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	160	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	8.0	xxxxx	0.0	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	133	xxxxx	7.2	xxxx	xxxxx	7.8	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	A	*	*	A	*	*
ApproachDel:	10.5			133.4			xxxxxx			xxxxxx		
ApproachLOS:	B			F			*			*		

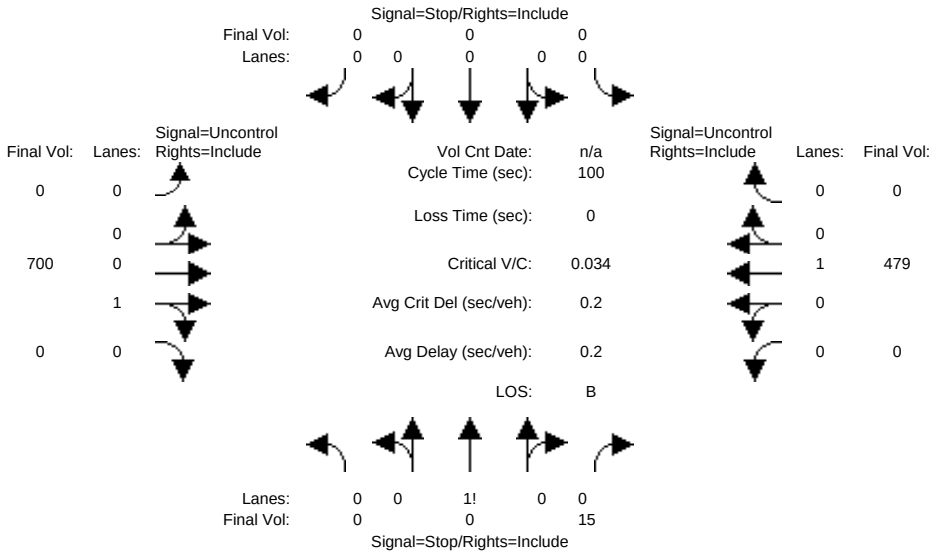
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #654: Brokaw/Driveway 2



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	584	0	0	237	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	0	0	0	0	0	0	584	0	0	237	0
Added Vol:	0	0	15	0	0	0	0	116	0	0	242	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	15	0	0	0	0	700	0	0	479	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	0	0	0	0	700	0	0	479	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	0	0	700	0	0	479	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	700	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	443	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	443	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

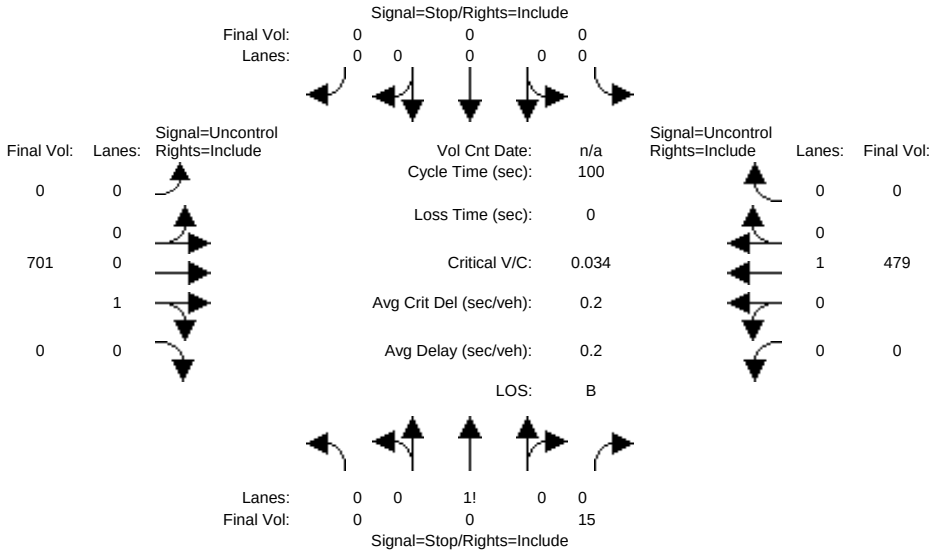
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background Plus Project PM

Intersection #654: Brokaw/Driveway 2



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	584	0	0	237	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	0	0	0	0	0	0	584	0	0	237	0
Added Vol:	0	0	15	0	0	0	0	-14	0	0	219	0
ATI:	0	0	0	0	0	0	0	131	0	0	23	0
Initial Fut:	0	0	15	0	0	0	0	701	0	0	479	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	0	0	0	0	701	0	0	479	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	0	0	701	0	0	479	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	701	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	442	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	442	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.1	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.4	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	*	*	*	*	*	*	*	*	*
ApproachDel:	13.4			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	B			*			*			*		

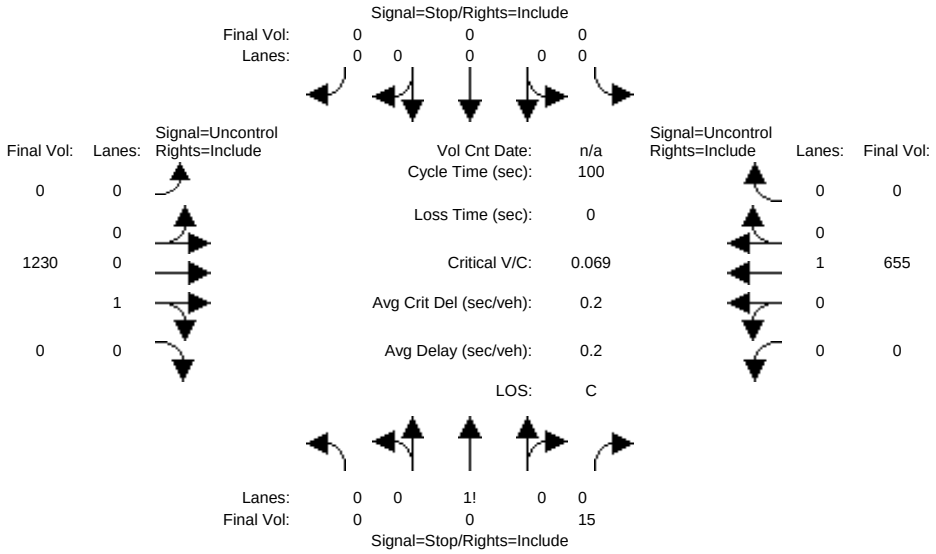
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative Plus Project PM

Intersection #654: Brokaw/Driveway 2



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	0	0	0	0	715	0	0	260	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	0	0	0	0	0	0	715	0	0	260	0
Added Vol:	0	0	15	0	0	0	0	-14	0	0	219	0
ATI:	0	0	0	0	0	0	0	529	0	0	176	0
Initial Fut:	0	0	15	0	0	0	0	1230	0	0	655	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	0	0	15	0	0	0	0	1230	0	0	655	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	15	0	0	0	0	1230	0	0	655	0
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	1230	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	219	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	219	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.07	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.2	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	22.7	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	C	*	*	*	*	*	*	*	*	*
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:	22.7			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	C			*			*			*		

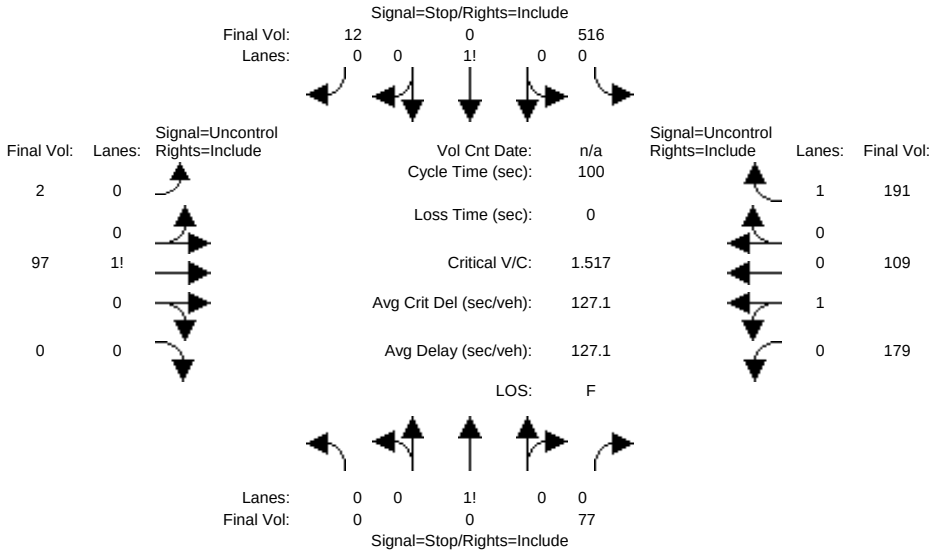
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #5871: Brokaw/Driveway 3



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	516	0	12	2	58	0	10	36	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	516	0	12	2	58	0	10	36	191
Added Vol:	0	0	77	0	0	0	0	39	0	169	73	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	77	516	0	12	2	97	0	179	109	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	77	516	0	12	2	97	0	179	109	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	77	516	0	12	2	97	0	179	109	191
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	97	607	568	109	300	xxxx	xxxxx	97	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	965	412	435	950	1273	xxxx	xxxxx	1509	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	965	340	377	950	1273	xxxx	xxxxx	1509	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.08	1.52	0.00	0.01	0.00	xxxx	xxxx	0.12	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.1	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.7	xxxx	xxxxx
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	345	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	29.6	xxxxx	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	281	xxxxx	7.8	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	A	*	*	A	*	*
ApproachDel:	9.1			280.8			xxxxxx			xxxxxx		
ApproachLOS:	A			F			*			*		

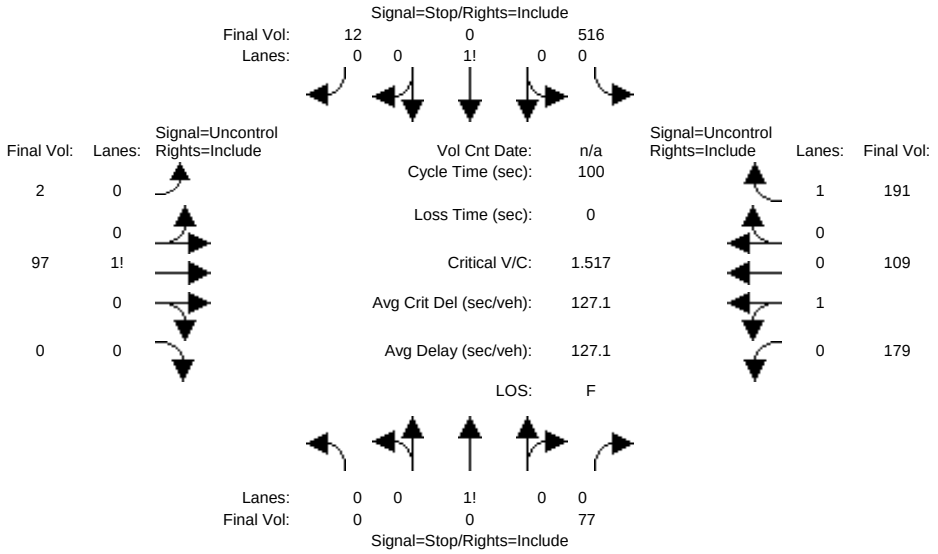
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background Plus Project PM

Intersection #5871: Brokaw/Driveway 3



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Volume Module:												
Base Vol:	0	0	0	516	0	12	2	58	0	10	36	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	516	0	12	2	58	0	10	36	191
Added Vol:	0	0	-54	0	0	0	0	39	0	146	73	0
ATI:	0	0	131	0	0	0	0	0	0	23	0	0
Initial Fut:	0	0	77	516	0	12	2	97	0	179	109	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	77	516	0	12	2	97	0	179	109	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	77	516	0	12	2	97	0	179	109	191
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	7.1	6.5	6.2	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	97	607	568	109	300	xxxx	xxxxx	97	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	965	412	435	950	1273	xxxx	xxxxx	1509	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	965	340	377	950	1273	xxxx	xxxxx	1509	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.08	1.52	0.00	0.01	0.00	xxxx	xxxx	0.12	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.3	xxxx	xxxx	xxxxx	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx
Control Del:	xxxxx	xxxx	9.1	xxxxx	xxxx	xxxxx	7.8	xxxx	xxxxx	7.7	xxxx	xxxxx
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	345	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	29.6	xxxxx	0.0	xxxx	xxxxx	0.4	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	281	xxxxx	7.8	xxxx	xxxxx	7.7	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	A	*	*	A	*	*
ApproachDel:	9.1			280.8			xxxxxx			xxxxxx		
ApproachLOS:	A			F			*			*		

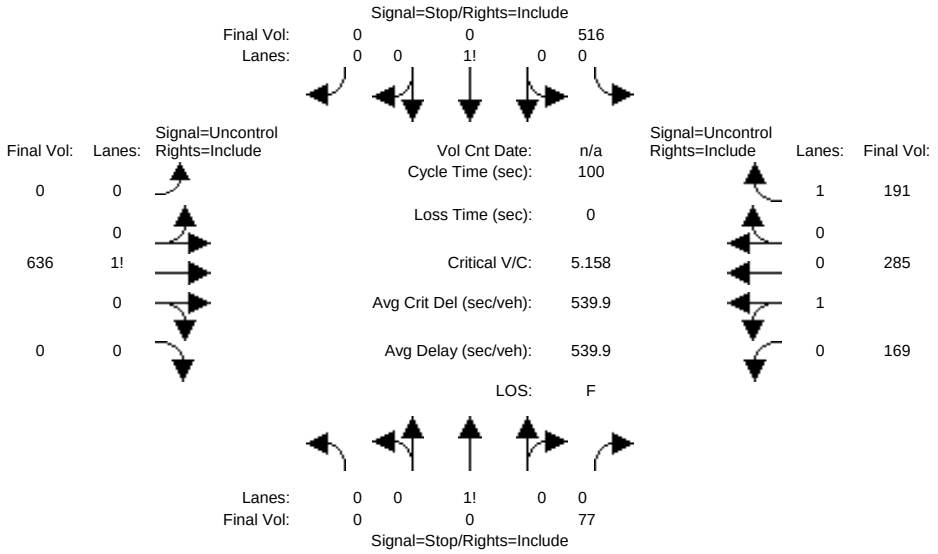
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative Plus Project PM

Intersection #5871: Brokaw/Driveway 3



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Volume Module:												
Base Vol:	0	0	131	516	0	12	2	58	0	33	36	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	131	516	0	12	2	58	0	33	36	191
Added Vol:	0	0	-54	0	0	0	0	39	0	146	73	0
ATI:	0	0	0	0	0	-12	-2	539	0	-10	176	0
Initial Fut:	0	0	77	516	0	0	0	636	0	169	285	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	77	516	0	0	0	636	0	169	285	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	77	516	0	0	0	636	0	169	285	191
Critical Gap Module:												
Critical Gp:	xxxxx	xxxx	6.2	7.1	6.5	6.2	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	xxxxx	xxxx	3.3	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx
Capacity Module:												
Cnflict Vol:	xxxx	xxxx	636	1298	1259	285	xxxx	xxxx	xxxxx	636	xxxx	xxxxx
Potent Cap.:	xxxx	xxxx	481	140	172	759	xxxx	xxxx	xxxxx	957	xxxx	xxxxx
Move Cap.:	xxxx	xxxx	481	100	139	759	xxxx	xxxx	xxxxx	957	xxxx	xxxxx
Volume/Cap:	xxxx	xxxx	0.16	5.16	0.00	0.00	xxxx	xxxx	xxxx	0.18	xxxx	xxxx
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	0.6	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.6	xxxx	xxxxx
Control Del:	xxxxx	xxxx	13.9	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	9.6	xxxx	xxxxx
LOS by Move:	*	*	B	*	*	*	*	*	*	A	*	*
Movement:	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT	LT -	LTR -	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	100	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	55.5	xxxxx	0.0	xxxx	xxxxx	0.6	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	1956	xxxxx	7.2	xxxx	xxxxx	9.6	xxxx	xxxxx
Shared LOS:	*	*	*	*	F	*	A	*	*	A	*	*
ApproachDel:	13.9			1955.6			xxxxxx			xxxxxx		
ApproachLOS:	B			F			*			*		

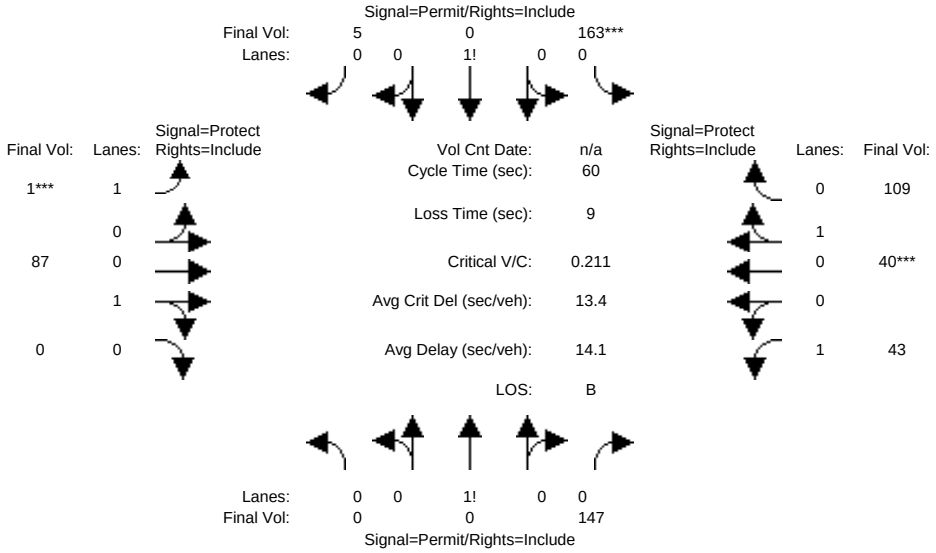
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project AM

Intersection #5871: Brokaw/Driveway 3



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	163	0	5	1	12	0	0	22	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	163	0	5	1	12	0	0	22	109
Added Vol:	0	0	147	0	0	0	0	75	0	43	18	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	147	163	0	5	1	87	0	43	40	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:	0	0	147	163	0	5	1	87	0	43	40	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	147	163	0	5	1	87	0	43	40	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:	0	0	147	163	0	5	1	87	0	43	40	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	1.00	0.97	0.00	0.03	1.00	1.00	0.00	1.00	0.27	0.73
Final Sat.:	0	0	1750	1698	0	52	1750	1800	0	1750	483	1317
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.08	0.10	0.00	0.10	0.00	0.05	0.00	0.02	0.08	0.08
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	23.6	23.6	0.0	23.6	7.0	16.1	0.0	11.3	20.4	20.4
Volume/Cap:	0.00	0.00	0.21	0.24	0.00	0.24	0.00	0.18	0.00	0.13	0.24	0.24
Delay/Veh:	0.0	0.0	12.2	12.4	0.0	12.4	23.4	17.1	0.0	20.5	14.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	12.2	12.4	0.0	12.4	23.4	17.1	0.0	20.5	14.5	14.5
LOS by Move:	A	A	B	B	A	B	C	B	A	C	B	B
HCM2k95thQ:	0	0	4	5	0	5	0	3	0	1	4	4

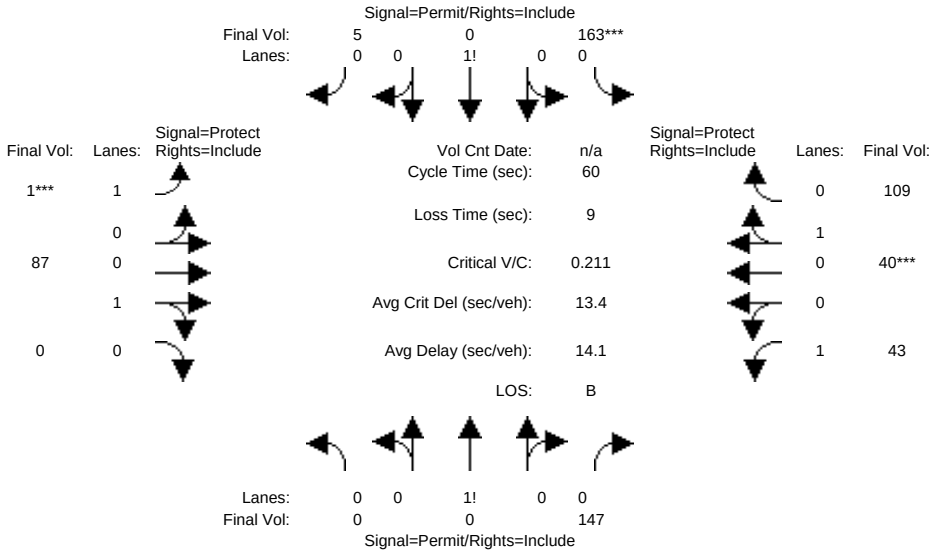
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project AM

Intersection #5871: Brokaw/Driveway 3



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	163	0	5	1	12	0	0	22	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	163	0	5	1	12	0	0	22	109
Added Vol:	0	0	117	0	0	0	0	75	0	-103	18	0
ATI:	0	0	30	0	0	0	0	0	0	146	0	0
Initial Fut:	0	0	147	163	0	5	1	87	0	43	40	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:	0	0	147	163	0	5	1	87	0	43	40	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	147	163	0	5	1	87	0	43	40	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:	0	0	147	163	0	5	1	87	0	43	40	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	1.00	0.97	0.00	0.03	1.00	1.00	0.00	1.00	0.27	0.73
Final Sat.:	0	0	1750	1698	0	52	1750	1800	0	1750	483	1317
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.08	0.10	0.00	0.10	0.00	0.05	0.00	0.02	0.08	0.08
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	23.6	23.6	0.0	23.6	7.0	16.1	0.0	11.3	20.4	20.4
Volume/Cap:	0.00	0.00	0.21	0.24	0.00	0.24	0.00	0.18	0.00	0.13	0.24	0.24
Delay/Veh:	0.0	0.0	12.2	12.4	0.0	12.4	23.4	17.1	0.0	20.5	14.5	14.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	12.2	12.4	0.0	12.4	23.4	17.1	0.0	20.5	14.5	14.5
LOS by Move:	A	A	B	B	A	B	C	B	A	C	B	B
HCM2k95thQ:	0	0	4	5	0	5	0	3	0	1	4	4

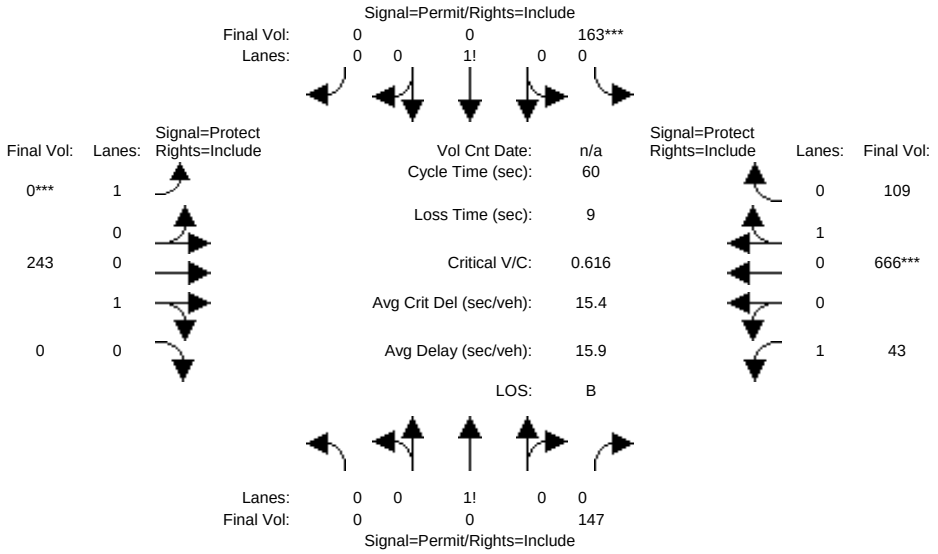
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project AM

Intersection #5871: Brokaw/Driveway 3



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	30	163	0	5	1	12	0	146	22	109
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	30	163	0	5	1	12	0	146	22	109
Added Vol:	0	0	117	0	0	0	0	75	0	-103	18	0
ATI:	0	0	0	0	0	-5	-1	156	0	0	626	0
Initial Fut:	0	0	147	163	0	0	0	243	0	43	666	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:	0	0	147	163	0	0	0	243	0	43	666	109
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	147	163	0	0	0	243	0	43	666	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:	0	0	147	163	0	0	0	243	0	43	666	109
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.86	0.14
Final Sat.:	0	0	1750	1750	0	0	1750	1800	0	1750	1547	253
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.08	0.09	0.00	0.00	0.00	0.14	0.00	0.02	0.43	0.43
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	10.0	10.0	0.0	0.0	0.0	24.1	0.0	16.9	34.0	34.0
Volume/Cap:	0.00	0.00	0.50	0.56	0.00	0.00	0.00	0.34	0.00	0.09	0.76	0.76
Delay/Veh:	0.0	0.0	24.2	25.4	0.0	0.0	0.0	12.7	0.0	16.0	13.3	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	24.2	25.4	0.0	0.0	0.0	12.7	0.0	16.0	13.3	13.3
LOS by Move:	A	A	C	C	A	A	A	B	A	B	B	B
HCM2k95thQ:	0	0	7	8	0	0	0	7	0	1	22	22

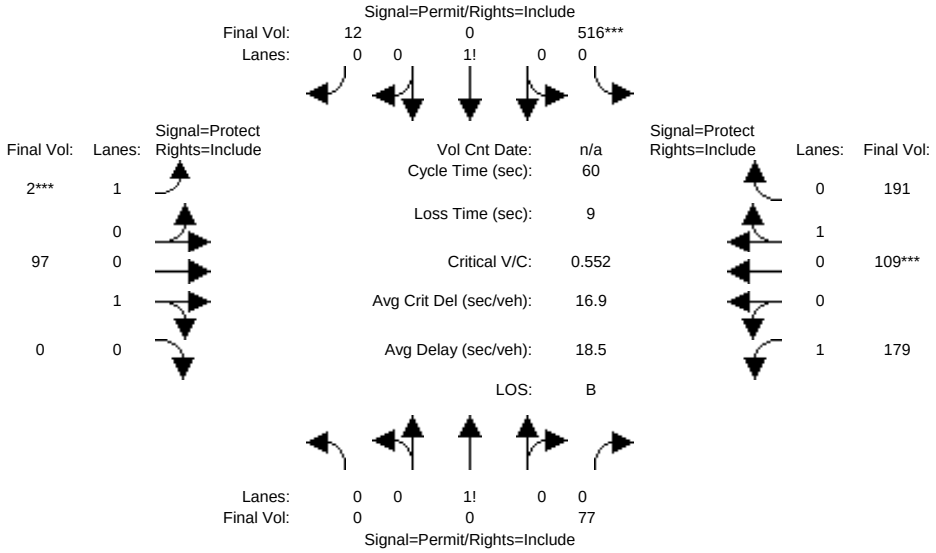
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Existing Plus Project PM

Intersection #5871: Brokaw/Driveway 3



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	516	0	12	2	58	0	10	36	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	516	0	12	2	58	0	10	36	191
Added Vol:	0	0	77	0	0	0	0	39	0	169	73	0
ATI:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	77	516	0	12	2	97	0	179	109	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	77	516	0	12	2	97	0	179	109	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	77	516	0	12	2	97	0	179	109	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	77	516	0	12	2	97	0	179	109	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	1.00	0.98	0.00	0.02	1.00	1.00	0.00	1.00	0.36	0.64
Final Sat.:	0	0	1750	1710	0	40	1750	1800	0	1750	654	1146
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.30	0.00	0.30	0.00	0.05	0.00	0.10	0.17	0.17
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	28.3	28.3	0.0	28.3	7.0	13.3	0.0	9.3	15.7	15.7
Volume/Cap:	0.00	0.00	0.09	0.64	0.00	0.64	0.01	0.24	0.00	0.66	0.64	0.64
Delay/Veh:	0.0	0.0	8.8	13.6	0.0	13.6	23.5	19.5	0.0	29.6	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	8.8	13.6	0.0	13.6	23.5	19.5	0.0	29.6	22.6	22.6
LOS by Move:	A	A	A	B	A	B	C	B	A	C	C	C
HCM2k95thQ:	0	0	2	17	0	17	0	4	0	7	10	10

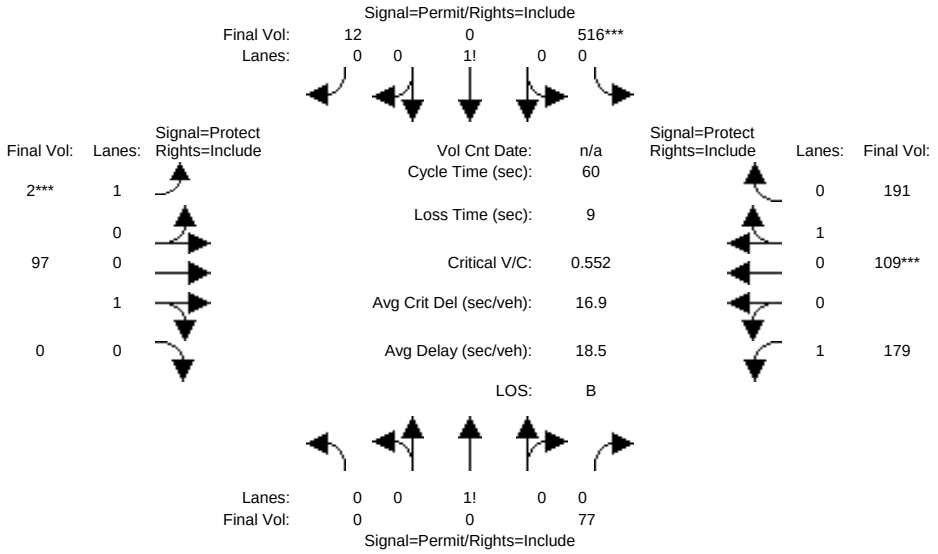
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Background Plus Project PM

Intersection #5871: Brokaw/Driveway 3



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	0	516	0	12	2	58	0	10	36	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	516	0	12	2	58	0	10	36	191
Added Vol:	0	0	-54	0	0	0	0	39	0	146	73	0
ATI:	0	0	131	0	0	0	0	0	0	23	0	0
Initial Fut:	0	0	77	516	0	12	2	97	0	179	109	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	77	516	0	12	2	97	0	179	109	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	77	516	0	12	2	97	0	179	109	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	77	516	0	12	2	97	0	179	109	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	1.00	0.98	0.00	0.02	1.00	1.00	0.00	1.00	0.36	0.64
Final Sat.:	0	0	1750	1710	0	40	1750	1800	0	1750	654	1146
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.30	0.00	0.30	0.00	0.05	0.00	0.10	0.17	0.17
Crit Moves:				****			****				****	
Green Time:	0.0	0.0	28.3	28.3	0.0	28.3	7.0	13.3	0.0	9.3	15.7	15.7
Volume/Cap:	0.00	0.00	0.09	0.64	0.00	0.64	0.01	0.24	0.00	0.66	0.64	0.64
Delay/Veh:	0.0	0.0	8.8	13.6	0.0	13.6	23.5	19.5	0.0	29.6	22.6	22.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	8.8	13.6	0.0	13.6	23.5	19.5	0.0	29.6	22.6	22.6
LOS by Move:	A	A	A	B	A	B	C	B	A	C	C	C
HCM2k95thQ:	0	0	2	17	0	17	0	4	0	7	10	10

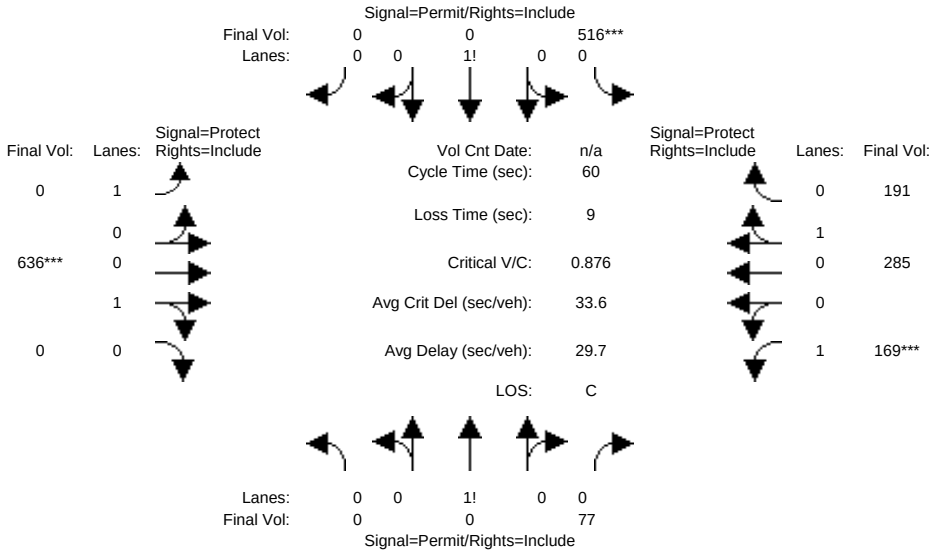
Note: Queue reported is the number of cars per lane.

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Gateway Crossings Option 2
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Operations (Future Volume Alternative)
Cumulative Plus Project PM

Intersection #5871: Brokaw/Driveway 3



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L -	T -	R	L -	T -	R	L -	T -	R	L -	T -	R
Min. Green:	10	10	10	10	10	10	7	10	10	7	10	10
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	0	0	131	516	0	12	2	58	0	33	36	191
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	131	516	0	12	2	58	0	33	36	191
Added Vol:	0	0	-54	0	0	0	0	39	0	146	73	0
ATI:	0	0	0	0	0	-12	-2	539	0	-10	176	0
Initial Fut:	0	0	77	516	0	0	0	636	0	169	285	191
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	77	516	0	0	0	636	0	169	285	191
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	0	0	77	516	0	0	0	636	0	169	285	191
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	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	77	516	0	0	0	636	0	169	285	191
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	0.92	0.92	0.92	0.95	0.92	0.92	0.95	0.95
Lanes:	0.00	0.00	1.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	0.60	0.40
Final Sat.:	0	0	1750	1750	0	0	1750	1800	0	1750	1078	722
Capacity Analysis Module:												
Vol/Sat:	0.00	0.00	0.04	0.29	0.00	0.00	0.00	0.35	0.00	0.10	0.26	0.26
Crit Moves:				****				****		****		
Green Time:	0.0	0.0	20.0	20.0	0.0	0.0	0.0	24.0	0.0	7.0	21.5	21.5
Volume/Cap:	0.00	0.00	0.13	0.88	0.00	0.00	0.00	0.88	0.00	0.83	0.74	0.74
Delay/Veh:	0.0	0.0	14.0	33.8	0.0	0.0	0.0	29.2	0.0	49.5	21.3	21.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	0.0	0.0	14.0	33.8	0.0	0.0	0.0	29.2	0.0	49.5	21.3	21.3
LOS by Move:	A	A	B	C	A	A	A	C	A	D	C	C
HCM2k95thQ:	0	0	2	25	0	0	0	27	0	8	16	16

Note: Queue reported is the number of cars per lane.

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