

# **APPENDIX E**

## Transportation Analysis

Muslim Community Association School Expansion



# HEXAGON TRANSPORTATION CONSULTANTS, INC.



## MCA School Expansion

### Transportation Analysis

Prepared for:

**David J. Powers & Associates**

March 10, 2023



#### Hexagon Transportation Consultants, Inc.

Hexagon Office: 8070 Santa Teresa Boulevard, Suite 230

Gilroy, CA 95020

Hexagon Job Number: 21GD02

Phone: 408.846.7410

Client Name: David J. Powers & Associates, Inc.

Staff: GD, LD

**San Jose • Gilroy • Pleasanton • Phoenix**

[www.hextrans.com](http://www.hextrans.com)

Areawide Circulation Plans Corridor Studies Pavement Delineation Plans Traffic Handling Plans Impact Fees Interchange Analysis Parking  
Transportation Planning Traffic Calming Traffic Control Plans Traffic Simulation Traffic Impact Analysis Traffic Signal Design Travel Demand Forecasting

## Table of Contents

---

Executive Summary .....	iv
1. Introduction .....	1
2. CEQA VMT Analysis .....	13
3. Existing Conditions.....	25
4. Background Conditions .....	37
5. Background Plus Project Conditions .....	42
6. Cumulative Conditions .....	58
7. Other Transportation Issues.....	65
8. Conclusions.....	88

## Appendices

Appendix A	Traffic Counts
Appendix B	Volume Summary Tables
Appendix C	Level of Service Calculations
Appendix D	List of Approved and Pending Projects
Appendix E	Signal Warrants
Appendix F	Poisson Probability Calculations
Appendix G	Trip Distribution Estimates

## List of Tables

Table ES 1	Intersection Level of Service Summary.....	xv
Table 1	Signalized Intersection Level of Service Definitions Based on Control Delay.....	8
Table 2	Unsignalized Intersection Level of Service Definitions Based on Average Delay.....	9
Table 3	Freeway Segment Capacity Evaluation .....	10
Table 4	Existing and Projected MCA Student Residence Information .....	15
Table 5	Existing and Projected MCA Staff/Employees Residence Information .....	16
Table 6	Existing MCA Student VMT Calculations.....	18
Table 7	Existing MCA School Employee VMT Calculations .....	20
Table 8	Proposed Project Student VMT Calculations .....	21
Table 9	Proposed Project Employee VMT Calculations .....	22
Table 10	Existing Transit Services.....	30
Table 11	Existing Conditions Intersection Levels of Service .....	36
Table 12	Background Conditions Intersection Levels of Service .....	41
Table 13	Existing Site Trip Generation Counts.....	45
Table 14	Proposed Staggered School Times .....	46
Table 15	Student Arrivals/Departures.....	48
Table 16	Project Trip Generation Estimates .....	49
Table 17	Background Plus Project Intersection Levels of Service.....	56
Table 18	Cumulative Conditions Intersection Levels of Service .....	64
Table 19	Queuing Analysis Summary.....	77
Table 20	Proposed Parking Summary .....	83
Table 21	Required Parking Estimates .....	85
Table 22	Transit Delay Analysis Summary .....	87

## List of Figures

Figure 1	Site Location and Study Intersections.....	1
Figure 2	Project Site Plan .....	2
Figure 3	Existing Bicycle Facilities .....	27
Figure 4	Existing Transit Services .....	29
Figure 5	Existing Lane Configurations .....	31
Figure 6	Existing Traffic Volumes .....	33
Figure 7	Background Traffic Volumes.....	39
Figure 8	Project Trip Distribution .....	50
Figure 9	Net Project Trip Assignment .....	52
Figure 10	Background Plus Project Traffic Volumes .....	54
Figure 11	Cumulative No Project Traffic Volumes .....	59
Figure 12	Cumulative Plus Project Traffic Volumes.....	61
Figure 13	Proposed Site Plan and Project Traffic at Site Driveways .....	66
Figure 14	Existing Vehicular On-Site Circulation Pattern .....	67
Figure 15	Proposed On-Site Vehicular Circulation Pattern.....	68
Figure 16	MCA-3 Site Emergency Vehicle Access.....	71
Figure 17	Existing and Proposed School Zone Signs and Pavement Markings.....	73
Figure 18	Recommended Traffic Flow and Student Loading/Unloading Monitoring Positions .....	82

## Executive Summary

---

This report presents the results of the Transportation Analysis (TA) conducted for the proposed expansion of the Muslim Community Association (MCA) facilities and school at 3003 Scott Boulevard in Santa Clara, California. MCA proposes to expand its existing school and facilities at its existing location at 3003 Scott Boulevard (existing MCA site, or also referred to as MCA-1) and into the adjacent approximately 34,000 square-foot building at 3080/3100 Alfred Street (proposed new MCA site, or also referred to as MCA-3). The project as proposed would make modifications to the MCA-1 site, mainly in the parking area, and would expand the MCA facilities into the proposed MCA-3 site, which is currently occupied. With the project, existing uses at the MCA-3 site would be replaced with new middle and high school classrooms, gymnasiums, youth lounges, game rooms, multi-purpose meeting area, and other facilities to support the MCA community. The proposed student capacity in the two buildings after the expansion is 900 grade pre-K through 12 students, an increase from 400 existing pre-K through 8<sup>th</sup> grade students. The school would continue to operate mainly from 7:30 AM to 3:30 PM and access to the project sites would continue to be provided via the existing driveways along Scott Boulevard and Alfred Street.

### Transportation Analysis Scope

The purpose of the transportation analysis (TA) is to satisfy the requirements of the City of Santa Clara, the Congestion Management Program (CMP) of the Santa Clara Valley Transportation Authority (VTA), and the California Environmental Quality Act (CEQA). Based on the City of Santa Clara's Transportation Analysis Policy (Adopted in June 2020), the TA report for the project consists of a CEQA impacts vehicle-miles-traveled (VMT) analysis and a non-CEQA operational measures of intersection efficiency analysis, also referred to as a Local Transportation Analysis (LTA).

### CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis. Since the City has not established thresholds of significance for the evaluation of school projects, the project cannot be evaluated directly using the Santa Clara County VTA's VMT Evaluation Tool and an alternative City-approved method was utilized to evaluate the project's VMT.

### Local Transportation Analysis Scope

The LTA includes the evaluation of traffic conditions for the AM peak-hour and school afternoon peak-hour (between 2:00-4:00 PM) at intersections for the purpose of identifying operational issues (queuing, signal operations, and potential multi-modal issues) in the general vicinity of the project site. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

## CEQA VMT Analysis

In adherence to SB 743, the City of Santa Clara has adopted a new Transportation Analysis Policy for the evaluation of transportation impacts under CEQA based on Vehicle Miles Traveled (VMT).

Typically, residential, office, and industrial projects in the City of Santa Clara are evaluated using the Santa Clara County VTA's VMT Evaluation Tool which was developed to streamline the analysis for development projects. For non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns, other City-approved methods can be used to determine project VMT. Since the City has not established thresholds of significance for the evaluation of school projects, the project cannot be evaluated directly using VTA's VMT Evaluation Tool.

Given the proposed project consists of the expansion of an existing school and since the City has no established thresholds of significance nor an adopted methodology for the evaluation of school projects, it was determined, in collaboration with City staff, that the evaluation of the project VMT should consist of a comparison of VMT per student between the existing school operations and the proposed school operations. The VMT per student for both the existing and the proposed school operations were calculated based on student address information and other trip characteristic information provided by the school. In addition, VMT associated with school staff was compared to countywide average VMT per employee, as recommended in the City's Transportation Analysis Policy.

### Project-Level VMT Impact Analysis

The results of the VMT evaluation showed that with implementation of the proposed school expansion, the VMT per student is projected to decrease from 12 miles under existing conditions to 10.2 miles. Therefore, the proposed total number of students under project buildout conditions would not result in a significant impact on the transportation system.

The average VMT per employee for the total number of employees under project buildout conditions is estimated to be 17.2 miles, representing a decrease in VMT per employee from existing conditions. However, compared to the identified threshold of 15.56 VMT per employee, the total number of school employees would continue to generate per-employee VMT above the significance threshold. Therefore, the staff/employee portion of the project would result in a significant impact on the transportation system.

### Project Impact and Mitigation Measures

Based on the identified VMT impact thresholds for the analysis of the project, the project would need to implement VMT reduction measures to achieve a 10% reduction (17.2 to 15.56) in its average VMT per employee to reduce its impact to less than significant levels. The project's VMT per employee could be reduced with the implementation of Travel Demand Management (TDM) strategies.

The VTA VMT Evaluation Tool evaluates a list of selected VMT reduction strategies/measures that can be applied to a project to reduce the project VMT, and it calculates the amount of reduction in VMT that can be expected from each of the strategies/measures. The first three strategies – land use characteristics, multimodal infrastructure improvements, and parking – are physical design strategies that can be incorporated into the project design. The fourth strategy, TDM measures, includes programmatic measures that aim to reduce VMT by decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit.

Possible TDM measures applicable to the school employees were evaluated using the VTA VMT Evaluation Tool to quantify the effect they would have on the project employee VMT. Based on the list of selected VMT reduction measures included in the VMT evaluation tool, the following TDM measures could be implemented by the proposed project:

- TP05: Implement a Commute Trip Reduction Program. Per the VMT tool, implementation of this TDM measure could reduce the project's VMT per employee by approximately 5 percent with 100% employee participation.
- TP11: Alternative Transportation Benefits. Per the VMT tool, implementation of this TDM measure could reduce the project's VMT per employee by approximately 20 percent with 100% employee participation.

The combination of both of the above-listed TDM measures is projected to reduce the project's VMT per employee by no more than 20%, assuming 100% of the employees would participate in the programs. Since the proposed project requires a reduction in the employee VMT of approximately 10%, the VMT tool shows that an employee participation of 30% to 40% in alternative transportation benefits (TP11) would achieve the required reduction in VMT per employee. Therefore, the project would be required to implement a TDM plan with one (TP11) or a combination of the above two TDM measures to reduce the project VMT to less than significant levels.

## Local Transportation Analysis

### Project Trip Generation

The magnitude of traffic produced by a new development is typically estimated by applying the size of the project to the applicable trip generation rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*. However, since the ITE manual does not provide data that would truly represent the existing school operations and because the project consists of the expansion of an existing school, the trips estimated to be generated by the proposed school expansion were estimated based on trip generation rates obtained from driveway counts of the existing school site completed in November 2017.

Additionally, since the proposed MCA-3 site was fully occupied at the time the traffic counts were collected, credit for the existing site-generated traffic is given to the project. Trip generation counts at the existing driveways serving the MCA-3 site also were conducted to quantify the amount of traffic being generated by the uses on site.

As part of the project, MCA school is proposing to implement staggered school start/end times. Based on the proposed school start/end times, it is estimated that student arrival/drop-off activity in the morning would spread over a 1 hour 10-minute period, with 800 students arriving at the MCA sites within the school's peak-hour. For the afternoon departures/pick-up activity, it is estimated that the departure of all students would occur within the peak-hour on all weekdays.

Based on the surveyed trip generation rates, the proposed project size, and the student arrival/departures assumptions with the proposed staggered school start/end times, it is estimated that the proposed school (existing plus expansion) would generate approximately 1,006 AM peak hour trips, with 538 of these trips in the inbound direction and 468 trips in the outbound direction, and 939 afternoon peak-hour trips, with 474 inbound and 465 outbound trips. This represents the gross project trips for the school, which included both existing trips and trips associated with the proposed expansion.

To estimate the number of additional trips that would be generated solely by the proposed school expansion (net project trips), trip credit associated with the existing site trips at both the MCA-1 and MCA-3 sites was taken from the gross project trips. After reduction of the existing site trips, the proposed school expansion is estimated to generate a net increase of 328 AM peak-hour trips (175 inbound and 153 outbound) and 384 afternoon peak-hour trips (196 inbound and 188 outbound).

## Intersection Level of Service Analysis

The results of the intersection level of service analysis are summarized in Table ES 1 and described below.

### **Background Plus Project Adverse Effects and Recommended Improvements**

The results of the level of service analysis show that, based on City of Santa Clara and CMP level of service standards, the project is not projected to adversely affect any of the study intersections under background plus project conditions.

### **Cumulative Plus Project Adverse Effects and Recommended Improvements**

The results of the intersection level of service analysis show that, based on City of Santa Clara and CMP level of service standards, the project is not projected to adversely affect any of the study intersections under cumulative plus project conditions.

## Other Transportation Issues

### Site Access

Site access would continue to be provided via the existing driveways along Scott Boulevard and Alfred Street.

Project driveways providing two-way circulation were measured to be 34 to 38 feet wide. Driveways providing one-way access are shown to be 18 to 25 feet wide. According to the City of Santa Clara Municipal Code, Chapter 18.74 (Parking Regulations), two-way driveways providing access to all properties other than residential shall be a minimum width of at least twenty-four (24) feet and a maximum width of 30 feet. Approaches to one-lane driveways may be 20 feet wide. Based on these requirements, some of the existing project driveways do not meet City design standards. The adequacy of the project site driveways will be determined by City of Santa Clara staff.

### **Emergency Vehicle Access**

All project site driveways would provide adequate width for larger vehicles (such as emergency vehicles, delivery trucks, and garbage trucks) to access the project site. The proposed MCA-1 site modifications would not affect the existing site access and circulation for emergency vehicles.

An emergency vehicle access plan was prepared by Arch Versa Architecture for the proposed MCA-3 site. The plan shows emergency vehicles would enter the site via Driveway 6 (northernmost driveway), circulate the site in a counterclockwise direction, and exist the site via Driveway 6. The available turn-radii are shown on the plan to be 28 feet with 26-foot-wide drive aisles, adequate for larger vehicle circulation. Based on the proposed plan and site layout, emergency vehicle access and circulation throughout the MCA-3 site would be adequate.

### **Pedestrian Access**

The MCA-1 site currently provides sidewalks along its entire site frontage. New sidewalks are proposed along the proposed MCA-3 site's frontage on Alfred Street. The project also is proposing to install Americans with Disabilities Act (ADA) compliant curb ramps (per current City standards) at the northeast corner of the Scott Boulevard/Space Park Drive intersection and at both north corners of the Alfred Street/Space Park Drive intersection. In addition, two audible ADA accessible pedestrian push buttons and a new high visibility (standard yellow) crosswalk are proposed to be installed along Alfred Street at Space Park Drive (north leg of the intersection).



Within the project site, various pedestrian walkways and connections would be provided between the parking areas and buildings. Within the proposed MCA-3 site, sidewalks are proposed to be provided adjacent to the east and west side of the building (front and back of building) and along the entire southern project site boundary (shared boundary between the two sites). Marked crosswalks/pedestrian connections also are proposed connecting the sidewalks along the MCA-3 site to the sidewalks along the site's shared boundary and those along Alfred Street, connecting the building to the parking areas and existing/future sidewalks along Alfred Street. A pedestrian gate also would be located along the sites' shared boundary, along with a defined pathway across drive aisles, connecting the MCA-3 site with the MCA-1 site's play area.

With the existing and proposed pedestrian facilities within and in the vicinity of the project site, adequate pedestrian access to and from the project site to nearby pedestrian destinations, such as the bus stops along Scott Boulevard, would be provided. Therefore, pedestrian access to and from the project site would be adequate.

### **Recommended Site Access Improvements**

Design of Project Site. The design of the project site, including but not limited to driveways, sidewalks, drive aisles, turn radii, parking stalls, and signage should adhere to City of Santa Clara design standards. Per City staff comments and recommendations, all project driveways, both existing and proposed, must satisfy City of Santa Clara design standards and must be Americans with Disabilities Act (ADA) compliant, per City Standard ST-9 (Commercial Driveway with Attached Sidewalk).

### **School Zone Signage and Pavement Markings**

#### **Recommended School Zone Signage and Pavement Markings Improvements**

Removal of Existing School Signage and Pavement Markings. For safety reasons, City staff has requested that the existing high visibility mid-block crosswalk located along Alfred Street, across from the entrance to the MCA-1 building, and corresponding signage and pavement markings be removed (see Figure 17).

Installation of School Signage and Pavement Markings. The following signage and pavement markings were requested by City staff or recommended for consideration:

- Add CA MUTCD school zone sign assembly SW24-1 (School Crosswalk Warning sign) along the westbound approach on Space Park Drive, between Kenneth Street and Alfred Street. (City requested)
- Add CA MUTCD school zone sign assembly SW24-1 (School Crosswalk Warning sign) along the northbound and southbound approaches on Scott Boulevard. (City requested)
- Add Centerline Detail 22 along Alfred Street. (City requested)
- Replace existing standard yellow crosswalks with yellow high visibility (ladder crosswalks) and white setback limit line at the intersection of Scott Boulevard and Space Park Drive. (City requested)
- Convert the north leg of the Alfred Street/Space Park Drive T-intersection from yield to stop-controlled, per City Standard Detail TR-8, and add a yellow high visibility crosswalk along the north leg of the intersection. (City requested)
- Add CA MUTCD school zone sign assembly SW24-1 north of the MCA-3 site inbound driveway (Driveway 6). (Recommended)

## Site Access Analysis

### Intersection Operations Analysis

The results of the queuing analysis show that there is inadequate queue storage capacity at two of the study intersections to accommodate projected queue lengths. It should be noted that the maximum queue length projections are based on project traffic estimates calculated based on MCA's existing trip generation characteristics. However, with the proposed project, MCA staff anticipates that approximately 20-30% of the new students would be siblings of existing students. Siblings, just as carpools, reduce the number of vehicular trips accessing the site. The anticipated number of new siblings was not accounted for in the trip generation estimates for the project. Reducing the number of new students to account for siblings would result in fewer trips generated by the school during the peak hours and shortened vehicular queue lengths at intersections.

#### **9. San Tomas Expressway and Scott Boulevard**

The queuing analysis indicates that the maximum vehicle queues for the southbound left-turn pockets at the San Tomas Expressway and Scott Boulevard intersection would exceed the existing vehicle storage capacity under project conditions during the AM peak-hour.

The estimated 95<sup>th</sup> percentile vehicle queue for this movement is estimated to increase from 12 vehicles per lane under background conditions to 14 vehicles per lane with the addition of project traffic during the AM peak-hour, exceeding the left-turn storage capacity by one vehicle per lane, or 50 feet total. It may be possible to extend the existing southbound left-turn pockets an additional 25-50 feet by removing a portion of the raised center median.

As described above, anticipated sibling projections were not accounted for in the trip generation estimates for the project. Applying a 20% reduction to the proposed number of new students to account for siblings would eliminate the projected queue deficiency at this location.

#### **16. Scott Boulevard and Space Park Drive**

The queuing analysis indicates that the maximum vehicle queues for the southbound and the westbound left-turn pockets at the Scott Boulevard and Space Park Drive intersection would exceed the existing vehicle storage capacity under project conditions during at least one of the peak hours.

The estimated 95<sup>th</sup> percentile vehicle queue for the southbound left-turn movement is estimated to increase from 7 vehicles under background conditions to 11 vehicles with the addition of project traffic during the afternoon peak-hour, exceeding the left-turn pocket storage capacity by two vehicles, or 50 feet. It may be possible to extend the existing southbound left-turn pocket an additional 50 feet, however, this would require partial removal of the landscape center median, possibly including a tree. In order to eliminate the projected queue deficiency at this location, a 35% reduction in the proposed number of new students to account for siblings would be required. It is anticipated that approximately 20-30% of the new students would be siblings of existing students. Conservatively assuming that only 20% of the new students represent siblings, an additional 10% reduction in the total student population departures during the PM peak-hour would be required to eliminate the projected queue deficiency at this location. The additional 10% reduction in PM peak-hour student departures (and consequently trips) could be achieved by implementing after-school and/or carpool programs, or by increasing the time between the proposed staggered school end times.

The estimated 95<sup>th</sup> percentile vehicle queue for the westbound left-turn movement is estimated to increase from 5 and 7 vehicles under background conditions to 7 and 9 vehicles with the addition of project traffic during the AM and afternoon peak-hours, respectively, exceeding the left-turn pocket storage capacity during both peak hours. The existing westbound left-turn pocket could be extended an

additional 75 feet by striping the turn-pocket up to the upstream intersection of Alfred Street/Space Park Drive.

### **On-Site Circulation**

With the proposed project, the existing parking layout on both the MCA-1 and proposed MCA-3 sites would remain relatively the same. Each site currently has drive aisles that provide for continuous circulation throughout the site with no dead-end aisles. No vehicular connection would be provided between the sites, and each of the sites would have a designated student drop-off/pick-up area. The drop-off/pick-up area for the MCA-1 site is located within the west parking area (behind the building). The drop-off/pick-up area for the proposed MCA-3 site would be located within the parking area on the west side of the building, adjacent to and north of the existing MCA site.

### **Drop-off and Pick-up**

School drop-off and pick-up operations and resulting queues were observed at the existing MCA site in November 2017. Field observations revealed that for a period of approximately 5 minutes during the AM peak-hour, the inbound vehicular queue extended from the drop-off/pick-up area to Driveway 4 (a distance of approximately 950 feet), resulting in queue lengths of up to 5 vehicles along northbound Alfred Street. Based on the existing school size, the observed maximum queue length for the school is approximately 1 vehicle for every 11-12 students.

According to MCA staff, the school has modified their drop-off/pick-up procedures to include some of the recommendations made in the 2019 TIA report for the project, including the two-lane operations of the drop-off/pick-up area within the MCA-1 site and the presence of staff at the drop-off area and within the parking lot directing traffic and helping student loading/unloading, resulting in reduced queue lengths and improved traffic circulation within the site and along Alfred Street. Nevertheless, this drop-off and pick-up activity evaluation is based on the field conditions observed at the end of 2017.

With the proposed project, the number of students accessing the MCA-1 site would increase from the existing 486 students (at the time the count data and field observations were conducted) to the proposed 600 students. Assuming the same drop-off/pick-up procedures that were observed will be in place, and based on the estimated queue length per student, it is estimated that with implementation of the proposed project, the queue length at the MCA-1 drop-off/pick-up area could potentially increase up to 53 vehicles, resulting in an additional 10 vehicles (15 vehicles total, or an approximately 375-foot queue) extending out of Driveway 4 onto Alfred Street. The distance between Driveway 4 and the intersection of Alfred Street/Space Park Drive is approximately 540 feet, therefore, the potential maximum queue length at Driveway 4 would not interfere with operations at the Alfred Street/Space Park Drive intersection.

At the proposed MCA-3 site, approximately 600 feet (or 24 vehicles) of queue storage capacity would be provided from the drop-off/pick-up area to Driveway 6. Based on the observed existing queue length at the MCA-1 site and assuming similar drop-off/pick-up procedures would be implemented at the MCA-3 site, a 300-student school would result in a queue length of approximately 25 to 27 vehicles. The estimated queue length for the proposed MCA-3 site could potentially extend beyond Driveway 6 onto Alfred Street by 1 to 3 vehicles, or up to 75 feet. The distance between Driveway 6 and Driveway 4 is approximately 320 feet, therefore, the potential maximum queue length at Driveway 6 would not interfere with operations at Driveway 4.

It should be noted that the estimated queue length at the MCA-1 site is associated with students in the lower grades, who may require assistance getting out of the vehicle, resulting in longer drop-off times and queue lengths. The drop-off activity at the proposed MCA-3 site would consist of students in the upper grades (middle and high school students), allowing for a more efficient and faster drop-off of

students and shorter queue lengths. Additionally, the queue length estimates with the project assume that each new student represents one additional vehicle in the drop-off/pick-up queue. However, MCA staff anticipates that approximately 20-30% of the new students would be siblings of existing students. The new sibling students would have no effect on the drop-off/pick-up queue length. Assuming a 20% sibling reduction in the proposed number of students accessing each of the MCA sites, the projected maximum queue length at the MCA-1 site would be approximately 48 vehicles with 10 of those vehicles (or 250 feet) extending out of Driveway 4. At the MCA-3 site, the maximum queue length would be reduced by approximately 3 vehicles, to a maximum of 24 vehicles, resulting in adequate queue storage capacity within the site.

Below are recommendations that could be implemented at each project site to improve drop-off/pick-up procedures and prevent vehicular queues from extending beyond the project site onto Alfred Street. The traffic operations during drop-off/pick-up times will need to be monitored once the project is open to determine the appropriate set of measures to manage the loading/unloading processes efficiently and safely.

### **Recommended Drop-Off and Pick-Up Procedures Improvements**

#### **MCA-1 site**

Increasing site access via Driveway 1. In order to minimize the possibility of inbound vehicular queues forming along northbound Alfred Street at Driveway 4, it is recommended that the school monitor the inbound access at Driveways 1 and 4 and if necessary, implement a site access plan which would assign more inbound traffic to utilize Driveway 1. For example, access via Driveway 1 could be assigned to grades K through 5<sup>th</sup> while access via Driveway 4 could be assigned to grades 6<sup>th</sup> through 8<sup>th</sup>. Utilizing Driveway 1 provides additional storage space for vehicles to store within the site.

Maximize usage of drop-off/pick-up area. Measures should be taken to ensure efficient utilization of the drop-off/pick-up area. It is recommended that the drop-off/pick-up area be well defined with implementation of appropriate signage and pavement markings/signs clearly showing the student loading zone and each vehicle position. Two lanes of up to 200 feet each could be designated for student loading zone, with up to 8 vehicles within each lane being able to load/unload simultaneously. Monitoring of the area by staff members/parent volunteers is essential for the efficient and safe transfer of students between vehicles and the school campus. Staff members should be stationed along the length of the student loading zone to assist students in and out of vehicles and ensure they safely walk to and from the school campus.

Assign drop-off times for different grade levels. In order to ensure that arrival of the 600 students accessing the MCA-1 site is spread throughout the 35-minute designated drop-off time period, it is recommended that the school assigns drop-off times within the 35-minute time period to specific grade levels. For example, grades 4<sup>th</sup> through 8<sup>th</sup> could be assigned to be dropped-off between 7:35 and 7:50 AM and grades K through 3<sup>rd</sup> grade could be assigned to the 7:50-8:10 AM time period. This will avoid the typical 10-15 peak period commonly observed during school drop-offs.

#### **Proposed MCA-3 Site**

Maximize usage of drop-off/pick-up area. Measures should be taken to ensure efficient utilization of the drop-off/pick-up area. It is recommended that the drop-off/pick-up area be well defined with implementation of appropriate signage and pavement markings/signs clearly showing the student loading zone and each vehicle position. The student loading lanes should be designed to provide the maximum loading area possible. Staff members should be stationed along the student loading zone to monitor the efficient and safe transfer of students between vehicles and the school campus.

Minimize inbound queue length. In an effort to avoid the inbound queue from spilling onto Alfred Street, it is recommended that two-lane circulation be implemented from Driveway 6 up to the drop-off/pick-up area during the school peak hours (drop-off and pick-up periods) and/or the number of vehicle positions within the drop-off area be increased to serve a larger number of vehicles simultaneously. The drive aisle leading to the drop-off/pick-up area is shown on the site plan to be from 25 to 28 feet wide, adequate width to provide two temporary travel lanes. With two inbound lanes, the on-site queue storage capacity from the drop-off/pick-up area to Driveway 6 would be approximately 1,000 feet, providing adequate storage capacity to accommodate the estimated queue length. Increasing the number of vehicle positions/vehicles being unloaded/loaded within the drop-off/pick-up area also will increase the service rate, serving the projected vehicle queue length faster. Staff members must monitor the operations of the dual lane circulation and drop-off/pick-up area in order to avoid conflict between vehicles and to ensure no student loading/unloading occurs within the drive aisle, outside of the drop-off/pick-up area.

### **Both MCA Sites**

Minimize drop-off/pick-up time. In order to expedite student loading/unloading within the drop-off/pick-up area, it is recommended that parents display family name signs on their windshields as they enter the drop-off/pick-up area. A staff member should be positioned at the transition from the single-lane drive aisle to the drop-off area to obtain the names of students being picked up and radio ahead to staff at the loading zone. This will give staff the opportunity to ensure the student is ready for pick up by the time the parent reaches the loading zone.

Monitor site access and circulation during the school peak hours. School staff should monitor access and on-site circulation during the school peak hours to ensure orderly and safe access of the school sites, prevent unsafe vehicle movements, and direct traffic if necessary. At a minimum, it is recommended that two staff members be located within the drop-off areas at each MCA site to assist with the loading/unloading of students. However, the number of staff assisting students at the drop-off area will be dictated by the number of lanes and drop-off positions being served. Another MCA staff member should be located between Driveways 4 and 5, managing/assisting inbound traffic at Driveway 4 and outbound traffic at Driveway 5. All monitoring staff should have a two-way radio to maintain communication with other staff in the parking lot/drop-off area.

## **Parking**

City staff requested that an evaluation of parking demand for the prayer services held at the existing facilities at 3003 Scott Boulevard be completed, specifically during Friday prayer services. Though not applicable to this project (expansion of the existing school), parking demand during the midday prayer services on Friday (12:00 PM – 3:00 PM) was observed. Prayer services are held daily generally between 5:30 AM and 8:00 PM at various times throughout the day. However, attendance at the Friday midday prayer services is significantly greater than any of the other regular day scheduled services. According to MCA staff, the special prayer events, which include the Friday midday prayer service, the fasting month evening prayer (Ramadan prayer), and the twice-a-year holiday prayers (Eid prayer), are the largest traffic generator events that take place at the MCA-1 site, representing the peak parking demand for the site.

Observations of on-site and off-site parking were completed on February 14, 2014, between 11:00 AM and 3:00 PM. Observations indicated that on-site parking was fully occupied by 11:45 PM and prayer service attendees were parking in the adjacent property (Santa Clara Vanguard) parking lot. Parking at the adjacent 3033 Scott Boulevard building, which was vacant at the time of the parking observations, also was fully occupied. Parking within the Santa Clara Vanguard parking lot as well as all on street parking within a ¼ mile radius of the project site was fully occupied by 12:00 PM. Observations of on-

street parking within a ¼ mile radius of the project site prior to 11:30 AM indicated that approximately 70% of on-street parking spaces were unoccupied. Attendees were observed walking from surrounding on-street parking to the project site. It is apparent that on-street parking is fully utilized by attendees to the prayer services. City of Santa Clara Parking Enforcement also was observed patrolling the area. The parking enforcement officer indicated that parking during the Friday prayer services is an existing issue with many parking violations (use of “red curb” parking) and use of adjacent property parking drawing complaints from neighboring properties. Security at adjacent properties also was observed.

Therefore, it is evident that there is inadequate on-site and on-street parking to accommodate attendees of the Friday midday prayer services.

### **Existing and Proposed Parking**

With the proposed project and the acquisition of the MCA-3 site, additional parking spaces to serve the MCA sites will be available. According to project information, currently, there are a total of 363 parking spaces within the MCA-1 site. With the proposed changes, the MCA-1 site would provide a total of 361 parking spaces, representing a decrease of 2 parking spaces from existing conditions.

The proposed MCA-3 site would provide a total of 139 parking spaces, which would be utilized to serve the peak parking demand at the MCA sites. After completion of the proposed project, the MCA sites would be served by a total of 500 parking spaces.

### **Comparison to City of Santa Clara Parking Requirements**

Based on the parking requirements included in the City of Santa Clara Municipal Code (Section 18.74.020, Required Off-Street Parking) and the proposed MCA uses and size, the MCA facility would be required to provide a total of 524 on-site parking spaces during the peak parking demand, based on the prayer halls square footage. Based on the maximum allowable occupancy at the prayer halls, the number of parking spaces required for the MCA facilities would be 346 spaces.

## **Potential Impacts on Pedestrians, Bicycles, and Transit**

### **Project’s Effect on Pedestrian Facilities**

New pedestrian traffic potentially could be generated by the proposed project. Although the project site is surrounded primarily by office/employment land uses, various bus stops are located along Scott Boulevard, within what would be considered a walking distance (less than half one mile) from the project site.

With the existing and proposed pedestrian facilities within and in the vicinity of the project site, adequate pedestrian access to and from the project site to nearby pedestrian destinations, such as the bus stops along Scott Boulevard, would be provided. Therefore, pedestrian access to and from the project site would be adequate.

### **Project’s Effect on Bicycle Facilities**

The proposed project could increase the demand for bicycle facilities in the vicinity of the project site. Assuming bicycle trips would comprise no more than one percent of the total project-generated trips, the project could generate 3-4 new bicycle trips during the peak hours. The potential demand could be easily served by the various bicycle facilities available in the immediate vicinity of the project site. Therefore, the potential increase in bicycle trips by the proposed project would not have an adverse effect on the existing bicycle facilities in the study area, and would not require new off-site bicycle facilities.

**Project's Effect on Transit Services**

Since the proposed project consists of a school, it is unlikely that students would use public transportation to access the school. However, due to the proximate location of a bus stop to the project site, it can be assumed that some of the high school students could utilize public transportation to access the school. Conservatively assuming a commute hour transit mode share of 1 percent, the project would generate no more than 3 new transit riders during the peak hours. Given that the project site is served directly by two local bus routes, no more than 2 new transit riders would access each of the available bus routes during the peak hours. Therefore, it is anticipated that the projected transit riders associated with the project could be accommodated by the existing transit services.

An evaluation of the effects of project traffic on transit vehicle delay also was completed. The analysis was completed for all transit routes currently traveling through the study intersections, and utilizes information presented in the preceding chapter under the intersection level of service analysis. The analysis shows that the traffic associated with the proposed project would increase delay to transit vehicles by 27 seconds or less per vehicle. The VTA has not established policies related to transit vehicle delay. Thus, this data is presented for informational purposes only.

**Table ES 1  
Intersection Level of Service Summary**

Study Number	Intersection	Jurisdiction	Intersection Control	LOS Standard	Peak Hour	Count Date	Existing		Existing Plus Project		Background		Background Plus Project				Cumulative		Cumulative Plus Project			
							Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Delay	Incr. In V/C	Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Delay	Incr. In V/C
1	Bowers Avenue and Monroe Street	Santa Clara	Signal	D	AM	11/07/17	33.9	C-	34.0	C-	<b>68.2</b>	E	<b>68.9</b>	E	<b>+0.8</b>	<b>0.003</b>	<b>84.3</b>	F	<b>85.0</b>	F	<b>+1.0</b>	<b>0.003</b>
					Afternoon	11/07/17	31.0	C	31.0	C	33.8	C-	33.8	C-	+0.1	0.002	34.9	C-	34.9	C-	+0.1	0.002
2	Bowers Avenue and Walsh Avenue/Kifer Road	Santa Clara	Signal	D	AM	11/07/17	28.0	C	28.0	C	33.2	C-	33.3	C-	+0.1	0.001	35.1	D+	35.2	D+	+0.1	0.001
					Afternoon	11/07/17	28.0	C	27.0	C	27.4	C	27.4	C	0.0	0.000	27.2	C	27.2	C	0.0	0.000
3	Bowers Avenue and Central Expressway*	Santa Clara	Signal	E	AM	11/07/17	58.9	E+	59.0	E+	68.6	E	68.8	E	+0.4	0.002	74.7	E	75.0	E	+0.5	0.002
					Afternoon	11/07/17	51.7	D-	51.7	D-	55.5	E+	55.5	E+	+0.2	0.003	56.8	E+	56.9	E+	+0.2	0.003
4	Bowers Avenue and Scott Boulevard*	Santa Clara	Signal	E	AM	11/07/17	39.5	D	39.6	D	61.1	E	62.7	E	+2.5	0.011	<b>80.2</b>	F	<b>82.6</b>	F	<b>+3.2</b>	<b>0.011</b>
					Afternoon	11/07/17	37.3	D+	37.4	D+	43.4	D	43.7	D	+0.5	0.012	44.0	D	44.5	D	+0.5	0.006
5	San Tomas Expressway and El Camino Real*	Santa Clara	Signal	E	AM	11/07/17	70.0	E	70.5	E	<b>89.2</b>	F	<b>90.5</b>	F	<b>+2.1</b>	<b>0.005</b>	<b>107.4</b>	F	<b>108.7</b>	F	<b>+2.4</b>	<b>0.005</b>
					Afternoon	11/07/17	51.1	D-	51.2	D-	54.0	D-	54.3	D-	0.0	0.004	58.3	E+	58.7	E+	+0.2	0.004
6	San Tomas Expressway and Cabrillo Avenue	Santa Clara	Signal	E	AM	11/07/17	29.4	C	29.3	C	31.9	C	32.0	C	-0.3	0.003	34.5	C-	34.9	C-	-0.3	0.003
					Afternoon	11/07/17	26.0	C	26.0	C	26.0	C	26.0	C	0.0	0.004	26.4	C	26.5	C	+0.1	0.004
7	San Tomas Expressway and Monroe Street*	Santa Clara	Signal	E	AM	11/07/17	37.0	D+	37.2	D+	49.8	D	51.0	D	+1.9	0.005	59.9	E+	61.5	E	+2.6	0.005
					Afternoon	11/07/17	29.8	C	29.8	C	30.2	C	30.2	C	0.0	0.004	30.0	C	30.1	C	0.0	0.004
8	San Tomas Expressway and Walsh Avenue	Santa Clara	Signal	E	AM	11/07/17	45.5	D	45.8	D	76.4	E-	76.6	E-	-0.5	0.005	<b>81.0</b>	F	<b>81.8</b>	F	<b>0.4</b>	<b>0.005</b>
					Afternoon	11/07/17	45.9	D	46.0	D	52.8	D-	53.0	D-	+0.5	0.005	57.0	E+	57.8	E+	+1.4	0.005
9	San Tomas Expressway and Scott Boulevard*	Santa Clara	Signal	E	AM	11/07/17	30.5	C	32.5	C-	44.0	D	46.9	D	+1.7	0.005	47.1	D	50.1	D	+1.8	0.005
					Afternoon	11/07/17	38.5	D+	40.1	D	44.0	D	48.3	D	+11.2	0.186	45.2	D	49.5	D	+11.0	0.183
10	Mission College Boulevard/Thomas Road and Montague Expressway*	Santa Clara	Signal	E	AM	11/07/17	<b>80.7</b>	F	<b>81.1</b>	F	<b>158.4</b>	F	<b>159.5</b>	F	<b>0.0</b>	<b>0.000</b>	<b>179.3</b>	F	<b>180.2</b>	F	<b>0.0</b>	<b>0.000</b>
					Afternoon	11/07/17	35.0	C-	35.0	D+	49.5	D	49.5	D	0.0	0.004	63.3	E	63.2	E	-0.1	0.004
11	De La Cruz Boulevard/Agnew Road and Montague Expressway*	Santa Clara	Signal	E	AM	11/07/17	56.1	E+	57.2	E+	<b>108.0</b>	F	<b>110.0</b>	F	<b>+3.2</b>	<b>0.004</b>	<b>115.6</b>	F	<b>117.9</b>	F	<b>+3.2</b>	<b>0.004</b>
					Afternoon	11/07/17	39.1	D	39.1	D	41.9	D	42.0	D	+0.1	0.004	42.2	D	42.3	D	+0.1	0.004
12	Scott Boulevard and Monroe Street	Santa Clara	Signal	D	AM	11/07/17	37.2	D+	37.6	D+	39.5	D	40.0	D	+0.7	0.007	39.8	D	40.3	D	+0.7	0.007
					Afternoon	11/07/17	31.4	C	31.4	C	31.9	C	31.9	C	-0.1	0.005	31.9	C	31.9	C	-0.1	0.005
13	Scott Boulevard and Martin Avenue	Santa Clara	Signal	D	AM	11/07/17	23.5	C	23.5	C	24.6	C	24.6	C	0.0	0.004	24.6	C	24.6	C	0.0	0.004
					Afternoon	11/07/17	23.7	C	23.5	C	23.3	C	23.1	C	-0.2	0.005	23.2	C	23.0	C+	-0.2	0.005
14	Scott Boulevard and Walsh Avenue	Santa Clara	Signal	D	AM	11/07/17	24.7	C	24.7	C	30.2	C	30.2	C	+0.2	0.005	30.3	C	30.3	C	+0.2	0.005
					Afternoon	11/07/17	28.8	C	28.6	C	30.1	C	29.9	C	-0.1	0.006	30.2	C	30.0	C	-0.1	0.006
15	Scott Boulevard and Central Expressway*	Santa Clara	Signal	E	AM	11/07/17	40.5	D	41.2	D	41.6	D	42.3	D	+1.4	0.019	41.7	D	42.4	D	+1.5	0.019
					Afternoon	11/07/17	44.2	D	44.7	D	45.9	D	46.5	D	+1.0	0.015	46.0	D	46.4	D	+2.2	0.021
16	Scott Boulevard and Space Park Drive	Santa Clara	Signal	D	AM	11/07/17	13.4	B	21.6	C+	12.6	B	21.0	C+	+9.8	0.182	12.5	B	21.1	C+	+10.1	0.182
					Afternoon	11/07/17	23.8	C	27.3	C	22.0	C+	26.8	C	+6.0	0.221	21.7	C+	26.6	C	+6.2	0.221
17	Jay Street and Scott Boulevard	Santa Clara	Signal	D	AM	11/07/17	15.5	B	15.0	B	14.9	B	14.4	B	-0.1	0.036	14.8	B	14.4	B	-0.1	0.036
					Afternoon	11/07/17	26.9	C	23.3	C	23.9	C	21.1	C+	-4.5	0.044	23.4	C	20.6	C+	-3.3	0.044
18	Lafayette Street and Walsh Avenue	Santa Clara	Signal	D	AM	11/07/17	17.6	B	17.6	B	17.8	B	17.9	B	0.0	0.003	18.5	B-	18.5	B-	0.0	0.003
					Afternoon	11/07/17	17.8	B	17.7	B	19.3	B-	19.2	B-	0.0	0.003	19.5	B-	19.4	B-	0.0	0.003
19	Lafayette Street and Central Expressway*	Santa Clara	Signal	E	AM	11/07/17	54.3	D-	54.9	D-	71.3	E	72.4	E	+1.7	0.005	76.6	E-	77.9	E-	+1.9	0.005
					Afternoon	11/07/17	48.3	D	48.4	D	51.3	D-	51.3	D-	+0.3	0.009	51.7	D-	51.7	D-	+0.3	0.009
20	De La Cruz Boulevard/Trimble Road and Central Expressway*	Santa Clara	Signal	E	AM	11/07/17	<b>107.0</b>	F	<b>109.6</b>	F	37.3	D+	38.1	D+	+0.1	0.004	38.7	D+	39.2	D	+0.2	0.004
					Afternoon	11/07/17	38.6	D+	41.3	D	28.2	C	28.5	C	+0.2	0.005	29.1	C	29.3	C	+0.2	0.005
21	Corvin Drive/Oakmead Parkway and Central Expressway*	Sunnyvale	Signal	E	AM	11/07/17	43.1	D	43.6	D	65.9	E	66.7	E	+1.3	0.003	<b>93.0</b>	F	<b>94.0</b>	F	<b>+1.5</b>	<b>0.003</b>
					Afternoon	11/07/17	27.1	C	27.2	C	31.6	C	31.8	C	+0.3	0.004	36.3	D+	36.6	D+	+0.5	0.004
22	Lafayette Street and Duane Avenue	Santa Clara	Two-Way Stop (Average Delay) Signal Warrant Met?	D	AM	11/07/17	2.9	A+	2.9	A+	3.8	A	3.8	A	0.0	0.000	4.2	A	4.2	A	0.0	0.000
					Afternoon	11/07/17	3.9	A	3.9	A	8.9	A-	8.9	A-	0.0	0.000	9.7	A-	9.7	A-	0.0	0.000
					AM			No		No		No		No			No		No			
					Afternoon			No		No	<b>Yes</b>	<b>Yes</b>				<b>Yes</b>	<b>Yes</b>		<b>Yes</b>			
23	Alfred Street and Space Park Drive	Santa Clara	One-Way Stop (Average Delay) Signal Warrant Met?	D	AM	11/07/17	6.3	A	8.8	A-	6.3	A	8.8	A-	2.5	0.255	6.3	A	8.8	A-	2.5	0.255
					Afternoon	11/07/17	6.3	A	9.0	A-	6.3	A	9.0	A-	2.7	0.262	6.3	A	9.0	A-	2.7	0.262
					AM			No		No		No		No			No		No			
					Afternoon			No		No		No		No			No		No			
24	Alfred Street and Duane Avenue	Santa Clara	One-Way Stop (Average Delay) Signal Warrant Met?	D	AM	11/07/17	3.2	A+	3.2	A+	3.2	A+	3.2	A+	0.0	0.000	3.2	A+	3.2	A+	0.0	0.000
					Afternoon	11/07/17	4.1	A	4.1	A	4.1	A	4.1	A	0.0	0.000	4.1	A	4.1	A	0.0	0.000
					AM			No		No		No		No			No		No			
					Afternoon			No		No		No		No			No		No			

Notes:  
 \* Denotes CMP Intersections  
 Entries denoted in **bold** indicate conditions that exceed the applicable level of service standard.  
**Bold** indicate locations where the project is projected to cause an adverse effect.



# 1. Introduction

---

This report presents the results of the Transportation Analysis (TA) conducted for the proposed expansion of the Muslim Community Association (MCA) facilities and school at 3003 Scott Boulevard in Santa Clara, California. The Muslim Community Association proposes to expand its existing school and facilities at its existing location at 3003 Scott Boulevard (existing MCA site, or also referred to as MCA-1) and into the adjacent approximately 34,000 square-foot building at 3080/3100 Alfred Street (proposed new MCA site, or also referred to as MCA-3). The project as proposed would modify the existing MCA-1 site (mainly the parking area) and would expand the MCA facilities into the new MCA-3 site. The proposed student capacity in the two buildings after the expansion is 900 grade pre-K through 12 students, an increase from 400 existing pre-K through 8<sup>th</sup> grade students. A detailed project description and proposed school operations is provided in Chapter 5 (Existing/Background Plus Project Conditions).

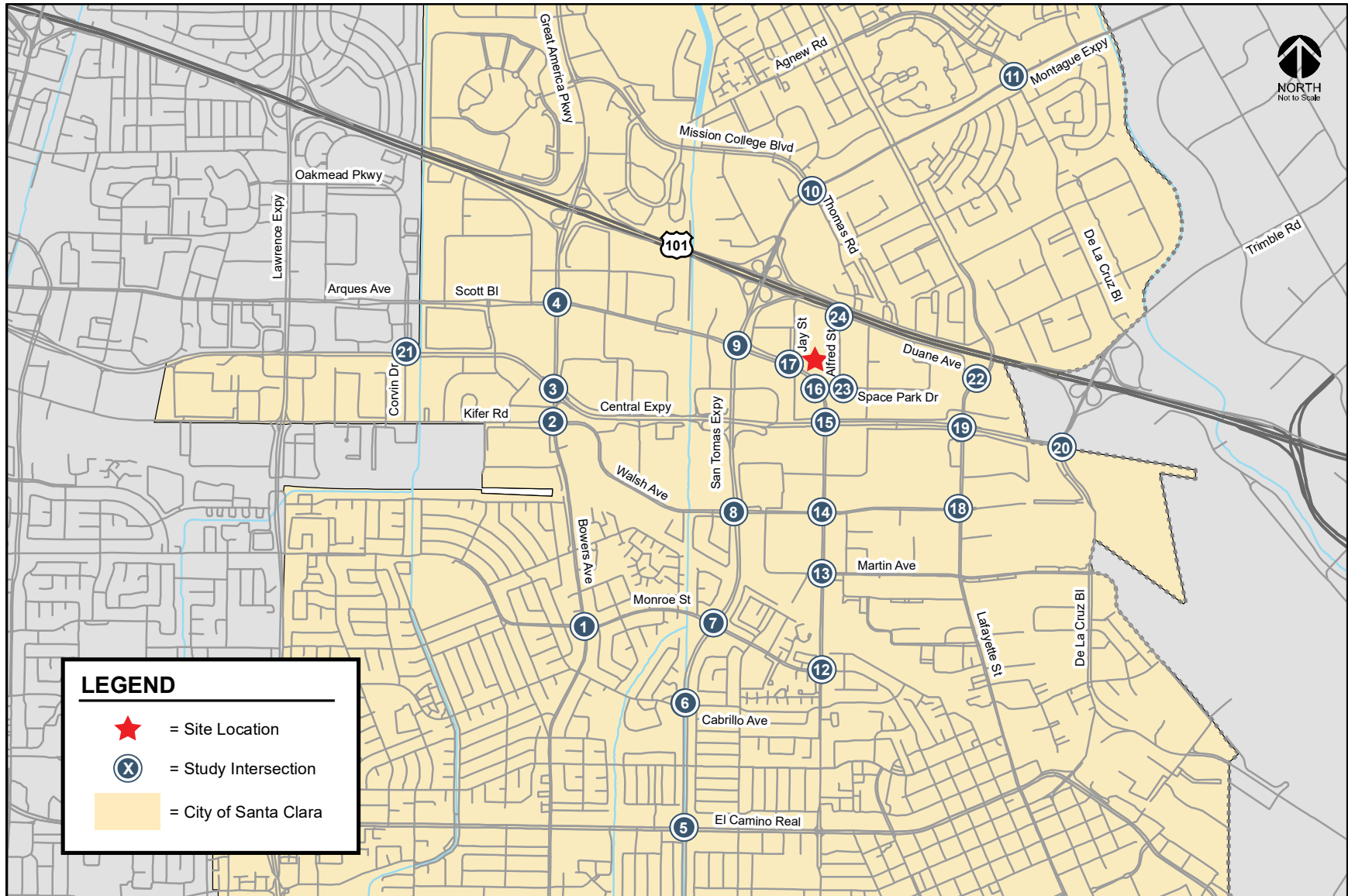
The project site location and the surrounding study area are shown on Figure 1. The project site plan is shown on Figure 2.

## Scope of Study

The transportation analysis of the project was evaluated following the standards and methodologies set forth in the City of Santa Clara's Transportation Analysis Policy (Adopted in June 2020), the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program's *Transportation Impact Guidelines* (October 2014), and by the California Environmental Quality Act (CEQA). Based on the City of Santa Clara's Transportation Analysis Policy, the TA report for the project consists of a CEQA impacts vehicle-miles-traveled (VMT) analysis and a non-CEQA operational measures of intersection efficiency analysis, also referred to as a Local Transportation Analysis (LTA).

## Transportation Policies

Historically, transportation analysis has utilized delay and congestion on the roadway system as the primary metric for the identification of traffic impacts and potential roadway improvements to relieve traffic congestion that may result due to proposed/planned growth. However, the State of California has recognized the limitations of measuring and mitigating only vehicle delay at intersections and in 2013 passed Senate Bill (SB) 743, which requires jurisdictions to stop using congestion and delay metrics, such as Level of Service (LOS), as the measurement for CEQA transportation analysis. With the adoption of SB 743 legislation, the State Office of Planning and Research (OPR) developed new CEQA guidelines to measure transportation impacts based on Vehicle Miles Traveled (VMT). VMT measures the amount of vehicle trip making and trip length and is a direct measurement of greenhouse gas



**Figure 1**  
**Site Location and Study Intersections**



emissions. A reduction in VMT would promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses that reduces the reliance on individual vehicles.

In adherence to SB 743, the City of Santa Clara has adopted a new Transportation Analysis Policy for Environmental Review<sup>1</sup>. The new policy establishes the thresholds for transportation impacts under CEQA based on VMT, instead of level of service. The Policy also sets forth screening criteria that allow various types of developments, such as infill developments, small projects, and/or transit supportive projects near major transit corridors, to be presumed to have a less than significant impact on VMT. All new development projects are required to analyze transportation impacts using the VMT metric and conform to the City's Transportation Analysis Policy.

In addition, the City of Santa Clara still requires all projects to measure intersection efficiency (LOS) as part of an operational analysis and to provide improvements or address project related operational deficiencies. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

## Previous Project Evaluation

The evaluation of the proposed project was originally conducted in 2014, when MCA purchased the property located at 3033 Scott Boulevard (referred to as MCA-2). A full traffic impact analysis (TIA) was completed evaluating the expansion of MCA's facilities and school operations into MCA-2. In 2019 the original TIA was revised when MCA decided to expand its facilities and school operations into MCA-3 instead. At the time the 2014 and 2019 TIAs were completed, level of service was the adopted methodology for the evaluation of transportation impacts. The 2019 TIA was reviewed by City staff and comments by City staff received on the TIA were addressed. Currently, the project proposes to expand its existing school and facilities into MCA-3, as it was proposed in 2019, in addition to staggering the school start and end times (not proposed in the 2019 TIA). Implementation of staggered school start/end times is a strategy typically utilized in an effort to reduce the amount of traffic accessing the school site during the school's peak times by spreading it over a longer period of time, this way also potentially reducing the school's effect on adjacent intersections and on-site operations.

For consistency purposes and to rely on information utilized in the 2019 TIA, as approved by City staff, this local transportation analysis includes the same study facilities and existing count information included in the 2019 TIA. Existing conditions, as presented in the 2019 TIA, represent conditions prior to the current COVID-19 pandemic. Due to the institution of shelter in place orders that went into effect in March 2020 due to the COVID-19 pandemic, current traffic volumes have been found to be typically lower than what they were prior to the virus outbreak and transit providers are operating on reduced schedules as the result of larger number of people continuing to work from home. It is not known when traffic conditions will return to pre-virus levels, but it is expected that the current reductions in traffic volumes and transit services are only temporary. Background information, including traffic associated with approved/potential projects in the Cities of Santa Clara, Sunnyvale, and San Jose, were updated to reflect the latest information available.

---

<sup>1</sup> City of Santa Clara, Resolution No. 20-8861, "A Resolution of the City of Santa Clara, California to Amend Resolution 5713 to Adopt a Transportation Analysis Policy to Comply with the California Environmental Quality Act Pursuant to State Senate Bill 743 (2013) and CEQA Guidelines Section 15064.3," adopted June 23, 2020.

## CEQA Transportation Analysis Scope

The CEQA transportation analysis for the project consists of a project-level VMT impact analysis. Typically, residential, office, and industrial projects in the City of Santa Clara are evaluated using the Santa Clara County VTA's VMT Evaluation Tool which was developed to streamline the analysis for development projects. For non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns, other City-approved methods can be used to determine project VMT. Since the City has not established thresholds of significance for the evaluation of school projects, the project cannot be evaluated directly using VTA's VMT Evaluation Tool and an alternative City-approved method was utilized to evaluate the project's VMT.

### VMT Analysis

The City of Santa Clara's Transportation Analysis Policy establishes procedures for determining project impacts on VMT based on project description, characteristics, and/or location. VMT is defined as the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated for residential, office, and industrial projects using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle trips with one end within the project. Typically, development projects that are farther from other, complementary land uses (such as a business park far from housing) and in areas without transit or active transportation infrastructure (bike lanes, sidewalks, etc.) generate more driving than development near complementary land uses with more robust transportation options. Therefore, developments located in a central business district with high density and diversity of complementary land uses and frequent transit services are expected to internalize trips and generate shorter and fewer vehicle trips than developments located in a suburban area with low density of residential developments and no transit serve in the project vicinity.

A project's VMT is compared to established thresholds of significance based on the project location and type of development. When assessing a residential project, the project's VMT is divided by the number of residents expected to occupy the project to determine the VMT per capita. When assessing an office or industrial project, the project's VMT is divided by the number of employees.

Given the proposed project consists of the expansion of an existing school and since the City has no established thresholds of significance nor an adopted methodology for the evaluation of school projects, it was determined, in collaboration with City staff, that the evaluation of the project VMT should consist of a comparison of VMT per student between the existing school operations and the proposed school operations. The VMT per student for both the existing and the proposed school operations are to be calculated based on student address information and other trip characteristic information provided by the school. In addition, VMT associated with school staff should be compared to countywide average VMT per employee, as recommended in the City's Transportation Analysis Policy.

## Local Transportation Analysis Scope

The City of Santa Clara still requires all projects to measure intersection efficiency (LOS) as part of an operational analysis and to provide improvements or address project related operational deficiencies. Thus, this report contains a local transportation analysis, or LTA, to evaluate the project's consistency with the level of service standards set forth in the City's General Plan and to identify feasible improvements to remedy any deficiencies. However, the determination of project impacts per CEQA requirements is based solely on the VMT analysis.

Although the project is located in the City of Santa Clara, the project also would add traffic to facilities outside of the City of Santa Clara. Thus, the potential adverse effects of the project on traffic operations

were evaluated following the standards and methodologies set forth by the Cities of Santa Clara and Sunnyvale, and the VTA. The VTA administers the County Congestion Management Program (CMP).

The LTA includes an evaluation of traffic conditions during the AM peak-hour and school afternoon peak-hour that occurs between 2:00-4:00 PM for 24 intersections. The study intersections were originally selected based upon the estimated number of project trips through the intersection (10 or more trips per lane per hour). The study intersections are listed below and shown on Figure 1.

Additionally, per CMP guidelines, an evaluation to determine whether a freeway level of service analysis is required was conducted and is included within the following sections.

### Study Intersections

In summary, the study includes an analysis of 21 signalized and three unsignalized intersections in the vicinity of the project site. Twenty-three of the study intersections (including all three of the unsignalized intersections) are located in the City of Santa Clara while one signalized study intersection is located in the City of Sunnyvale. A total of 11 of the study intersections also are CMP designated intersections. All of the study intersections were evaluated against the standards of the applicable municipality, while the 11 CMP signalized study intersections also were evaluated against the standards of the Santa Clara County CMP.

1. Bowers Avenue and Monroe Street
2. Bowers Avenue and Walsh Avenue/Kifer Road
3. Bowers Avenue and Central Expressway\*
4. Bowers Avenue and Scott Boulevard\*
5. San Tomas Expressway and El Camino Real\*
6. San Tomas Expressway and Cabrillo Avenue
7. San Tomas Expressway and Monroe Street\*
8. San Tomas Expressway and Walsh Avenue
9. San Tomas Expressway and Scott Boulevard\*
10. Mission College Boulevard/Thomas Road and Montague Expressway\*
11. De La Cruz Boulevard/Agnew Road and Montague Expressway\*
12. Scott Boulevard and Monroe Street
13. Scott Boulevard and Martin Avenue
14. Scott Boulevard and Walsh Avenue
15. Scott Boulevard and Central Expressway\*
16. Scott Boulevard and Space Park Drive
17. Jay Street and Scott Boulevard
18. Lafayette Street and Walsh Avenue
19. Lafayette Street and Central Expressway\*
20. De La Cruz Boulevard/Trimble Road and Central Expressway\*
21. Corvin Drive/Oakmead Parkway and Central Expressway\* (City of Sunnyvale)
22. Lafayette Street and Duane Avenue (unsignalized)
23. Alfred Street and Space Park Drive (unsignalized)
24. Alfred Street and Duane Avenue (unsignalized)

\* Denotes CMP Intersections

### Study Freeway Segments

1. Northbound US 101, from Guadalupe Parkway (SR 87) to De La Cruz Boulevard
2. Northbound US 101, from De La Cruz Boulevard to San Tomas Expressway/Montague Expressway

3. Northbound US 101, from San Tomas Expressway/Montague Expressway to Bowers Avenue/Great America Parkway
4. Southbound US 101, from Bowers Avenue/Great America Parkway to San Tomas Expressway/Montague Expressway
5. Southbound US 101, from San Tomas Expressway/Montague Expressway to De La Cruz Boulevard
6. Southbound US 101, from De La Cruz Boulevard to Guadalupe Parkway (SR 87)

### Study Time Periods

Traffic conditions at all of the study intersections were analyzed for the standard weekday AM peak-hour and the school afternoon peak-hour. The weekday AM peak-hour of traffic is generally between 7:00 and 9:00 AM (and coincides with the school's morning peak-hour), while the school afternoon peak-hour is typically between 2:00-4:00 PM, time when school is dismissed and students are picked-up on a regular school day.

### Study Scenarios

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 traffic counts conducted in November 2017.
- Scenario 2: *Background Conditions.*** Background conditions were represented by future traffic volumes on the existing roadway network. Background traffic volumes were estimated by adding to existing peak-hour volumes the projected volumes from approved but not yet constructed developments in the study area. The added traffic from approved but not yet constructed developments was based on the list of approved projects provided by the Cities of Santa Clara and Sunnyvale. The list of Santa Clara approved projects provided for the 2019 TIA (dated April 2018) was updated with City staff assistance in August 2022 and utilized for this analysis. City of Sunnyvale's approved project list dated April 2022 and San Jose's Approved Trip Inventory (ATI) volumes and traffic generated by Phase 1 of the North San Jose Development Policy also were included in the background traffic volumes. Background conditions include fully funded transportation improvements planned in the City's Capital Improvement Program or required as mitigation for other approved developments. Background conditions represent the baseline conditions to which project conditions are compared for the purpose of identifying project adverse effects on intersection operations.
- Scenario 3: *Background plus Project Conditions.*** Background plus project conditions (also referred to as *Project Conditions*) were estimated by adding to the background traffic volumes the additional traffic estimated to be generated by the proposed project. Background plus project conditions were evaluated relative to background conditions in order to identify project adverse effects on intersection operations.
- Scenario 4: *Cumulative Conditions.*** Cumulative conditions represent future traffic volumes on the future transportation network that would result from traffic growth projected to occur due to the approved development projects and other 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 (dated April 2018 and updated in August 2022) and pending developments identified by the City of Sunnyvale (list dated April 2022). Traffic volumes from pending projects were

added to background conditions peak-hour volumes to obtained volumes for cumulative without project conditions. Cumulative conditions were evaluated for two scenarios: (1) without the proposed project and (2) with project-generated traffic. The change between these two scenarios illustrates the project's effect on cumulative conditions.

## Methodology

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

### Data Requirements

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

- Existing traffic volumes
- Existing lane configurations
- Signal timing and phasing
- A list of approved and planned projects

### Analysis Methodologies and Level of Service Standards

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

#### Signalized Intersections

Signalized study intersections that are not part of the CMP roadway network are subject to the local municipalities' level of service standards. The Cities of Santa Clara and Sunnyvale level of service methodology is TRAFFIX, which is based on the *Highway Capacity Manual (HCM) 2000* method for signalized intersections. TRAFFIX evaluates signalized intersection operations on the basis of average control delay time for all vehicles at the intersection. Intersection traffic signal parameters information for non-CMP study intersection located in the City of Santa Clara was obtained from City staff in the form of signal timing sheets. Additionally, signal timing information for CMP intersections is provided by Santa Clara County staff. The City of Sunnyvale level of service methodology employs CMP default values for the analysis parameters.

The Cities of Santa Clara and Sunnyvale have set forth LOS D as the minimum standard, except on CMP and expressway facilities within Santa Clara and roadways considered "regionally significant" within Sunnyvale, which have a standard of LOS E. In the study area, the Sunnyvale intersections along Central Expressway are considered regionally significant. The correlation between average delay and level of service is shown in Table 1.



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

Level of Service	Description	Average Control Delay Per Vehicle (Sec.)
<b>A</b>	Operations with very low delay occurring with favorable progression and/or short cycle lengths.	Up to 10.0
<b>B</b>	Operations with low delay occurring with good progression and/or short cycle lengths.	10.1 to 20.0
<b>C</b>	Operations with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
<b>D</b>	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
<b>E</b>	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
<b>F</b>	Operation with delays unacceptable to most drivers occurring due to over saturation, poor progression, or very long cycle lengths.	Greater than 80.0

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

### **CMP Intersections**

Since TRAFFIX is the designated level of service methodology for both the CMP and local municipalities, the CMP study intersections are not analyzed separately, but rather are among the local municipalities' signalized intersections analyzed using TRAFFIX. However, unlike the City of Santa Clara, the CMP employs default values for intersection analysis parameters derived based on local traffic conditions. The CMP level of service standard for signalized intersections is LOS E or better.

### **Unsignalized Intersections**

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

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

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

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

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

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

### **Traffic Signal Warrant Analysis**

The level of service analysis at unsignalized intersections is supplemented with an assessment of the need for signalization of the intersection. This assessment is made on the basis of signal warrant criteria adopted by Caltrans. For this study, the need for signalization is assessed on the basis of the operating conditions at the intersection (i.e., level of service) and on the peak-hour traffic signal warrant, (Warrant #3 – Part B) described in the *California Manual on Uniform Traffic Control Devices* (MUTCD), 2014 Edition. This method makes no evaluation of intersection level of service, but simply provides an indication of whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal. It should be noted that it is just one of the factors/warrants used to indicate whether installation of a traffic control signal is justified. Intersections that meet the peak-hour warrant are subject to further analysis before determining that a traffic signal is necessary.

### **Freeway Segment Analysis**

According to CMP technical guidelines, a freeway level of service analysis is required if the number of project trips added to any freeway segment equals or exceeds one percent of the capacity of the segment. The key freeway segments in the study area were evaluated to determine if the project traffic on each segment would exceed this threshold. US 101 has three mixed flow lanes and one HOV lane in each direction in the vicinity of the project site. The CMP specifies that a mixed-flow lane capacity of 2,300 vehicles per hour per lane (vphpl) be used for segments six lanes or wider in both directions and a capacity of 2,200 vphpl be used for segments with less than six lanes. Thus, the three lanes on US 101 near the project site have a capacity of 6,900 vph. Using the CMP's one-percent threshold, a freeway level of service analysis for US 101 would be needed if the project adds 69 or more peak-hour trips to the freeway segments near the site. A review of the project trip assignment indicates that the greatest number of project trips in any direction on the subject freeway segments would be no more than 41 peak-hour trips. Since the number of project trips on the freeway segments are less than the one-percent threshold, the project would not cause a significant increase in traffic on the freeway segments in the study area, and a freeway level of service analysis is not required. The freeway capacity analysis is summarized on Table 3.

**Table 3  
Freeway Segment Capacity Evaluation**

Freeway	Segment	Direction	Peak Hour	Mixed-Flow Lane		HOV Lane		Total Volume	Mixed-Flow Lane		HOV Lane	
				# of Lanes <sup>1</sup>	Capacity (vph)	# of Lanes <sup>1</sup>	Capacity (vph)		Volume	% of Capacity	Volume	% of Capacity
US 101	Guadalupe Parkway (SR 87) to De La Cruz Boulevard	NB	AM	3	6,900	1	1,650	39	27	0.39	12	0.73
		NB	Afternoon	3	6,900	1	1,650	41	35	0.51	6	0.36
US 101	De La Cruz Boulevard to San Tomas Expressway/Montague Expressway	NB	AM	3	6,900	1	1,650	39	29	0.42	10	0.61
		NB	Afternoon	3	6,900	1	1,650	41	35	0.51	6	0.36
US 101	San Tomas Expressway/Montague Expressway to Bowers Avenue/Great America Parkway	NB	AM	3	6,900	1	1,650	5	4	0.06	1	0.06
		NB	Afternoon	3	6,900	1	1,650	6	5	0.07	1	0.06
US 101	Bowers Avenue/Great America Parkway to San Tomas Expressway/Montague Expressway	SB	AM	3	6,900	1	1,650	6	5	0.07	1	0.06
		SB	Afternoon	3	6,900	1	1,650	6	4	0.06	2	0.12
US 101	San Tomas Expressway/Montague Expressway to De La Cruz Boulevard	SB	AM	3	6,900	1	1,650	34	30	0.43	4	0.24
		SB	Afternoon	3	6,900	1	1,650	39	25	0.36	14	0.85
US 101	De La Cruz Boulevard to Guadalupe Parkway (SR 87)	SB	AM	3	6,900	1	1,650	34	31	0.45	3	0.18
		SB	Afternoon	3	6,900	1	1,650	39	28	0.41	11	0.67

<sup>1</sup> Source: Santa Clara Valley Transportation Authority Congestion Management Program Monitoring Study, 2016.

## Definition of Adverse Operations Effects

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

For this analysis, adverse effects on intersections are based on the Cities of Santa Clara and Sunnyvale, and the Santa Clara County Congestion Management Program (CMP) Level of Service standards.

### Cities of Santa Clara and Sunnyvale Definition of Adverse Intersection Operations Effects

According to the Cities of Santa Clara and Sunnyvale level of service guidelines, an adverse effect on intersection operations at a non-CMP signalized intersection occurs if for either peak hour:

1. The level of service at the intersection degrades below its respective level of service standard (LOS D or better for all city-controlled intersections in Santa Clara and Sunnyvale and LOS E or better at all expressway and CMP intersections) when project traffic is added, or
2. An intersection that operates below its level of service standard (LOS E or F at city-controlled intersections and LOS F at expressway and CMP intersections) under no-project conditions experiences an increase in critical-movement delay of four (4) or more seconds *and* an increase in critical volume-to-capacity ratio (V/C) of one percent (0.01) or more when project traffic is added.

The exception for this threshold is when the addition of project traffic reduces the amount of average delay for critical movements (i.e., the change in average control delay for critical movements is negative). In this case, the threshold is when the project increases the critical V/C value by 0.01 or more.

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

- Construct or pay a fair share towards improvements to the subject intersection to increase overall capacity (e.g., traffic signal modifications, construction of additional turn lanes), or
- Construct or pay a fair share towards improvements to the pedestrian or bicycle facilities within the intersection or proximate to the intersection, or
- Construct or pay a fair share towards improved access to transit or transit facility proximate to the intersection, or
- Implement transportation demand management (TDM) measures that will reduce the project traffic at the intersection and improve the deficiency.

### Unsignalized Intersections

The City of Santa Clara has not established criteria to define adverse effects for unsignalized intersections. The determination of appropriate improvements to unsignalized intersections typically

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

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

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

## Report Organization

The remainder of this report is divided into seven chapters. *Chapter 2* presents the CEQA transportation analysis, including VMT analysis methodology, baseline and project VMT, and potential project VMT impacts. Chapters 3 through 7 present the local transportation analysis and results, and are organized in the following manner:

*Chapter 3* describes existing conditions in terms of the existing roadway network, transit service, and existing bicycle and pedestrian facilities.

*Chapter 4* presents the intersection levels of service under background conditions with the addition of traffic from approved development projects.

*Chapter 5* describes the method used to estimate project traffic and the resulting traffic conditions under background plus project conditions. Potential improvements recommended to address project deficiencies identified under background plus project conditions are also described.

*Chapter 6* presents the traffic conditions in the study area under cumulative conditions with the addition of traffic from development projects that are not yet approved, without and with the project traffic. The project's effect on cumulative conditions also is identified.

*Chapter 7* presents the analysis of other transportation related issues, including site access and on-site circulation, vehicle queue analysis, parking, school drop-off and pick-up activities, and transit and bicycle facilities.

The last chapter, *Chapter 8*, presents the conclusions of the transportation analysis.

## 2. CEQA VMT Analysis

---

This chapter describes the CEQA transportation analysis, including the VMT analysis methodology and significance criteria, the project-level VMT analysis results and potential project impacts, and mitigation measures recommended to reduce significant VMT impacts.

### VMT Analysis Methodology

In adherence to SB 743, the City of Santa Clara has adopted a new Transportation Analysis Policy for the evaluation of transportation impacts under CEQA based on Vehicle Miles Traveled (VMT). The new policy establishes the thresholds for transportation impacts based on VMT, instead of level of service. VMT is the total miles of travel by personal motorized vehicles a project is expected to generate in a day. VMT is calculated for residential, office, and industrial projects using the Origin-Destination VMT method, which measures the full distance of personal motorized vehicle trips with one end within the project.

Typically, residential, office, and industrial projects in the City of Santa Clara are evaluated using the Santa Clara County VTA's VMT Evaluation Tool which was developed to streamline the analysis for development projects. For non-residential or non-office projects, very large projects, or projects that can potentially shift travel patterns, other City-approved methods can be used to determine project VMT.

Since the VTA's VMT Evaluation Tool is not capable of estimating VMT for school projects, the project cannot be evaluated directly using the VMT Evaluation Tool. For this reason, an alternative method to evaluate the project's VMT was determined, in collaboration with City staff. The VMT analysis methodology is described below.

### School Student VMT Analysis Method

Given the proposed project consists of the expansion of an existing school, it was determined that the evaluation of the project VMT should consist of a comparison of VMT per student between the existing school operations and the proposed school operations.

The existing VMT per student was calculated based on current student address information provided by school staff. The student information includes a list of zip codes, each representing a current MCA school family/household, and the number of current MCA students in each household. The student information also identified student households that include an MCA staff/faculty member, however, VMT for children of staff/faculty members were not included in the student VMT calculations, but instead were included in the staff (employee) VMT calculations, based on the assumption that those students attend MCA school as a result of a parent/family member working there. Based on the student

information, the total number of school households and total number of students in each zip code was determined (see Table 4). This information provides an understanding of where MCA students are currently coming from (project trip distribution).

Additionally, MCA school staff estimates that approximately 75 percent (%) of the current students are dropped-off in the morning by a parent on their way to work (working parent) while the remaining 25% of the students are dropped-off by a stay-at-home parent (non-working parent). During pick-up, MCA school staff estimates that approximately 60% of the students are picked-up by a working parent (coming from their workplace) and 40% are picked-up by a non-working parent (coming from home). Working parents represent two trips between home and the school while non-working parents represent 4 trips between home and the school.

Based on the existing student information, the following information was estimated/calculated:

- Average distance from zip code to MCA site
- Total number of households per zip code
- Total number of students per zip code
- Number of trips from/to zip code in the AM and PM peak hours
- Average number of students per household
- Student VMT per zip code and total student VMT
- Existing average VMT per student

With implementation of the proposed project, the student population would increase to a total of 900 students. Since it is not known where the additional students would live, it was assumed that the new students would originate from the same areas that are currently being served by the school. In addition, school staff anticipates that 20% to 30% of the new students would be siblings of existing students. Based on the existing student information and the above new student assumptions, the following information was estimated/calculated for the proposed 900-student school:

- Estimated average number of students per household
- Estimated number of households
- Estimated total number of households/students per zip code
- Estimated number of trips from/to zip code in the AM and PM peak hours
- Estimated student VMT per zip code and total student VMT
- Project average VMT per student

### **School Employee VMT Analysis Method**

VMT for staff/faculty members (employees) was calculated/estimated in a similar manner to the student VMT. Calculated VMT associated with school employees was compared to the existing (baseline) school employee VMT.

As with the student VMT, the existing VMT per employee was calculated based on current staff/faculty addresses provided by school staff. The employee information includes a list of employees and their address (see Table 5). Staff/faculty members with MCA students also were identified. Based on the employee information, a trip distribution for existing employees was determined as well as the following information estimated/calculated:

- Distance from employee address to MCA site
- Average distance from employee zip code to MCA site
- Existing total employee VMT
- Existing average VMT per employee

**Table 4  
Existing and Projected MCA Student Residence Information**

Existing School Service Area <sup>1</sup>			Existing Student Residence Breakdown <sup>1</sup>			Projected Student Residence Breakdown <sup>2</sup>		
Household Zip Code	Zip Code Location	Total Households in Zip Code (Not Including Staff) <sup>3</sup>	Percent of Households from Zip Code	Number of Students per Zip Code	Estimated Number of Households in Zip Code (Not Including Staff) <sup>3</sup>	Estimated Number of Students per Zip Code	Estimated Percent of Households from Zip Code	
1	94025 West Menlo Park, CA	1	0.3%	1	2	4	0.4%	
2	94040 Mountain View, CA	2	0.7%	2	3	5	0.6%	
3	94041 Mountain View, CA	1	0.3%	3	2	4	0.4%	
4	94043 Mountain View, CA	2	0.7%	2	3	5	0.6%	
5	94070 San Carlos, CA	1	0.3%	2	2	4	0.4%	
6	94085 Sunnyvale, CA	3	1.0%	3	5	9	1.0%	
7	94086 Sunnyvale, CA	7	2.4%	9	12	22	2.4%	
8	94087 Sunnyvale, CA	1	0.3%	2	2	3	0.3%	
9	94089 Sunnyvale, CA	3	1.0%	5	5	9	1.0%	
10	94303 Palo Alto, CA	1	0.3%	1	2	4	0.4%	
11	94304 Palo Alto, CA	1	0.3%	1	2	4	0.4%	
12	94306 Palo Alto, CA	1	0.3%	1	2	3	0.3%	
13	94401 San Mateo, CA	1	0.3%	1	2	4	0.4%	
14	94403 San Mateo, CA	1	0.3%	2	2	3	0.3%	
15	94526 Danville, CA	0	0.0%	2	0	2	0.2%	
16	94536 Fremont, CA	1	0.3%	5	2	3	0.3%	
17	94538 Fremont, CA	1	0.3%	2	2	4	0.4%	
18	94539 Fremont, CA	5	1.7%	5	8	14	1.6%	
19	94550 Livermore, CA	1	0.3%	2	2	4	0.4%	
20	94555 Fremont, CA	4	1.4%	10	7	13	1.4%	
21	94560 Newark, CA	1	0.3%	1	1	2	0.2%	
22	94578 San Leandro, CA	0	0.0%	1	0	1	0.1%	
23	94707 Albany, CA	1	0.3%	2	1	2	0.2%	
24	95008 Campbell, CA	4	1.4%	7	7	13	1.4%	
25	95014 Monte Vista, CA	4	1.4%	5	7	13	1.4%	
26	95032 Los Gatos, CA	1	0.3%	2	2	4	0.4%	
27	95035 Milpitas, CA	23	8.0%	40	40	72	8.0%	
28	95037 Morgan Hill, CA	1	0.3%	2	2	4	0.4%	
29	95050 Santa Clara, CA	46	16.0%	67	79	143	15.9%	
30	95051 Santa Clara, CA	31	10.8%	48	54	98	10.9%	
31	95054 Santa Clara, CA	30	10.4%	44	52	94	10.4%	
32	95055 Santa Clara, CA	1	0.3%	1	2	3	0.3%	
33	95070 Saratoga, CA	5	1.7%	5	9	16	1.8%	
34	95111 San Jose, CA	3	1.0%	4	5	9	1.0%	
35	95112 San Jose, CA	3	1.0%	4	5	9	1.0%	
36	95116 San Jose, CA	2	0.7%	2	3	5	0.6%	
37	95117 San Jose, CA	4	1.4%	5	7	13	1.4%	
38	95118 San Jose, CA	3	1.0%	3	5	9	1.0%	
39	95119 San Jose, CA	1	0.3%	2	2	3	0.3%	
40	95121 San Jose, CA	2	0.7%	3	3	5	0.6%	
41	95122 San Jose, CA	3	1.0%	5	5	9	1.0%	
42	95123 San Jose, CA	11	3.8%	17	19	34	3.8%	
43	95124 San Jose, CA	2	0.7%	2	3	5	0.6%	
44	95125 San Jose, CA	6	2.1%	9	10	18	2.0%	
45	95126 San Jose, CA	2	0.7%	3	3	5	0.6%	
46	95127 San Jose, CA	1	0.3%	3	2	3	0.3%	
47	95128 San Jose, CA	4	1.4%	5	7	13	1.4%	
48	95131 San Jose, CA	11	3.8%	16	19	34	3.8%	
49	95132 San Jose, CA	8	2.8%	13	14	25	2.8%	
50	95133 San Jose, CA	9	3.1%	18	16	29	3.2%	
51	95134 San Jose, CA	16	5.6%	21	28	51	5.7%	
52	95136 San Jose, CA	5	1.7%	8	9	16	1.8%	
53	95138 San Jose, CA	2	0.7%	3	3	5	0.6%	
54	95139 San Jose, CA	1	0.3%	1	2	3	0.3%	
55	95148 San Jose, CA	3	1.0%	4	5	9	1.0%	
<b>Total:</b>		<b>288</b>	<b>100%</b>	<b>437</b>	<b>498</b>	<b>900</b>	<b>100%</b>	
			<b>Existing Conditions</b>		<b>With Project Conditions</b>			
Total Number of Students		<b>437</b>		<b>900</b>				
Total Number of Student Households (Including Staff with Students)		<b>302</b>						
Average Number of Students per Household		<b>1.4</b>						
Estimated Number of Students Per Household (Assuming approx. 25% of the new students will be siblings) <sup>4</sup>				<b>1.8</b>				
Estimated Number of Student Households (Including Staff with Students) <sup>5</sup>				<b>498</b>				

<sup>1</sup> Existing student information provided by MCA staff.  
<sup>2</sup> Projected student place of residence, estimated based on the existing service area and new student projections.  
<sup>3</sup> The existing and estimated number of households in each zip code is utilized to calculate the student VMT.  
<sup>4</sup> MCA staff projects approximately 20-30% of the new students to be siblings of existing students.  
<sup>5</sup> The future number of staff with MCA school students was conservatively assumed to remain the same as under existing conditions.



**Table 5**  
**Existing and Projected MCA Staff/Employees Residence Information**

Existing Staff Zip Codes <sup>1</sup>			Existing Staff Residence Breakdown <sup>1</sup>		Projected Staff Residence Breakdown <sup>2</sup>	
Staff Zip Code	Zip Code Location	Total Staff Households in Zip Code <sup>3</sup>	Percent of Households in Zip Code	Projected New Staff in Zip Code <sup>3</sup>	Estimated Total Number of Staff Households in Zip Code	
1	94086	Sunnyvale	2	3.1%	1	3
2	94087	Sunnyvale	1	1.6%		1
3	94506	Danville	1	1.6%		1
4	94536	Fremont	2	3.1%		2
5	94538	Fremont	1	1.6%		1
6	94539	Fremont	1	1.6%		1
7	94542	Hayward	1	1.6%		1
8	94555	Fremont	2	3.1%		2
9	94587	Fremont	2	3.1%		2
10	94605	Oakland	1	1.6%		1
11	95014	Cupertino	2	3.1%		2
12	95032	Los Gatos	1	1.6%		1
13	95035	Milpitas	7	10.9%	1	8
14	95037	Morgan Hill	1	1.6%		1
15	95050	Santa Clara	9	14.1%	2	11
16	95051	Santa Clara	7	10.9%	1	8
17	95054	Santa Clara	4	6.3%	1	5
18	95070	Saratoga	2	3.1%		2
19	95116	San Jose	1	1.6%		1
20	95117	San Jose	2	3.1%	1	3
21	95118	San Jose	1	1.6%		1
22	95130	San Jose	1	1.6%		1
23	95131	San Jose	3	4.7%	1	4
24	95133	San Jose	4	6.3%	1	5
25	95136	San Jose	3	4.7%	1	4
26	95148	San Jose	1	1.6%		1
27	95758	Elk Grove	1	1.6%		1
<b>Total:</b>			<b>64</b>	<b>100.0%</b>	<b>10</b>	<b>74</b>

<sup>1</sup> Existing staff address information provided by MCA staff; only the zip codes are shown on the table.

<sup>2</sup> Projected staff place of residence estimated based on the existing staff residence breakdown and projected additional staff.

<sup>3</sup> The existing and estimated number of households in each zip code is utilized to calculate the staff VMT.  
MCA staff estimates that an additional 10 staff/faculty members will be added to serve the proposed increased student enrollment.

With implementation of the proposed project, ten new school employees would be required to serve the increase in student population. Since it is not known where the additional employees would live, it was assumed that the new employees would originate from the same areas where the current employees live (see Table 5). Based on the existing employee information and the above assumptions, the

following information was estimated/calculated for the 10 new additional school employees and the anticipated total number of employees with implementation of the proposed school expansion:

- Projected zip code
- Estimated employee VMT
- Estimated average VMT per employee

### Thresholds of Significance

If a project is found to have a significant impact on VMT, the impact must be reduced by modifying the project to reduce its VMT to an acceptable level (below the established thresholds of significance applicable to the project) and/or mitigating the impact through multimodal transportation improvements or establishing a Trip Cap.

As established in the City's Transportation Analysis Policy, projects that include general employment uses are said to create a significant adverse transportation impact when the estimated project generated VMT exceeds the existing countywide average VMT per employee minus 15 percent (%). However, countywide average VMT for employee may not be an accurate representation of the employee VMT generated by MCA school. Being a private and a Muslim school, MCA school may attract employees from farther distances, compared to a regular school or an office job. Furthermore, countywide employee VMT is more representative of the typical office employee. For this reason, and for the purpose of evaluating the school employees, the VMT impact threshold is defined as 15% below the existing MCA average VMT per employee.

For student VMT, the threshold of significance is defined as the existing VMT per student. An increase in VMT per student from existing levels will be considered a project impact.

### CEQA Transportation Analysis Exemption Criteria

The City of Santa Clara Transportation Analysis Policy identifies screening criteria that determine whether a CEQA transportation analysis would be required for development projects. The screening criteria allow various types of developments, such as infill developments, small projects, and/or transit supportive projects near major transit corridors, to be presumed to have a less than significant impact on VMT.

School projects are not identified in the City's Transportation Analysis Policy as a land use that would be exempt from conducting a CEQA VMT analysis. Therefore, an evaluation of VMT for the proposed project is required.

### VMT of Existing Land Uses

As described previously, VMT for the existing MCA students was calculated based on student zip code information. As shown on Table 4, more than 70% of the student households are in the Cities of Santa Clara and San Jose.

The total student VMT was calculated by multiplying each of the student vehicular trips (both inbound and outbound) by the average distance between the school and the trip origin zip code. The total student VMT was then divided by the number of students to calculate VMT per student. The calculated existing VMT per student represents the baseline VMT conditions to which project conditions are compared for the purpose of identifying potential project impacts. Based on this information, it was calculated that the average existing student VMT is 12 miles per student. The existing student VMT information is summarized in Table 6.

**Table 6**  
**Existing MCA Student VMT Calculations**

Student Household Zip Code	Zip Code Location	Distance from Zip Code to MCA School <sup>1</sup>	Existing Student Information					Total Student VMT per Zip Code <sup>4</sup>
			Total Households in Zip Code (Not Including Staff) <sup>2</sup>	Staff with Student Households in Zip Code	Total Number of Students in Zip Code	Number of Trips from/to Zip Code in AM <sup>3</sup>	Number of Trips from/to Zip Code in PM <sup>3</sup>	
1	94025 West Menlo Park, CA	15.2	1		1	1	1	30.4
2	94040 Mountain View, CA	8.9	2		2	2	3	44.5
3	94041 Mountain View, CA	8.4	1		3	1	1	16.8
4	94043 Mountain View, CA	8.1	2		2	2	3	40.5
5	94070 San Carlos, CA	21.7	1		2	1	1	43.4
6	94085 Sunnyvale, CA	4.5	3		3	4	4	36
7	94086 Sunnyvale, CA	4.6	7		9	9	10	87.4
8	94087 Sunnyvale, CA	6.6	1		2	1	2	19.8
9	94089 Sunnyvale, CA	5.1	3		5	4	4	40.8
10	94303 Palo Alto, CA	12.1	1		1	1	1	24.2
11	94304 Palo Alto, CA	15	1		1	1	1	30
12	94306 Palo Alto, CA	13.9	1		1	1	1	27.8
13	94401 San Mateo, CA	26.7	1		1	1	1	53.4
14	94403 San Mateo, CA	23.9	1		2	1	1	47.8
15	94526 Danville, CA	37.9	0	1	2	0	0	0
16	94536 Fremont, CA	18.2	1	1	5	1	1	36.4
17	94538 Fremont, CA	12.7	1		2	1	1	25.4
18	94539 Fremont, CA	12.9	5		5	6	7	167.7
19	94550 Livermore, CA	30	1		2	1	1	60
20	94555 Fremont, CA	20	4	1	10	5	6	220
21	94560 Newark, CA	17	1		1	1	1	34
22	94578 San Leandro, CA	32	0	1	1	0	0	0
23	94707 Albany, CA	49	1		2	1	1	98
24	95008 Campbell, CA	8	4		7	5	6	88
25	95014 Monte Vista, CA	8	4		5	5	6	88
26	95032 Los Gatos, CA	12	1	1	2	1	1	24
27	95035 Milpitas, CA	7	23	2	40	29	32	427
28	95037 Morgan Hill, CA	30	1		2	1	1	60
29	95050 Santa Clara, CA	2.2	46	1	67	58	65	270.6
30	95051 Santa Clara, CA	3.5	31	2	48	39	44	290.5
31	95054 Santa Clara, CA	2.3	30	1	44	38	42	184
32	95055 Santa Clara, CA	3.1	1		1	1	2	9.3
33	95070 Saratoga, CA	11	5		5	6	7	143
34	95111 San Jose, CA	12.5	3		4	4	4	100
35	95112 San Jose, CA	6	3		4	4	4	48
36	95116 San Jose, CA	7.5	2		2	3	3	45
37	95117 San Jose, CA	5.3	4		5	5	6	58.3
38	95118 San Jose, CA	11.5	3		3	4	4	92
39	95119 San Jose, CA	17.7	1		2	1	1	35.4
40	95121 San Jose, CA	12.4	2		3	3	3	74.4
41	95122 San Jose, CA	9.3	3		5	4	4	74.4
42	95123 San Jose, CA	14	11		17	14	16	420
43	95124 San Jose, CA	12	2		2	3	3	72
44	95125 San Jose, CA	9.5	6		9	8	9	161.5
45	95126 San Jose, CA	6	2		3	3	3	36
46	95127 San Jose, CA	12	1		3	1	1	24
47	95128 San Jose, CA	7	4		5	5	6	77
48	95131 San Jose, CA	5.3	11	1	16	14	16	159
49	95132 San Jose, CA	7	8		13	10	11	147
50	95133 San Jose, CA	7	9	1	18	11	13	168
51	95134 San Jose, CA	6.2	16		21	20	23	266.6
52	95136 San Jose, CA	11.5	5	1	8	6	7	149.5
53	95138 San Jose, CA	18	2		3	3	3	108
54	95139 San Jose, CA	18.5	1		1	1	1	37
55	95148 San Jose, CA	14	3		4	4	4	112
<b>Total:</b>			<b>288</b>	<b>14</b>	<b>437</b>	<b>360</b>	<b>403</b>	<b>5233.8</b>
<b>Average # of Students per Household:</b>			<b>1.4</b>					
<b>Existing Average VMT per Student:</b>			<b>12.0</b>					

Source: Existing student information provided by MCA, which includes student residence zip codes.

<sup>1</sup> Distance from zip code to MCA school obtained from Google Maps. Distance represents approximately the average distance between the zip code and MCA school.

<sup>2</sup> The VMT generated by staff and their students are accounted for in the staff VMT calculations.

<sup>3</sup> MCA school staff estimates that approximately 75 percent (%) of the students are dropped-off in the morning by a parent on their way to work (working parent) while the remaining 25% of the students are dropped-off by a stay-at-home parent (non-working parent). During pick-up, MCA School staff estimates that approximately 60% of the students are picked-up by a working parent (coming from their workplace) and 40% are picked-up by a non-working parent (coming from home). Working parents represent 2 trips between home and school while non-working parents represent 4 trips between home and school.

<sup>4</sup> Student VMT was calculated by multiplying the total number of trips by the trip distance.

In a similar manner, VMT associated with school staff/employees was calculated based on their address information. The average existing employee VMT was calculated to be 18.3 miles per employee (see Table 7). The average existing VMT for employment uses in the City of Santa Clara is 16.34 miles per employee while the countywide average VMT for employment uses is 16.64 miles per employee. Therefore, the existing VMT levels associated with the school employees are greater than the average local and countywide VMT levels.

## Project-Level VMT Impact Analysis

As proposed, with implementation of the proposed project, the MCA school would serve a total of 900 students (an increase of approximately 460 students from current conditions) with an increased number of staff that includes 10 new school employees. For students, the VMT impact threshold is defined as the existing VMT per student, or *12.0 VMT per student*. For the school employees, the VMT impact threshold is defined as 15% below the existing MCA average VMT per employee, or *15.56 VMT per employee*.

The results of the VMT evaluation showed that with implementation of the proposed school expansion, the VMT per student is projected to decrease from 12 miles under existing conditions to 10.2 miles. Therefore, the proposed total number of students under project buildout conditions would not result in a significant impact on the transportation system. The reduction in VMT per student is the result of more students from the same household attending the school. The student VMT information under project conditions is summarized in Table 8.

The average VMT per employee for the total number of employees under project buildout conditions is estimated to be 17.2 miles, representing a decrease in VMT per employee from existing conditions (see Table 9). However, compared to the identified threshold of 15.56 VMT per employee, the total number of school employees would continue to generate per-employee VMT above the significance threshold. Therefore, the staff/employee portion of the project would result in a significant impact on the transportation system.

## Project Impact and Mitigation Measures

Based on the identified VMT impact thresholds for the analysis of the project, the project would need to implement VMT reduction measures to achieve a 10% reduction (17.2 to 15.56) in its average VMT per employee to reduce its impact to less than significant levels. The project's VMT per employee could be reduced with the implementation of Travel Demand Management (TDM) strategies.

The VTA VMT Evaluation Tool evaluates a list of selected VMT reduction strategies/measures that can be applied to a project to reduce the project VMT, and it calculates the amount of reduction in VMT that can be expected from each of the strategies/measures. There are four strategy tiers whose effects on VMT can be calculated with the VMT evaluation tool:

1. Project characteristics (e.g., density, diversity of uses, design, and affordability of housing) that encourage walking, biking, and transit uses;
2. Multimodal infrastructure improvements that increase accessibility for transit users, bicyclists, and pedestrians;
3. Parking measures that discourage personal motorized vehicle-trips; and
4. Transportation demand management (TDM) programs that provide incentives and services to encourage alternatives to personal motorized vehicle-trips.

**Table 7  
Existing MCA School Employee VMT Calculations**

Existing Staff Information						
Staff	Staff Zip Code <sup>1</sup>	Staff Address Location	Commutes with MCA Student(s)? <sup>2</sup>	Distance from Staff Address to MCA School <sup>3</sup>	Total Number of Trips to/from MCA School	Staff VMT <sup>4</sup>
1	94086	Sunnyvale		5	2	10.0
2	94086	Sunnyvale		5.4	2	10.8
3	94087	Sunnyvale		5.1	2	10.2
4	94506	Danville	Yes	38.9	2	77.8
5	94536	Fremont		18	2	36.0
6	94536	Fremont	Yes	19	2	38.0
7	94538	Fremont		14.6	2	29.2
8	94539	Fremont		17.3	2	34.6
9	94542	Hayward		29.4	2	58.8
10	94555	Fremont	Yes	19.6	2	39.2
11	94555	Fremont		20.2	2	40.4
12	94587	Union City		20.4	2	40.8
13	94587	Union City		20.8	2	41.6
14	94605	Oakland	Yes	36.7	2	73.4
15	95014	Cupertino		7.2	2	14.4
16	95014	Cupertino		7.3	2	14.6
17	95032	Los Gatos	Yes	10.5	2	21.0
18	95035	Milpitas	Yes	5.3	2	10.6
19	95035	Milpitas		4.9	2	9.8
20	95035	Milpitas		7	2	14.0
21	95035	Milpitas		7	2	14.0
22	95035	Milpitas	Yes	9	2	18.0
23	95035	Milpitas		6.7	2	13.4
24	95035	Milpitas		4.8	2	9.6
25	95037	Morgan Hill		26.5	2	53.0
26	95050	Santa Clara		3.3	2	6.6
27	95050	Santa Clara		1.9	2	3.8
28	95050	Santa Clara	Yes	2.6	2	5.2
29	95050	Santa Clara		2.9	2	5.8
30	95050	Santa Clara		3.1	2	6.2
31	95050	Santa Clara		2.5	2	5.0
32	95050	Santa Clara		4	2	8.0
33	95050	Santa Clara		3	2	6.0
34	95050	Santa Clara		1.8	2	3.6
35	95051	Santa Clara		1.7	2	3.4
36	95051	Santa Clara		3.8	2	7.6
37	95051	Santa Clara	Yes	3.5	2	7.0
38	95051	Santa Clara		3.9	2	7.8
39	95051	Santa Clara		4.2	2	8.4
40	95051	Santa Clara		2.8	2	5.6
41	95051	Santa Clara	Yes	5.3	2	10.6
42	95054	Santa Clara		2.8	2	5.6
43	95054	Santa Clara		2.9	2	5.8
44	95054	Santa Clara	Yes	2.7	2	5.4
45	95054	Santa Clara		2.4	2	4.8
46	95070	Saratoga		9.1	2	18.2
47	95070	Saratoga		10.8	2	21.6
48	95116	San Jose		8.8	2	17.6
49	95117	San Jose		5.5	2	11.0
50	95117	San Jose		5.8	2	11.6
51	95118	San Jose		13	2	26.0
52	95130	San Jose		8.5	2	17.0
53	95131	San Jose		5.3	2	10.6
54	95131	San Jose		6	2	12.0
55	95131	San Jose	Yes	5.3	2	10.6
56	95133	San Jose		8	2	16.0
57	95133	San Jose		7.2	2	14.4
58	95133	San Jose		7.4	2	14.8
59	95133	San Jose	Yes	8	2	16.0
60	95136	San Jose	Yes	12.2	2	24.4
61	95136	San Jose		11	2	22.0
62	95136	San Jose		10.6	2	21.2
63	95148	San Jose		14	2	28.0
64	95758	Elk Grove <sup>5</sup>		N/A	0	0.0
					<b>Total:</b>	<b>1168.4</b>
					<b>Total VMT:</b>	<b>1168.4</b>
					<b>Total Number of Staff:</b>	<b>64</b>
					<b>Average VMT per Staff:</b>	<b>18.3</b>

Source: Existing staff information provided by MCA.  
<sup>1</sup> Staff addresses were provided to calculate distance between staff residences and MCA school; Only the zip codes are shown on the table.  
<sup>2</sup> VMT generated by staff and their students are accounted for in the staff VMT calculations.  
<sup>3</sup> Distance from staff address to MCA campus obtained from Google Maps.  
<sup>4</sup> Staff VMT was calculated by multiplying the total number of trips by the trip distance.  
<sup>5</sup> Existing staff who resides in Elk Grove currently works from home and plans to continue to work from home.

**Table 8  
Proposed Project Student VMT Calculations**

Student Projections at Project Buildout								
Household Zip Code	Zip Code Location	Distance from Zip Code to MCA School <sup>1</sup>	Estimated Number of Households in Zip Code (Not Including Staff) <sup>2</sup>	Staff with Student Households in Zip Code <sup>3</sup>	Estimated Number of Students in Zip Code <sup>4</sup>	Number of Trips from/to Zip Code in AM <sup>5</sup>	Number of Trips from/to Zip Code in PM <sup>5</sup>	Total Student VMT per Zip Code <sup>6</sup>
1	94025	West Menlo Park, CA	15.2	2	4	2	3	76
2	94040	Mountain View, CA	8.9	3	5	4	4	71.2
3	94041	Mountain View, CA	8.4	2	4	3	3	50.4
4	94043	Mountain View, CA	8.1	3	5	4	4	64.8
5	94070	San Carlos, CA	21.7	2	4	2	3	108.5
6	94085	Sunnyvale, CA	4.5	5	9	6	7	58.5
7	94086	Sunnyvale, CA	4.6	12	22	15	17	147.2
8	94087	Sunnyvale, CA	6.6	2	3	3	3	39.6
9	94089	Sunnyvale, CA	5.1	5	9	6	7	66.3
10	94303	Palo Alto, CA	12.1	2	4	2	3	60.5
11	94304	Palo Alto, CA	15	2	4	2	3	75
12	94306	Palo Alto, CA	13.9	2	3	2	3	69.5
13	94401	San Mateo, CA	26.7	2	4	2	2	106.8
14	94403	San Mateo, CA	23.9	2	3	2	2	95.6
15	94526	Danville, CA	37.9	0	1	2	0	0
16	94536	Fremont, CA	18.2	2	1	3	3	109.2
17	94538	Fremont, CA	12.7	2	4	3	3	76.2
18	94539	Fremont, CA	12.9	8	14	10	11	270.9
19	94550	Livermore, CA	30	2	4	2	3	150
20	94555	Fremont, CA	20	7	1	13	9	380
21	94560	Newark, CA	17	1	2	1	1	34
22	94578	San Leandro, CA	32	0	1	1	0	0
23	94707	Albany, CA	49	1	2	1	1	98
24	95008	Campbell, CA	8	7	13	9	10	152
25	95014	Monte Vista, CA	8	7	13	9	10	152
26	95032	Los Gatos, CA	12	2	1	4	3	72
27	95035	Milpitas, CA	7	40	2	72	50	742
28	95037	Morgan Hill, CA	30	2	4	2	3	150
29	95050	Santa Clara, CA	2.2	79	1	143	99	462
30	95051	Santa Clara, CA	3.5	54	2	98	68	504
31	95054	Santa Clara, CA	2.3	52	1	94	65	317.4
32	95055	Santa Clara, CA	3.1	2	3	3	3	18.6
33	95070	Saratoga, CA	11	9	16	11	13	264
34	95111	San Jose, CA	12.5	5	9	6	7	162.5
35	95112	San Jose, CA	6	5	9	6	7	78
36	95116	San Jose, CA	7.5	3	5	4	4	60
37	95117	San Jose, CA	5.3	7	13	9	10	100.7
38	95118	San Jose, CA	11.5	5	9	6	7	149.5
39	95119	San Jose, CA	17.7	2	3	2	3	88.5
40	95121	San Jose, CA	12.4	3	5	4	4	99.2
41	95122	San Jose, CA	9.3	5	9	6	7	120.9
42	95123	San Jose, CA	14	19	34	24	26	700
43	95124	San Jose, CA	12	3	5	4	4	96
44	95125	San Jose, CA	9.5	10	18	13	14	256.5
45	95126	San Jose, CA	6	3	5	4	4	48
46	95127	San Jose, CA	12	2	3	3	3	72
47	95128	San Jose, CA	7	7	13	9	10	133
48	95131	San Jose, CA	5.3	19	1	34	24	270.3
49	95132	San Jose, CA	7	14	25	18	20	266
50	95133	San Jose, CA	7	16	1	29	22	294
51	95134	San Jose, CA	6.2	28	51	35	39	458.8
52	95136	San Jose, CA	11.5	9	1	16	11	264.5
53	95138	San Jose, CA	18	3	5	4	4	144
54	95139	San Jose, CA	18.5	2	3	2	2	74
55	95148	San Jose, CA	14	5	9	6	7	182
<b>Total:</b>			<b>498</b>	<b>14</b>	<b>900</b>	<b>623</b>	<b>697</b>	<b>9160.6</b>
<b>Average # of Students per Household:</b>			<b>1.8</b>					
<b>Average VMT per Student:</b>			<b>10.2</b>					

Source: Existing student information provided by MCA.

<sup>1</sup> Distance from zip code to MCA school obtained from Google Maps.

<sup>2</sup> The VMT generated by staff and their students are accounted for in the staff VMT calculations.

The total number of households was estimated by dividing the total number of students by the calculated average number of students per household.

The average number of students per household was calculated by increasing the existing average number of students per household by 25% (school staff estimates 20-30% of the new students will be siblings of existing students).

<sup>3</sup> The future number of staff with MCA students was conservatively assumed to remain the same as under existing conditions.

<sup>4</sup> The number of students per zip code was estimated by multiplying the number of households by the average number of students per household.

<sup>5</sup> MCA School staff estimates that approximately 75 percent (%) of the students are dropped-off in the morning by a parent on their way to work (working parent) while the remaining 25% of the students are dropped-off by a stay-at-home parent (non-working parent).

During pick-up, MCA School staff estimates that approximately 60% of the students are picked-up by a working parent (coming from their workplace) and 40% are picked-up by a non-working parent (coming from home).

Working parents represent 2 trips between home and school while non-working parents represent 4 trips between home and school.

<sup>6</sup> Student VMT was calculated by multiplying the total number of trips by the trip distance.

**Table 9  
Proposed Project Employee VMT Calculations**

Existing Staff Information					New Staff Projections				Total Staff Projections				
Staff #	Staff Zip Code <sup>1</sup>	Staff Address Location	Distance from Staff Address to MCA School <sup>3</sup>	Average Distance from Zip Code to MCA School <sup>4</sup>	Staff VMT <sup>5</sup>	Staff #	Projected New Staff Zip Code	Average Distance from Projected Zip Code to MCA School <sup>4</sup>	Staff VMT <sup>5</sup>	Staff #	Existing and Projected Staff Zip Code	Average Distance from Address/Zip Code to MCA School <sup>4</sup>	Staff VMT <sup>5</sup>
1	94086	Sunnyvale	5	5.2	10.0					1	94086	5.0	10.0
2	94086	Sunnyvale	5.4		10.8					2	94086	5.4	10.8
3	94087	Sunnyvale	5.1	5.1	10.2	1	94086	5.2	10.4	65	94086	5.2	10.4
4	94506	Danville	38.9	38.9	77.8					3	94087	5.1	10.2
5	94536	Fremont	18	18.5	36.0					4	94506	38.9	77.8
6	94536	Fremont	19		38.0					5	94536	18.0	36.0
7	94538	Fremont	14.6	14.6	29.2					6	94536	19.0	38.0
8	94539	Fremont	17.3	17.3	34.6					7	94538	14.6	29.2
9	94542	Hayward	29.4	29.4	58.8					8	94539	17.3	34.6
10	94555	Fremont	19.6	19.9	39.2					9	94542	29.4	58.8
11	94555	Fremont	20.2		40.4					10	94555	19.6	39.2
12	94587	Union City	20.4	20.6	40.8					11	94555	20.2	40.4
13	94587	Union City	20.8		41.6					12	94587	20.4	40.8
14	94605	Oakland	36.7	36.7	73.4					13	94587	20.8	41.6
15	95014	Cupertino	7.2	7.3	14.4					14	94605	36.7	73.4
16	95014	Cupertino	7.3		14.6					15	95014	7.2	14.4
17	95032	Los Gatos	10.5	10.5	21.0					16	95014	7.3	14.6
18	95035	Milpitas	5.3	6.4	10.6					17	95032	10.5	21.0
19	95035	Milpitas	4.9		9.8					18	95035	5.3	10.6
20	95035	Milpitas	7		14.0					19	95035	4.9	9.8
21	95035	Milpitas	7		14.0					20	95035	7.0	14.0
22	95035	Milpitas	9		18.0					21	95035	7.0	14.0
23	95035	Milpitas	6.7		13.4					22	95035	9.0	18.0
24	95035	Milpitas	4.8		9.6					23	95035	6.7	13.4
25	95037	Morgan Hill	26.5		26.5	53.0	2	95035	6.4	12.8	24	95035	4.8
26	95050	Santa Clara	3.3	2.8	6.6					66	95035	6.4	12.8
27	95050	Santa Clara	1.9		3.8					25	95037	26.5	53.0
28	95050	Santa Clara	2.6		5.2					26	95050	3.3	6.6
29	95050	Santa Clara	2.9		5.8					27	95050	1.9	3.8
30	95050	Santa Clara	3.1		6.2					28	95050	2.6	5.2
31	95050	Santa Clara	2.5		5.0					29	95050	2.9	5.8
32	95050	Santa Clara	4		8.0					30	95050	3.1	6.2
33	95050	Santa Clara	3		6.0					31	95050	2.5	5.0
34	95050	Santa Clara	1.8		3.6					32	95050	4.0	8.0
							3	95050	2.8	5.6	33	95050	3.0
						4	95050	2.8	5.6	34	95050	1.8	3.6
35	95051	Santa Clara	1.7	3.6	3.4					67	95050	2.8	5.6
36	95051	Santa Clara	3.8		7.6					68	95050	2.8	5.6
37	95051	Santa Clara	3.5		7.0					35	95051	1.7	3.4
38	95051	Santa Clara	3.9		7.8					36	95051	3.8	7.6
39	95051	Santa Clara	4.2		8.4					37	95051	3.5	7.0
40	95051	Santa Clara	2.8		5.6					38	95051	3.9	7.8
41	95051	Santa Clara	5.3		10.6					39	95051	4.2	8.4
						5	95051	3.6	7.2	40	95051	2.8	5.6
									41	95051	5.3	10.6	
									69	95051	3.6	7.2	

**Table 9 (Continued)**  
**Proposed Project Employee VMT Calculations**

Existing Staff Information					New Staff Projections				Total Staff Projections					
Staff #	Staff Zip Code <sup>1</sup>	Staff Address Location	Distance from Staff Address to MCA School <sup>3</sup>	Average Distance from Zip Code to MCA School <sup>4</sup>	Staff VMT <sup>5</sup>	Projected New Staff Staff #	Projected New Staff Zip Code	Average Distance from Projected Zip Code to MCA School <sup>4</sup>	Projected New Staff Staff VMT <sup>5</sup>	Staff #	Existing and Projected Staff Zip Code	Average Distance from Address/Zip Code to MCA School <sup>4</sup>	Staff VMT <sup>5</sup>	
42	95054	Santa Clara	2.8	2.7	5.6					42	95054	2.8	5.6	
43	95054	Santa Clara	2.9		5.8					43	95054	2.9	5.8	
44	95054	Santa Clara	2.7		5.4					44	95054	2.7	5.4	
45	95054	Santa Clara	2.4		4.8					45	95054	2.4	4.8	
						6	95054	2.7	5.4	70	95054	2.7	5.4	
46	95070	Saratoga	9.1	10.0	18.2					46	95070	9.1	18.2	
47	95070	Saratoga	10.8		21.6					47	95070	10.8	21.6	
48	95116	San Jose	8.8	8.8	17.6					48	95116	8.8	17.6	
49	95117	San Jose	5.5	5.7	11.0					49	95117	5.5	11.0	
50	95117	San Jose	5.8		11.6					50	95117	5.8	11.6	
						7	95117	5.7	11.3	71	95117	5.7	11.3	
51	95118	San Jose	13	13.0	26.0					51	95118	13.0	26.0	
52	95130	San Jose	8.5	8.5	17.0					52	95130	8.5	17.0	
53	95131	San Jose	5.3	5.5	10.6					53	95131	5.3	10.6	
54	95131	San Jose	6		12.0					54	95131	6.0	12.0	
55	95131	San Jose	5.3		10.6					55	95131	5.3	10.6	
							8	95131	5.5	11.1	72	95131	5.5	11.1
56	95133	San Jose	8	7.7	16.0					56	95133	8.0	16.0	
57	95133	San Jose	7.2		14.4					57	95133	7.2	14.4	
58	95133	San Jose	7.4		14.8					58	95133	7.4	14.8	
59	95133	San Jose	8		16.0					59	95133	8.0	16.0	
						9	95133	7.7	15.3	73	95133	7.7	15.3	
60	95136	San Jose	12.2	11.3	24.4					60	95136	12.2	24.4	
61	95136	San Jose	11		22.0					61	95136	11.0	22.0	
62	95136	San Jose	10.6		21.2					62	95136	10.6	21.2	
						10	95136	11.3	22.5	74	95136	11.3	22.5	
63	95148	San Jose	14	14.0	28.0					63	95148	14.0	28.0	
64	95758	Elk Grove <sup>6</sup>	N/A	N/A	0.0					64	95758	N/A	0.0	
<b>Total:</b>					<b>1168.4</b>	<b>Total:</b>			<b>107.1</b>	<b>74.0</b>	<b>1275.5</b>			
<b>Total VMT:</b>					<b>1168.4</b>	<b>Additional Staff VMT</b>			<b>107.1</b>	<b>Total (Project Conditions) Staff VMT</b>				<b>1275.5</b>
<b>Total Number of Staff:</b>					<b>64</b>				<b>10</b>					<b>74</b>
<b>Average VMT per Staff:</b>					<b>18.3</b>				<b>10.7</b>					<b>17.2</b>

Source: Existing staff information provided by MCA.

<sup>1</sup> Staff addresses were provided to calculate distance between staff residences and MCA school; Only the zip codes are shown on the table.

<sup>2</sup> VMT generated by staff and their students are accounted for in the staff VMT calculations.

<sup>3</sup> Distance from staff address to MCA campus obtained from Google Maps.

<sup>4</sup> Average distance between zip code and MCA school. This distance was applied to projections of new staff living within zip code.

<sup>5</sup> Staff VMT was calculated by multiplying the total number of trips made by staff (two trips: one inbound and one outbound) by the trip distance.

<sup>6</sup> Existing staff who resides in Elk Grove currently works from home and plans to continue to work from home.



The first three strategies – land use characteristics, multimodal infrastructure improvements, and parking – are physical design strategies that can be incorporated into the project design. The fourth strategy, TDM measures, includes programmatic measures that aim to reduce VMT by decreasing personal motorized vehicle mode share and by encouraging more walking, biking, and riding transit.

Possible TDM measures applicable to the school employees were evaluated using the VTA VMT Evaluation Tool to quantify the effect they would have on the project employee VMT. In order to evaluate the school employees using the VMT tool, the estimated number of daily school employee trips was converted to an equivalent amount of office space using ITE trip generation rates. Based on the list of selected VMT reduction measures included in the VMT evaluation tool, the following TDM measures could be implemented by the proposed project:

- TP05: Implement a Commute Trip Reduction Program. This TDM measure includes providing a comprehensive program to reduce the number of drive-alone commute trips to the project. The program can include carpooling, ride share assistance, flexible/alternative work schedules, vanpool assistance, and bicycle end of trip facilities. Per the VMT tool, implementation of this TDM measure could reduce the project's VMT per employee by approximately 5 percent with 100% employee participation.
- TP11: Alternative Transportation Benefits. With this TDM measure, the project would be required to provide general commute benefits to employees, which would include financial subsidies or pre-tax deductions to encourage the use of alternative transportation modes, such as transit, carpooling, and vanpooling. Per the VMT tool, implementation of this TDM measure could reduce the project's VMT per employee by approximately 20 percent with 100% employee participation.

The combination of both of the above-listed TDM measures is projected to reduce the project's VMT per employee by no more than 20%, assuming 100% of the employees would participate in the programs. Since the proposed project requires a reduction in the employee VMT of approximately 10%, the VMT tool shows that an employee participation of 30% to 40% in alternative transportation benefits (TP11) would achieve the required reduction in VMT per employee. Therefore, the project would be required to implement a TDM plan with one (TP11) or a combination of the above two TDM measures to reduce the project VMT to less than significant levels.

The TDM plan is required to have annual monitoring and reporting to ensure these mitigation measures are implemented and effective in reducing the project VMT. It is recommended that MCA school consult with City staff to ensure the monitoring and reporting meets the City's expectations.

### 3.

## 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 as described below.

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

Local access to the site is provided by San Tomas Expressway, Central Expressway, Scott Boulevard, Duane Avenue, Alfred Street, and Space Park Drive. These roadways are described below.

**San Tomas Expressway** is a north-south expressway that begins at US 101 and extends southward through Santa Clara and San Jose and into Campbell, where it transitions into Camden Avenue at SR 17. Full interchanges are located at US 101 and SR 17. In the north, San Tomas Expressway is an eight-lane roadway including carpool lanes (also known as high-occupancy vehicle (HOV) lanes). Currently, the HOV lane designation is in effect in both directions of travel during both the AM and PM peak commute hours. During other times, the HOV lane is open to all users. South of Homestead Road, San Tomas narrows to a 6-lane facility including HOV lanes. There are no bike lanes on San Tomas Expressway, but bikes are allowed to ride on the shoulders. San Tomas Expressway provides access to and from the project site via Scott Boulevard.

**Central Expressway** is a six-lane east-west expressway including carpool (HOV) lanes within the study area. The HOV lane designation is in effect in both directions of travel during both the AM and PM peak commute hours. Central Expressway begins at its junction with De la Cruz Boulevard and extends westward into Palo Alto, where it transitions into Alma Street at San Antonio Road. There are no bike lanes on Central Expressway, but bikes are allowed to ride on the shoulders. Central Expressway provides access to and from the project site via Scott Boulevard.

**Scott Boulevard** is a divided four-lane north-south roadway that runs from Oakmead Parkway to Saratoga Avenue in Santa Clara. West of Oakmead Parkway it becomes Arques Avenue, and south of Saratoga Avenue, it becomes Newhall Street. Scott Boulevard includes bike lanes on both sides of the street between Monroe Street and North Fair Oaks Avenue, in Sunnyvale. Scott Boulevard is the southwest project site frontage and provides direct access to the project site via three existing driveways.

**Alfred Street** is a two-lane roadway that runs between Duane Avenue and Space Park Drive. Alfred Street is the eastern project site frontage and provides direct access to the project site (to both MCA-1 and MCA-3) via three existing driveways.

**Space Park Drive** is a two-lane roadway that extends from its intersection with Scott Boulevard eastward for less than a mile, at which point it elbows northward changing designation to Raymond Street. Space Park Drive provides access to the project site via both Alfred Street and Scott Boulevard.

## Existing Pedestrian Facilities

Pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the project vicinity, sidewalks are provided along the entire project frontage on Scott Boulevard. However, sidewalks are missing along at least one side of the street along other streets in the immediate project area, including:

*Alfred Street* – A sidewalk is found along MCA-1 site’s frontage on Alfred Street. However, sidewalks are missing along the proposed MCA-3 site’s frontage as well as along the northern west side of the street and the southern east side of the street.

*Space Park Drive* – With the exception of the project site frontage and other short segments along both the north and south sides of the street, there is not a continuous sidewalk along Space Park Drive.

*Jay Street* – A short segment of sidewalk on the east side of Jay Street, just south of Duane Avenue, is missing.

*Duane Avenue* – There are only short intermittent sidewalks located along the south side of Duane Avenue. Since the north side of the street fronts the US 101 southbound travel lanes, no sidewalks are present along the north side of the street.

Crosswalks are provided on two or more approaches of the following intersections in the vicinity of the project site:

- Scott Boulevard and Space Park Drive, north and east legs of the intersection
- Jay Street and Scott Boulevard, north and west legs of the intersection
- Kenneth Street and Space Park Drive, all legs of the intersection
- Scott Boulevard and Central Expressway, all legs of the intersection

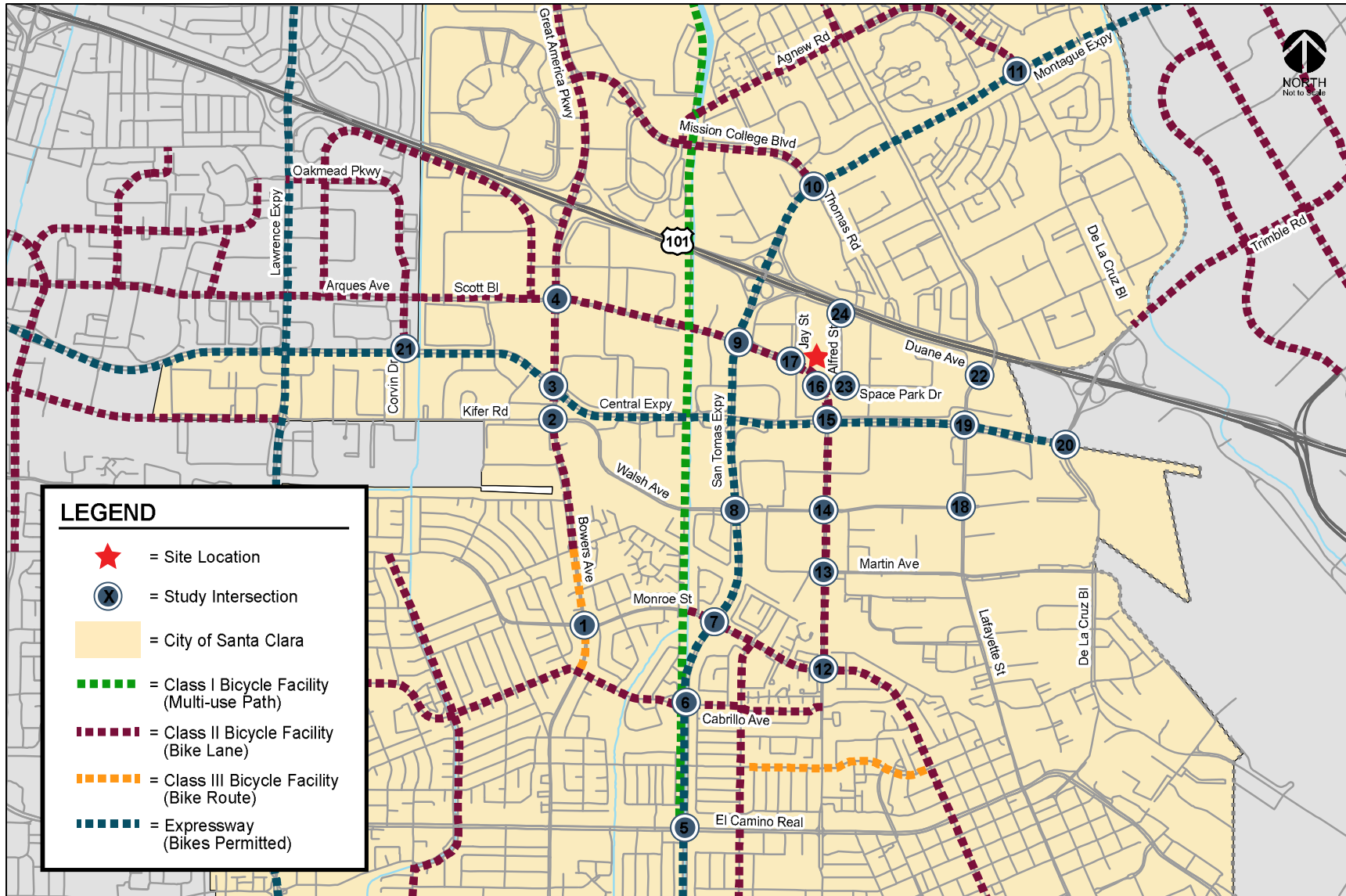
All of the crosswalks at the signalized study intersections include pedestrian signal heads and push buttons.

Additionally, a marked mid-block pedestrian crosswalk is located along Alfred Street, across from the MCA-1 building, connecting the MCA-1 parking lot and building to the parking lot on the east side of Alfred Street.

## Existing Bicycle Facilities

There are numerous bike lanes and bike paths in the vicinity of the project site. The existing bicycle facilities within the study area are described below and shown on Figure 3.

**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 adjacent to San Tomas Aquino Creek/San Tomas Expressway (San Tomas Aquino Creek Trail) that extends from Homestead Road to



**Figure 3**  
**Existing Bicycle Facilities**

Great America Parkway and Sunnyvale Baylands Park. The bike path can be accessed via the bike lanes on Scott Boulevard, west of San Tomas Expressway.

**Class II Bike Lanes** are preferential use areas within a roadway designated for bicycles. Within the project vicinity, Class II bikeways are present along the following roadways:

- Scott Boulevard/Arques Avenue, from Monroe Street to North Fair Oaks Avenue in Sunnyvale,
- Bowers Avenue/Great America Parkway, from Chromite Drive to SR 237
- Oakmead Parkway from Central Expressway to East Duane Avenue in Sunnyvale, and
- Lakeside Drive, along the entire length of the road.

**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. Although none of the local commercial streets near the project site (e.g., Jay Street, Space Park Drive, and Alfred Street) are designated as bike routes, due to their low traffic volumes, many of them are conducive to bicycle usage.

Bicycles are also permitted on Central Expressway, Lawrence Expressway, and San Tomas Expressway. However, due to high speeds and traffic volumes, it is recommended for use only by bicyclists of advanced skills.

## Existing Transit Service

Existing transit service to the study area is provided by the VTA. The nearest bus stop to the project site is located along Scott Boulevard at its intersection with Space Park Drive. Additional bus stops are located along Scott Boulevard, at its intersections with Jay Street, Central Expressway, and San Tomas Expressway.

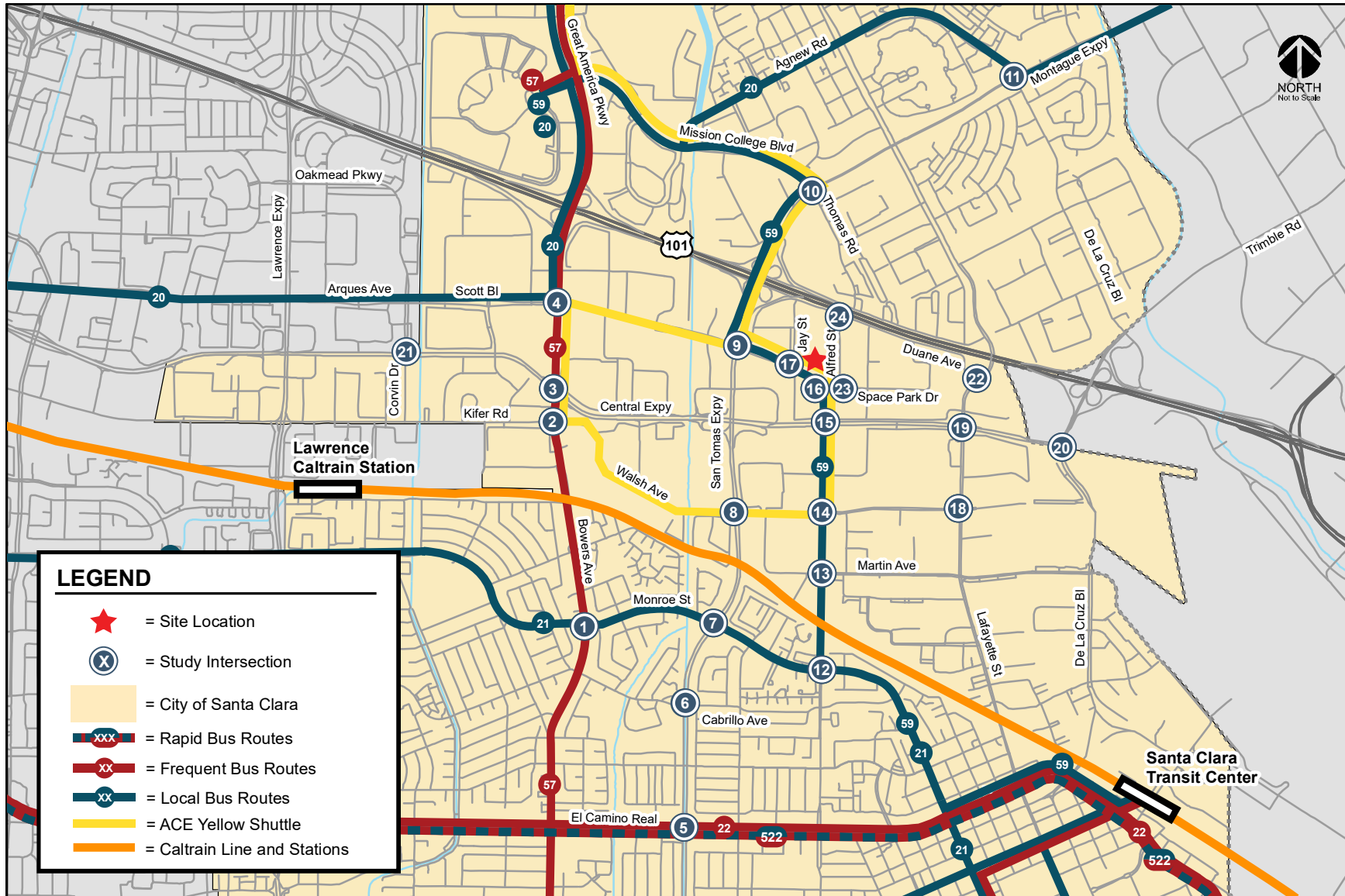
The following discussion of the project's accessibility via transit is based on transit service available as of September 2022. The VTA bus service is described below and shown on Figure 4. The bus lines that operate within the study area are listed in Table 10.

**Local Route 20** operates on Scott Boulevard, Bowers Avenue, Great America Parkway, Mission College Boulevard, Agnew Road, and Montague Expressway in the study area. It runs between the Sunnyvale Transit Center and Milpitas BART Station. Route 20 runs between approximately 6:21 AM and 8:05 PM with 30-minute headways during the AM and PM peak hours. The nearest bus stop to the project site served by Route 20 is located at the Bowers Avenue/Scott Boulevard intersection.

**Local Route 21** operates on Monroe Street in the study area. It runs between the Stanford Shopping Center and the Santa Clara Transit Center. Route 21 runs between approximately 5:35 AM and 8:59 PM with 30-minute headways during the AM and PM peak hours. The nearest bus stop to the project site served by Route 21 is located at the Scott Boulevard/Monroe Street intersection.

**Frequent Route 57** operates on Bowers Avenue/Great America Parkway in the study area. It runs between the Old Ironsides Station and West Valley College. Route 57 runs between approximately 5:48 AM and 10:48 PM with 15- to 20-minute headways during the AM and PM peak hours. The nearest bus stop to the project site served by Route 57 is located at the Bowers Avenue/Scott Boulevard intersection.

**Local Route 59** operates on Great America Parkway, Mission College Boulevard, Montague Expressway, Scott Boulevard, and Monroe Street in the study area. It runs between Stevens Creek Boulevard/Saratoga Avenue, Alviso, and the Baypointe Station. Route 59 runs between approximately 5:50 AM and 10:19 PM with 30-minute headways during the AM and PM peak hours. The nearest bus



**Figure 4**  
Existing Transit Services

**Table 10**  
**Existing Transit Services**

Route	Route Description	Weekday	
		Hours of Operation	Headways <sup>1</sup> (minutes)
<b>Bus Routes in the Vicinity of the Project Site</b>			
Local Route 20	Milpitas BART - Sunnyvale Transit Center	6:21 AM - 8:05 PM	30
Local Route 21	Stanford Shopping Center - Santa Clara Transit Center	5:35 AM - 8:59 PM	30
Frequent Route 57	Old Ironsides Station - West Valley College	5:48 AM - 10:48 PM	15 - 20
Local Route 59	Stevens Creek & Saratoga - Baypointe Station via Alviso	5:50 AM - 10:19 PM	30
ACE Yellow Line Shuttle <sup>2</sup>	ACE Great America Station and South Santa Clara	6:06 AM - 9:59 AM; 3:09 PM - 6:39 PM	60
<b>Other Bus Routes in the Project Area</b>			
Frequent Route 22	Palo Alto Transit Center to Eastridge Transit Center	4:15 AM - 2:59 AM	15
Rapid Route 522	Palo Alto Transit Center to Eastridge Transit Center	5:20 AM - 11:14 PM	12 - 20
Notes:			
Source: VTA Service Schedule, September 2022.			
<sup>1</sup> Headways during peak periods.			
<sup>2</sup> Limited hours of operation and daily runs.			

stops to the project site served by Route 59 are located at the Jay Street/Scott Boulevard and Scott Boulevard/Space Park Drive intersections.

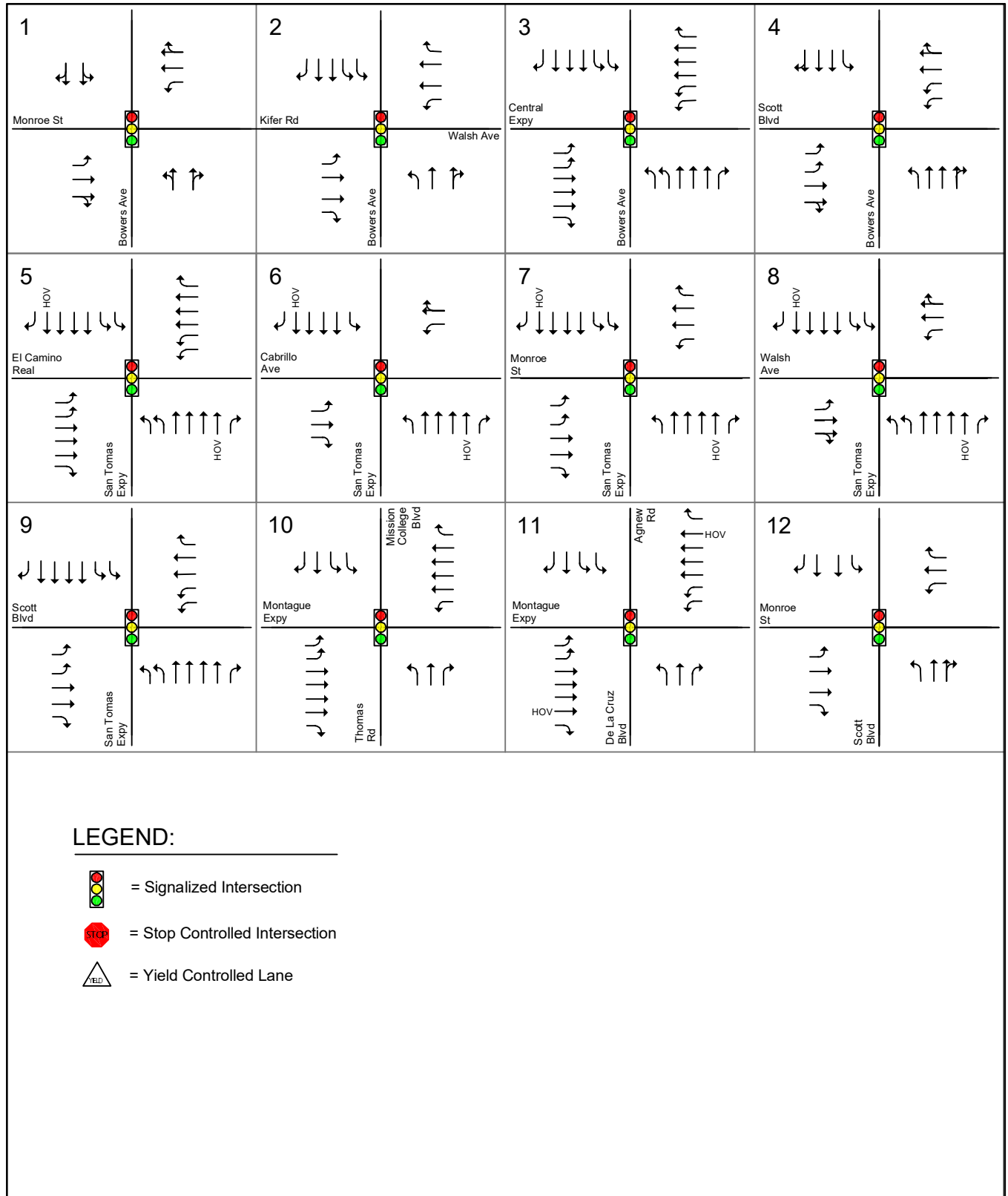
**Route 827 – ACE Yellow Shuttle Line** operates on Tasman Drive, Great America Parkway, Mission College Boulevard, San Tomas Expressway, Scott Boulevard, and Walsh Avenue on its route between the ACE Great America Station and the South Santa Clara area. It operates southbound between 6:06 AM and 9:59 AM with 45-minute to 1 hour and 15-minute headways and northbound between 3:09 PM and 6:39 PM with approximately 1-hour headways. The ACE shuttle lines are a free service.

## 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 new intersection turn-movement counts conducted in November 2017 at all of the study intersections. As discussed previously, City staff approved the use of this existing count data, which was utilized for the evaluation of the project in the project's previously completed 2019 TIA report. This traffic count data represents pre-COVID-19 pandemic traffic conditions. The existing peak-hour intersection volumes are shown on Figure 6. The existing traffic count data is included in Appendix A and peak hour intersection turning movement volumes for all intersections and study scenarios are tabulated in Appendix B.



**Figure 5**  
**Existing Lane Configurations**



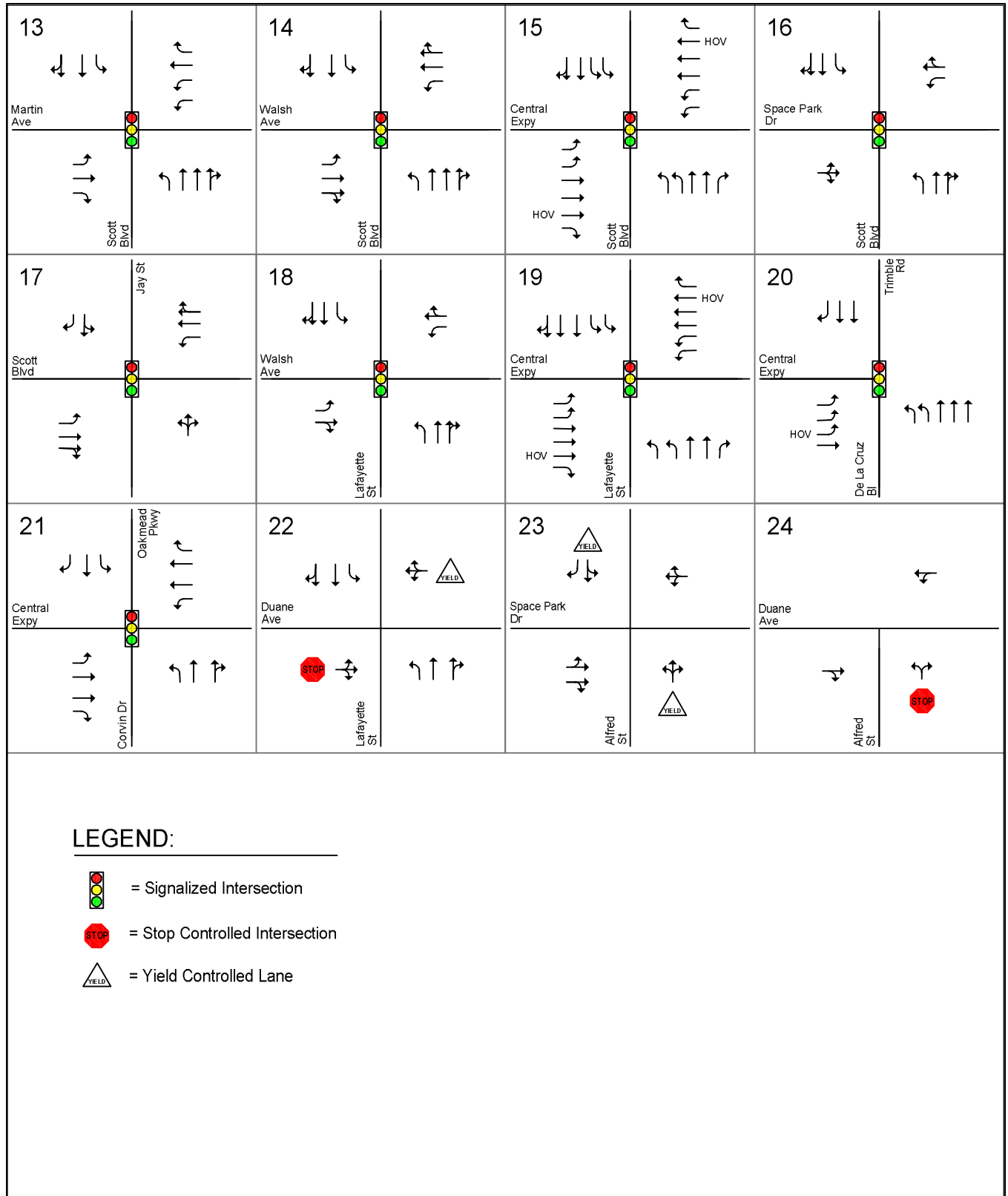


Figure 5 (Continued)  
Existing Lane Configurations

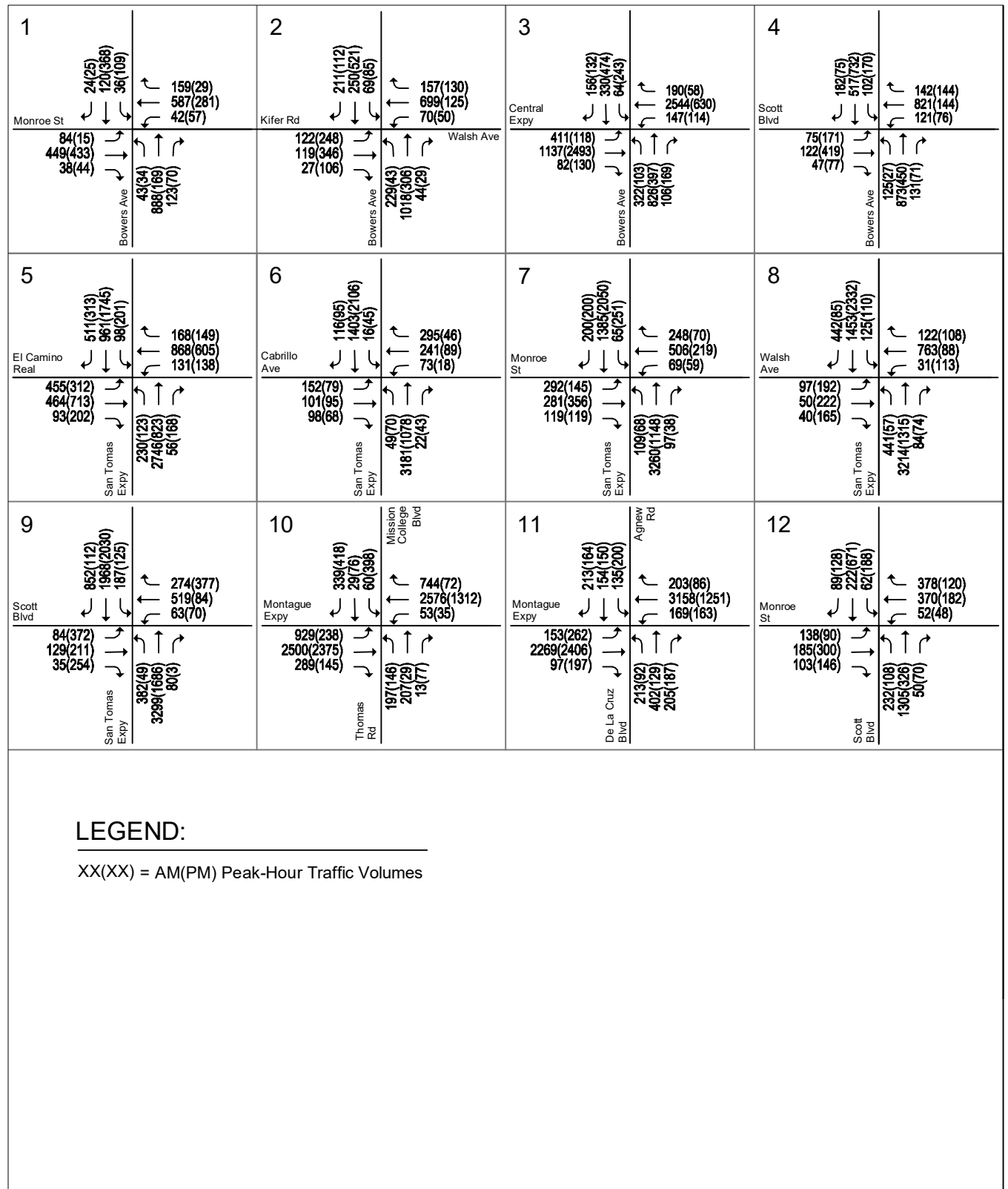


Figure 6  
Existing Traffic Volumes

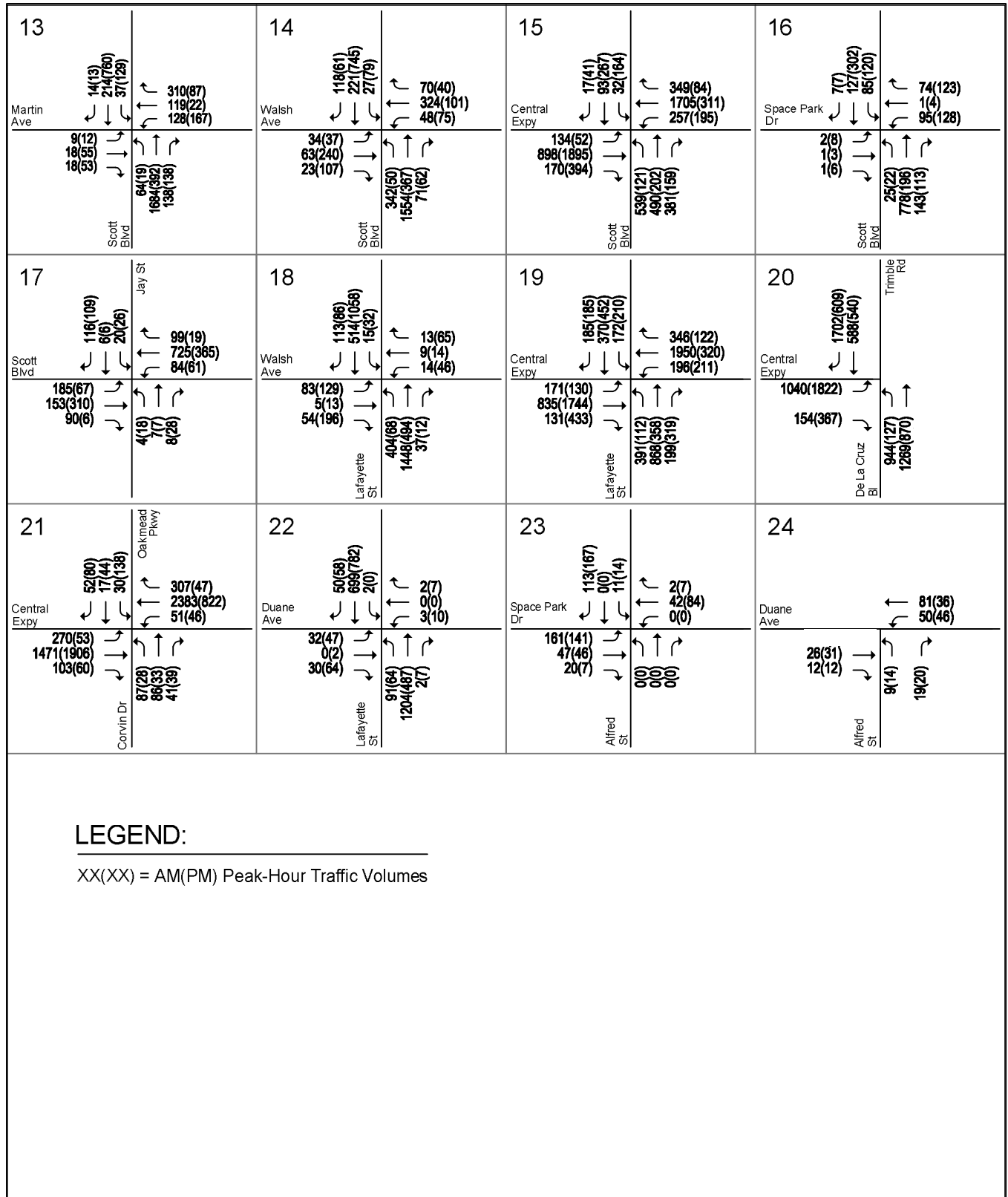


Figure 6 (Continued)  
 Existing Traffic Volumes

## Existing Intersection Levels of Service

The results of the intersection level of service analysis under existing conditions are summarized in Table 11. The results show that, measured against the City of Santa Clara and CMP level of service standards, the following two signalized study intersection currently operate below the level of service standard during the AM peak-hour (CMP intersections are denoted with an asterisk\*):

10. Mission College Boulevard/Thomas Road and Montague Expressway\* (LOS F – AM peak-hour)
20. De La Cruz Boulevard/Trimble Road and Central Expressway\* (LOS F – AM peak-hour)

All other study intersections currently operate within their level of service standard. The level of service calculation sheets are included in Appendix C.

## Traffic Signal Warrants – Unsignalized Intersections

In addition to the intersection level of service analysis, an assessment to identify the need for signalization of the three unsignalized study intersections was completed, based on the Peak-Hour Traffic Signal Warrant (Warrant #3 – Part B) described in the *California Manual on Uniform Traffic Control Devices* (MUTCD), 2014 Edition. This method provides an indication of whether peak-hour traffic volumes are, or would be, sufficient to justify installation of a traffic signal, and is used in conjunction with the intersection level of service analysis to determine if the project would create an adverse effect on traffic conditions at an unsignalized intersection.

The results of the peak-hour traffic signal warrant checks indicate that all three of the unsignalized study intersections currently have traffic volumes that fall below the thresholds that warrant signalization. The peak-hour signal warrant sheets are contained in Appendix E.

## Existing Freeway Levels of Service

As discussed in Chapter 1 of this report, a freeway level of service analysis was not conducted since the number of project trips added to the freeway segments near the site does not equal or exceed one percent of the capacity of those segments. Based on CMP technical guidelines, a freeway level of service analysis is not required.

**Table 11**  
**Existing Conditions Intersection Levels of Service**

Study Number	Intersection	Jurisdiction	Intersection Control	LOS Standard	Peak Hour	Count Date	Avg. Delay	LOS
1	Bowers Avenue and Monroe Street	Santa Clara	Signal	D	AM	11/07/17	33.9	C-
					Afternoon	11/07/17	31.0	C
2	Bowers Avenue and Walsh Avenue/Kifer Road	Santa Clara	Signal	D	AM	11/07/17	28.0	C
					Afternoon	11/07/17	28.0	C
3	Bowers Avenue and Central Expressway*	Santa Clara	Signal	E	AM	11/07/17	58.9	E+
					Afternoon	11/07/17	51.7	D-
4	Bowers Avenue and Scott Boulevard*	Santa Clara	Signal	E	AM	11/07/17	39.5	D
					Afternoon	11/07/17	37.3	D+
5	San Tomas Expressway and El Camino Real*	Santa Clara	Signal	E	AM	11/07/17	70.0	E
					Afternoon	11/07/17	51.1	D-
6	San Tomas Expressway and Cabrillo Avenue	Santa Clara	Signal	E	AM	11/07/17	29.4	C
					Afternoon	11/07/17	26.0	C
7	San Tomas Expressway and Monroe Street*	Santa Clara	Signal	E	AM	11/07/17	37.0	D+
					Afternoon	11/07/17	29.8	C
8	San Tomas Expressway and Walsh Avenue	Santa Clara	Signal	E	AM	11/07/17	45.5	D
					Afternoon	11/07/17	45.9	D
9	San Tomas Expressway and Scott Boulevard*	Santa Clara	Signal	E	AM	11/07/17	30.5	C
					Afternoon	11/07/17	38.5	D+
10	Mission College Boulevard/Thomas Road and Montague Expressway*	Santa Clara	Signal	E	AM	11/07/17	<b>80.7</b>	<b>F</b>
					Afternoon	11/07/17	35.0	C-
11	De La Cruz Boulevard/Agnew Road and Montague Expressway*	Santa Clara	Signal	E	AM	11/07/17	56.1	E+
					Afternoon	11/07/17	39.1	D
12	Scott Boulevard and Monroe Street	Santa Clara	Signal	D	AM	11/07/17	37.2	D+
					Afternoon	11/07/17	31.4	C
13	Scott Boulevard and Martin Avenue	Santa Clara	Signal	D	AM	11/07/17	23.5	C
					Afternoon	11/07/17	23.7	C
14	Scott Boulevard and Walsh Avenue	Santa Clara	Signal	D	AM	11/07/17	24.7	C
					Afternoon	11/07/17	28.8	C
15	Scott Boulevard and Central Expressway*	Santa Clara	Signal	E	AM	11/07/17	40.5	D
					Afternoon	11/07/17	44.2	D
16	Scott Boulevard and Space Park Drive	Santa Clara	Signal	D	AM	11/07/17	13.4	B
					Afternoon	11/07/17	23.8	C
17	Jay Street and Scott Boulevard	Santa Clara	Signal	D	AM	11/07/17	15.5	B
					Afternoon	11/07/17	26.9	C
18	Lafayette Street and Walsh Avenue	Santa Clara	Signal	D	AM	11/07/17	17.6	B
					Afternoon	11/07/17	17.8	B
19	Lafayette Street and Central Expressway*	Santa Clara	Signal	E	AM	11/07/17	54.3	D-
					Afternoon	11/07/17	48.3	D
20	De La Cruz Boulevard/Trimble Road and Central Expressway*	Santa Clara	Signal	E	AM	11/07/17	<b>107.0</b>	<b>F</b>
					Afternoon	11/07/17	38.6	D+
21	Corin Drive/Oakmead Parkway and Central Expressway*	Sunnyvale	Signal	E	AM	11/07/17	43.1	D
					Afternoon	11/07/17	27.1	C
22	Lafayette Street and Duane Avenue	Santa Clara	Two-Way Stop (Average Delay)	D	AM	11/07/17	2.9	A+
					Afternoon	11/07/17	3.9	A
					AM			No
					Afternoon			No
23	Alfred Street and Space Park Drive	Santa Clara	One-Way Stop (Average Delay)	D	AM	11/07/17	6.3	A
					Afternoon	11/07/17	6.3	A
					AM			No
					Afternoon			No
24	Alfred Street and Duane Avenue	Santa Clara	One-Way Stop (Average Delay)	D	AM	11/07/17	3.2	A+
					Afternoon	11/07/17	4.1	A
					AM			No
					Afternoon			No

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

## 4. Background Conditions

---

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

### Background Transportation Network

The roadway network under background conditions was assumed to be the same as the existing roadway network, with the exception of the following intersection improvements. The improvements were identified as mitigation measures to be completed by other approved development projects in the study area (City Place).

3. *Bowers Avenue and Central Expressway* – Addition of a third southbound left-turn lane and third eastbound left-turn lane.
8. *San Tomas Expressway and Walsh Avenue* – Addition of a second eastbound left-turn lane.
11. *De La Cruz Boulevard/Agnew Road and Montague Expressway* – Addition of a second northbound left-turn lane.
20. *De La Cruz Boulevard/Trimble Road and Central Expressway* – addition of a third southbound through lane, a second southbound right-turn lane, a second eastbound right-turn lane, and a third northbound left-turn lane. Removal of one northbound through lane.

### Background Traffic Volumes

Background peak-hour traffic volumes were estimated by adding to existing volumes the estimated traffic from approved, but not yet constructed, developments. The added traffic from approved but not yet constructed developments was obtained from the City of Santa Clara's TRAFFIX network, which was updated with the latest list of approved projects available at project initiation (list dated April 2018 and included in the 2019 TIA for the project), by applying the same procedure of trip generation, distribution, and assignment described in the next chapter (Chapter 5 – Existing and Background Plus Project Conditions). For this new analysis, the 2018 list of Santa Clara approved projects was updated, as recommended by City staff, in August 2022. Notable approved projects in the area that are included

in the background conditions traffic volumes include the City Place development, Phases 1, 2, and 3 as identified in the project's EIR, the NVIDIA office project on San Tomas Expressway, and the Santa Clara Square project on Augustine Drive, which is now partially constructed. In addition, traffic generated by Phase 1 of the North San Jose Development Policy (City of San Jose approved project) and approved projects within the City of Sunnyvale also were included in the background traffic volumes. A list of approved projects, dated April 2022, was obtained from City of Sunnyvale staff.

Background traffic volumes are shown on Figure 7. The lists of approved but not yet constructed projects for both the Cities of Santa Clara and Sunnyvale are included in Appendix D. The City of San Jose approved trips (North San Jose Development Policy Phase 1 trips) are listed within the volume summary tables included in Appendix B.

## Background Intersection Levels of Service

The results of the intersection level of service analysis under background conditions are summarized in Table 12. The results show that, measured against the City of Santa Clara and CMP level of service standards, the following four signalized study intersections are projected to operate below their level of service standard during the AM peak hour (CMP intersections are denoted with an asterisk\*):

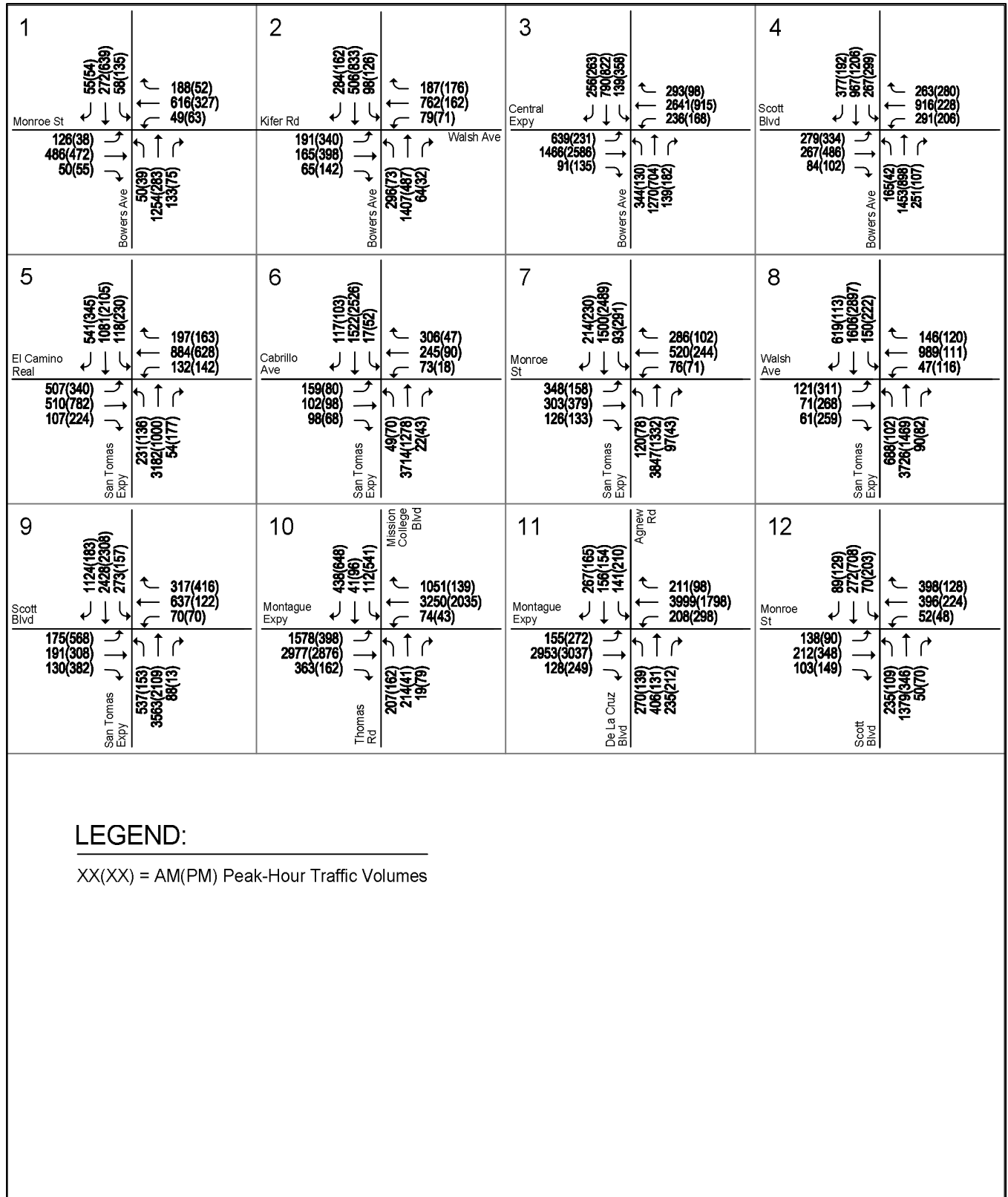
1. Bowers Avenue and Monroe Street (LOS F – AM peak-hour)
5. San Tomas Expressway and El Camino Real\* (LOS F – AM peak-hour)
10. Mission College Boulevard/Thomas Road and Montague Expressway\* (LOS F – AM peak-hour)
11. De La Cruz Boulevard/Agnew Road and Montague Expressway\* (LOS F – AM peak-hour)

The remaining study intersections would operate within their level of service standard. The level of service calculation sheets are included in Appendix C.

## Traffic Signal Warrants – Unsignalized Intersections

The results of the peak-hour traffic signal warrant checks indicate that the intersection of *Lafayette Street and Duane Avenue* (intersection #22) is projected to have traffic volumes that warrant signalization during the afternoon peak-hour under background conditions. Therefore, based on the peak-hour signal warrant, the installation of a traffic signal is warranted at this intersection. However, the level of service analysis shows that the intersection would continue to operate within acceptable levels, based on the intersection's average control delay.

The remaining unsignalized study intersections are projected to have traffic volumes that fall below the thresholds that warrant signalization under background conditions. The peak-hour signal warrant sheets are contained in Appendix E.



**LEGEND:**

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

**Figure 7**  
**Background Traffic Volumes**



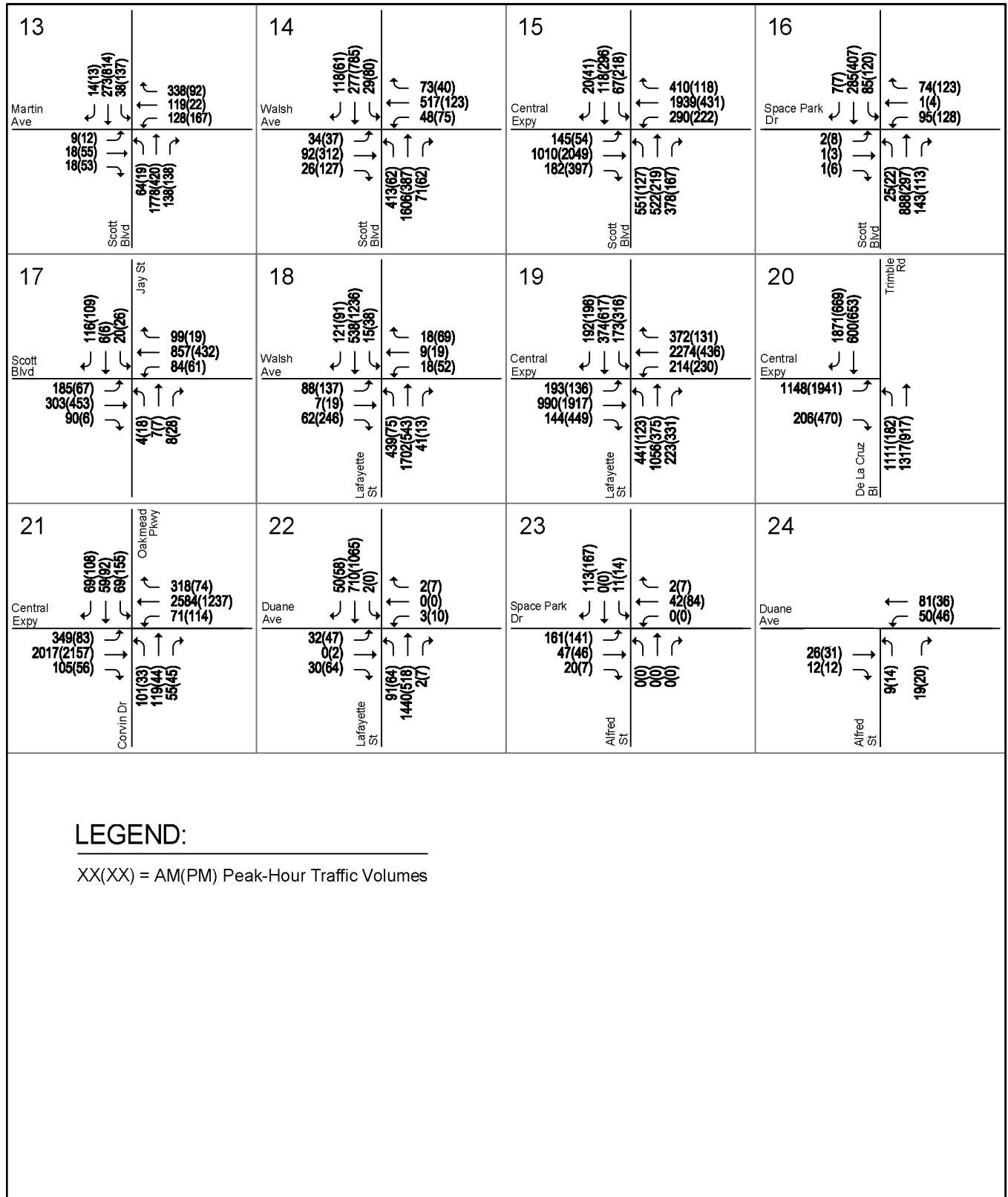


Figure 7 (Continued)  
Background Traffic Volumes

**Table 12**  
**Background Conditions Intersection Levels of Service**

Study Number	Intersection	Jurisdiction	Intersection Control	LOS Standard	Peak Hour	Existing		Background	
						Avg. Delay	LOS	Avg. Delay	LOS
1	Bowers Avenue and Monroe Street	Santa Clara	Signal	D	AM	33.9	C-	<b>68.2</b>	<b>E</b>
					Afternoon	31.0	C	33.8	C-
2	Bowers Avenue and Walsh Avenue/Kifer Road	Santa Clara	Signal	D	AM	28.0	C	33.2	C-
					Afternoon	28.0	C	27.4	C
3	Bowers Avenue and Central Expressway*	Santa Clara	Signal	E	AM	58.9	E+	68.6	E
					Afternoon	51.7	D-	55.5	E+
4	Bowers Avenue and Scott Boulevard*	Santa Clara	Signal	E	AM	39.5	D	61.1	E
					Afternoon	37.3	D+	43.4	D
5	San Tomas Expressway and El Camino Real*	Santa Clara	Signal	E	AM	70.0	E	<b>89.2</b>	<b>F</b>
					Afternoon	51.1	D-	54.0	D-
6	San Tomas Expressway and Cabrillo Avenue	Santa Clara	Signal	E	AM	29.4	C	31.9	C
					Afternoon	26.0	C	26.0	C
7	San Tomas Expressway and Monroe Street*	Santa Clara	Signal	E	AM	37.0	D+	49.8	D
					Afternoon	29.8	C	30.2	C
8	San Tomas Expressway and Walsh Avenue	Santa Clara	Signal	E	AM	45.5	D	76.4	E-
					Afternoon	45.9	D	52.8	D-
9	San Tomas Expressway and Scott Boulevard*	Santa Clara	Signal	E	AM	30.5	C	44.0	D
					Afternoon	38.5	D+	44.0	D
10	Mission College Boulevard/Thomas Road and Montague Expressway*	Santa Clara	Signal	E	AM	<b>80.7</b>	<b>F</b>	<b>158.4</b>	<b>F</b>
					Afternoon	35.0	C-	49.5	D
11	De La Cruz Boulevard/Agnew Road and Montague Expressway*	Santa Clara	Signal	E	AM	56.1	E+	<b>108.0</b>	<b>F</b>
					Afternoon	39.1	D	41.9	D
12	Scott Boulevard and Monroe Street	Santa Clara	Signal	D	AM	37.2	D+	39.5	D
					Afternoon	31.4	C	31.9	C
13	Scott Boulevard and Martin Avenue	Santa Clara	Signal	D	AM	23.5	C	24.6	C
					Afternoon	23.7	C	23.3	C
14	Scott Boulevard and Walsh Avenue	Santa Clara	Signal	D	AM	24.7	C	30.2	C
					Afternoon	28.8	C	30.1	C
15	Scott Boulevard and Central Expressway*	Santa Clara	Signal	E	AM	40.5	D	41.6	D
					Afternoon	44.2	D	45.9	D
16	Scott Boulevard and Space Park Drive	Santa Clara	Signal	D	AM	13.4	B	12.6	B
					Afternoon	23.8	C	22.0	C+
17	Jay Street and Scott Boulevard	Santa Clara	Signal	D	AM	15.5	B	14.9	B
					Afternoon	26.9	C	23.9	C
18	Lafayette Street and Walsh Avenue	Santa Clara	Signal	D	AM	17.6	B	17.8	B
					Afternoon	17.8	B	19.3	B-
19	Lafayette Street and Central Expressway*	Santa Clara	Signal	E	AM	54.3	D-	71.3	E
					Afternoon	48.3	D	51.3	D-
20	De La Cruz Boulevard/Trimble Road and Central Expressway*	Santa Clara	Signal	E	AM	<b>107.0</b>	<b>F</b>	33.2	C-
					Afternoon	38.6	D+	30.9	C
21	Corvin Drive/Oakmead Parkway and Central Expressway*	Sunnyvale	Signal	E	AM	43.1	D	65.9	E
					Afternoon	27.1	C	31.6	C
22	Lafayette Street and Duane Avenue	Santa Clara	Two-Way Stop (Average Delay) Signal Warrant Met?	D	AM	2.9	A+	3.8	A
					Afternoon	3.9	A	8.9	A-
					AM		No		No
					Afternoon		No		<b>Yes</b>
23	Alfred Street and Space Park Drive	Santa Clara	One-Way Stop (Average Delay) Signal Warrant Met?	D	AM	6.3	A	6.3	A
					Afternoon	6.3	A	6.3	A
					AM		No		No
					Afternoon		No		No
24	Alfred Street and Duane Avenue	Santa Clara	One-Way Stop (Average Delay) Signal Warrant Met?	D	AM	3.2	A+	3.2	A+
					Afternoon	4.1	A	4.1	A
					AM		No		No
					Afternoon		No		No

Notes:

\* Denotes CMP Intersections

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

**Bold** and boxed indicate significant project impact.

## 5. Background Plus Project Conditions

---

This chapter describes background traffic conditions with the addition of project traffic. Included are descriptions of the method by which project traffic is estimated and resulting traffic conditions under background plus project conditions, identification of the project's effect on traffic operations, and recommended improvements to address project deficiencies. Background plus project conditions were evaluated relative to background conditions to determine potential deficiencies on the existing transportation network attributable to the project.

### Transportation Network under Background Plus Project Conditions

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

### Project Description

The Muslim Community Association proposes to expand its existing school and facilities at 3003 Scott Boulevard (existing MCA site, or also referred to as MCA-1) and into the adjacent approximately 34,000 square-foot building at 3080/3100 Alfred Street (proposed new MCA site, or also referred to as MCA-3). The existing 90,000 square-foot facility includes a pre-K through grade 8 school with a current Conditional Use Permit (CUP) for 400 students for the school, although the school area of the building was designed for a maximum of 650 students. For the last several years, MCA has obtained a temporary permit to increase its student population by 90 students, to a maximum of 490 students, on a temporary basis granted annually. At the time this analysis was initiated (and traffic counts were collected), student enrollment at the school included 486 students. MCA-1 also includes two prayer halls with a maximum capacity of 1,800 people, a community center with maximum capacity of approximately 700 people, various ancillary offices and meeting rooms, and a cafeteria. No changes are being proposed to the non-school facilities housed within MCA-1.

The project as proposed seeks to increase its allowed student enrollment from the existing 400 pre-K through 8<sup>th</sup> grade students to 900 pre-K through 12 grade students, representing an increase of 500 students from its current CUP. The proposed additional 500 students are proposed to be added to both MCA sites, with 200 of the additional students added to the existing pre-K-8<sup>th</sup> grades at the MCA-1 site and 300 of the additional students added to the proposed MCA-3 site, which will house the school's middle and high school programs. The school anticipates its enrollment to increase gradually, with approximately 200 students the first year then 100 additional students each year after, reaching its maximum proposed capacity of 900 students by the 4<sup>th</sup> year.

With the proposed student enrollment, the MCA-1 site would serve a maximum of 600 students. No modifications to the MCA-1 building are being proposed since the school area in MCA-1 has already been designed to accommodate a maximum of 650 students. The only modifications to the MCA-1 site include changes to the play area, located in the parking area behind the MCA-1 building. As part of the project, the existing kids play area and green turf field will be relocated (their location swapped) and slightly expanded into the parking area to be able to provide a fence enclosing the play area from the parking area and a 4-foot-wide walkway extending from the play area at MCA-1, across the parking lot, to the proposed MCA-3 site.

With the project, existing uses at the MCA-3 building, which is currently occupied, would be replaced with MCA school and facilities. The south half of the MCA-3 building would be occupied with ten new classrooms and a science lab, which would serve a maximum of 300 middle and high school students. MCA community services, which include a fitness room, youth lounges, game rooms, clinic, multi-purpose room, and other facilities to support the MCA community.

The school would continue to operate mainly from 7:30 AM to 3:30 PM. However, with the proposed increase in student enrollment, the school is proposing to operate on staggered start/end of school times, with classes at MCA-1 running between 8:15AM and 3:30PM and at MCA-3 between 7:45AM and 3:00PM, every weekday except Wednesday. On Wednesdays, classes at MCA-1 are proposed to run between 8:15AM and 2:15PM and at MCA-3 between 7:45AM and 1:45PM. Access to the MCA-1 site would continue to be provided via the two existing driveways along Scott Boulevard and the driveway along Alfred Street; access to the proposed MCA-3 site would be provided via the two existing driveways along Alfred Street. No vehicular connection would be provided between the two sites and each site would have its own designated drop-off/pick-up area.

In addition to school operations, the project site would continue to have prayer services and other non-school related activities, as currently done. The prayer services and other activities would continue to meet the requirements of the existing Conditional Use Permit (CUP) for the site. The proposed project and expansion of the school does not propose changes to the existing prayer services. Therefore, the existing and future prayer services and other non-school related activities are considered as part of the baseline conditions for this analysis. This study analyzes only the proposed increase in student enrollment associated with the proposed MCA facilities expansion.

## Project Trip Estimates

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

### Trip Generation

The magnitude of traffic produced by a new development is typically estimated by applying the size of the project to the applicable trip generation rates contained in the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, latest edition. However, since the ITE manual does not provide data that would truly represent the existing school operations and because the project consists of the expansion of an existing school, the trips estimated to be generated by the proposed school expansion were estimated based on trip generation rates obtained from driveway counts of the existing school site completed in November 2017.

Additionally, since the proposed MCA-3 site at 3080/3100 Alfred Street was fully occupied at the time the traffic counts were collected, traffic generated by the existing uses within the MCA-3 building is included in the existing traffic counts. Once the proposed project is built, this existing site traffic would no longer be on the roadway network. Thus, credit for the existing site-generated traffic at the proposed MCA-3 site is given to the project. Trip generation counts at the existing driveways serving the MCA-3 site also were conducted to quantify the amount of traffic being generated by the uses on site.

### **Trip Generation Counts**

Trip generation counts at the driveways providing access to the existing MCA-1 site (3003 Scott Boulevard) and the proposed MCA-3 site (3080/3100 Alfred Street) were conducted during the AM and the afternoon peak hours in November 2017. Information on student enrollment at the time the counts were done was provided by the school and it was correlated to the trip generation counts at the MCA-1 site. The trip generation counts showed that, at the beginning of the school day (AM peak-hour), the trip generation rate for the existing MCA School was calculated to be 1.26 trips per student, while at the end of the school day (afternoon peak-hour, 2:00-4:00 PM period), the trip generation rate for the existing school was calculated to be 1.04 trips per student.

It should be noted that the existing school shares building space and parking with other prayer service facilities on site. Therefore, the driveway counts completed at the existing site may include a minor number of trips associated with non-school functions at the site. However, the prayer service attendance and activities during the school drop-off/pick-up periods is minimal.

The existing uses at the proposed MCA-3 site currently generate approximately 67 trips during the AM peak-hour (36 inbound and 31 outbound) and 48 trips during the afternoon peak-hour (22 inbound and 26 outbound).

### **Comparison to ITE Rates**

For comparison and validation purposes, the trip generation rates surveyed at the existing school site also were compared with those recommended by the ITE trip generation rates for private K-12 schools (ITE land use code 536). The comparison of the surveyed and ITE trip generation rates indicate that the surveyed rates are higher than the ITE rates, resulting in a greater number of estimated trips for the proposed project. Therefore, the evaluation of the proposed project based on the surveyed trip generation rates represents a more conservative analysis and more accurate representation of the anticipated mode of access for the proposed school expansion than the ITE rates.

The surveyed project site trip generation rates and comparison to ITE rates are presented in Table 13.

### **Proposed School Project**

The magnitude of traffic added to the roadway system by the proposed project was estimated by multiplying the surveyed trip generation rates by the proposed project size. As part of the project, MCA school is proposing to implement staggered school start/end times. Implementation of staggered school start/end times is a strategy typically utilized in an effort to reduce the amount of traffic accessing the school site during the school's peak times (student drop-off/pick-up activities) by spreading it over a longer period of time. A minimum of 20 minutes is usually recommended when implementing staggered school times since this is approximately the time it takes to dissipate vehicular queues lengths formed during typical school drop-off/pick-up activities. If staggered long enough, staggered school start/end times may result in peak school arrivals to occur beyond a one-hour period, resulting in less school traffic accessing the school during the school peak-hour.

**Table 13**  
**Existing Site Trip Generation Counts**

Land Use	Size	7-9 AM Peak-Hour						2-4 Afternoon Peak-Hour						
		Pk-Hr Rate	Split		Trip			Pk-Hr Rate	Split		Trip			
			In	Out	In	Out	Total		In	Out	In	Out	Total	
<b>Trip Generation Counts</b>														
<i>Trip Generation Based on Project Site Driveway Counts <sup>1</sup></i>														
Existing MCA Site	486 Students	1.26	54%	47%	327	284	611	1.04	51%	50%	256	251	507	
Existing 3100 Alfred Street Site	30,000 Square Feet	2.23	54%	46%	36	31	67	1.60	46%	54%	22	26	48	
<b>Existing Trip Generation Rate Comparison</b>														
<i>Trip Generation Based on ITE Recommended Rates <sup>2</sup></i>														
Existing MCA Site	486 Students	0.80	63%	37%	245	144	389	0.53	42%	58%	108	150	258	
<p>Notes:</p> <p><sup>1</sup>Based on driveway counts conducted in November 2017. The school had a 486-student enrollment at the time the counts were conducted.</p> <p><sup>2</sup>For comparison purposes, the Institute of Transportation Engineers (ITE) trip generation rates for private school (K-12) (ITE Code 532) contained in their <i>Trip Generation</i> manual, 11th Edition, 2021, were used to estimate the project traffic.</p>														

**Proposed Staggered School Times**

As proposed, classes at both MCA-1 and MCA-3 would start at the same time all five days of the school week; however, the school end times would differ on Wednesdays. Additionally, because of the Friday service at afternoon prayer, which takes place every Friday at the existing prayer halls within the MCA-1 building, all MCA school parents are required to park their vehicles and pick-up their students from their classrooms. Some parents might already be on-site after attending the Friday prayer service. This practice is put in place for the safety of the students since all gates providing access to the MCA-1 site are open during this time. The Friday special prayer service, which is one of the three special prayer events that take place at full capacity at the prayer halls and represent the largest traffic generator at the MCA site, is completed and all traffic associated with it has left the premises by the time the school is out. The proposed school start/end times and the time periods allocated for pick-up/drop-off activities at each of the MCA sites are shown on Table 14 below.

**Table 14  
Proposed Staggered School Times**

Site	School Start			School End								
	All Week Days			Monday, Tuesday, Thursday			Wednesday			Friday <sup>1</sup>		
	Start Time	Planned Drop-Off Activity Period	Time Anticipated for Drop-offs	End Time	Planned Pick-Up Activity Period	Time Anticipated for Pick-Ups	End Time	Planned Pick-Up Activity Period	Time Anticipated for Pick-Ups	End Time	Planned Pick-Up Activity Period	Time Anticipated for Pick-Ups
MCA-3	7:45 AM	7:00-7:30 AM	30 mins	3:00 PM	3:00-3:30 PM	30 mins	1:45 PM	1:45-2:15 PM	30 mins	3:00 PM	3:15-4:00 PM	45 mins
MCA-1	8:15 AM	7:35-8:10 AM	35 mins <sup>2</sup>	3:30 PM	3:30-4:00 PM	30 mins	2:15 PM	2:15-3:00 PM	45 mins	3:30 PM	3:15-4:00 PM	45 mins
Time between start/end times:	30 mins			30 mins			30 mins			30 mins		

Source: MCA Expansion Project description, dated 3/04/20  
 As proposed, the school start/end times would be 30 minutes apart.  
<sup>1</sup> On Fridays, all MCA school parents are required to park their vehicles and pick-up their students from their classrooms. This is for the safety of the students since all gates providing access to the MCA site are open during the end of the school day on Fridays to serve traffic from the Friday afternoon prayer.  
<sup>2</sup> It was estimated that drop-off activity at MCA-1 under buildout conditions and assuming existing drop-off procedures would take a minimum of 35 minutes to complete, starting at approximately 7:35 AM and ending by 8:10 AM.

As shown on Table 14, it is conservatively estimated that drop-off and pick-up activities would last for approximately 30-35 minutes per group (with the exception of Friday pick-ups, which would require parents to park). If assumed a steady flow of inbound traffic, approximately 100 students would arrive to the MCA-3 site every 10 minutes during the proposed 30-minute drop-off period and approximately 171 students would arrive to the MCA-1 site every 10 minutes during the proposed 35-minute drop-off period. The estimated number of student arrivals can be translated into vehicular arrivals by taking into account the projected number of students per household and conservatively assuming that each household represents one inbound and one outbound vehicular trip during drop-off/pick-up activities (not accounting for carpools). Based on the student per household projections presented in Chapter 2 – CEQA VMT Analysis, it is estimated that under project buildout conditions, there would be approximately 1.8 students per household. Based on the estimated student arrivals and student per household rates and assuming drop-off activity would occur within the anticipated 30/35-minute period, it is estimated that approximately 56 inbound/outbound vehicular trips would be generated every 10 minutes to/from MCA-3 during drop-off and approximately 96 inbound/outbound vehicular trips every 10 minutes to/from MCA-1.

By comparison, the trip generation counts conducted at the MCA-1 site (discussed above) show that up to 150 vehicles arrived and departed during the peak 15-minute drop-off period (existing drop-off service rate). Assuming equally spread throughout the 15-minute period, this equates to a service rate of approximately 100 vehicular trips during a 10-minute period. This comparison shows that, maintaining the existing service rate, the projected 10-minute drop-off vehicular demand at both MCA-1 and MCA-3 would be adequately served within the proposed 30/35-minute drop-off period. Likewise, increasing the existing service rate (by providing additional drop-off positions, for example) would result

in more students being able to unload simultaneously, expediting the process and dissipating vehicular queues faster.

Based on the proposed and recommended school start/end and drop-off/pick-up activity times, it is estimated that student arrival/drop-off activity in the morning would spread over a 1 hour 10-minute period, with 800 students arriving at the MCA sites within the school's peak-hour. For the afternoon departures/pick-up activity, it is estimated that the departure of all students would occur within the peak-hour on all weekdays. This is shown on Table 15 below.

Based on the surveyed trip generation rates, the proposed project size, and the above student arrival/departure assumptions with the proposed staggered school start/end times, it is estimated that the proposed school (existing plus expansion) would generate approximately 1,006 AM peak hour trips, with 538 of these trips in the inbound direction and 468 trips in the outbound direction, and 939 afternoon peak-hour trips, with 474 inbound and 465 outbound trips. This represents the gross project trips for the school, which included both existing trips and trips associated with the proposed expansion.

To estimate the number of additional trips that would be generated solely by the proposed school expansion (net project trips), trip credit associated with the existing site trips (both MCA-1 and MCA-3 sites) is taken from the gross project trips. After reduction of the existing site trips, the proposed school expansion is estimated to generate a net increase of 328 AM peak-hour trips (175 inbound and 153 outbound) and 384 afternoon peak-hour trips (196 inbound and 188 outbound).

The trip generation estimates for the proposed project are presented in Table 16.

### **Trip Distribution**

The directional distribution of site-generated traffic to and from the project area for the proposed school expansion was estimated based on information obtained from MCA School regarding the existing student population (current student zip codes), existing travel patterns, and the location of complementary land uses. School staff provided new detailed existing student zip code information to be used in the VMT analysis, which was also used to estimate student trip origin/destination and confirm the previously estimated (in the 2019 TIA) trip distribution for the project. The new student information revealed a higher percentage of MCA student trips originating from the south and accessing the site via US 101 than what was estimated in the 2019 TIA. It was assumed in the analysis that the service area with the proposed school expansion would remain the same as under existing conditions.

Figure 8 shows the project trip distribution utilized in the analysis of the proposed school expansion project. The trip distribution percentage estimates are included in Appendix G.

### **Trip Assignment**

The peak-hour project trips associated with the MCA School Expansion were added to the transportation network in accordance with the distribution pattern discussed above. The assignment of project traffic is based on the existing roadway network and the existing school service areas.

The assignment conservatively assumes that all traffic associated with the proposed school expansion represents new trips on the roadway network. However, this is not entirely true. The traffic generated by the proposed school expansion could represent trips made by parents on their way to work, or by parents already dropping-off students at the existing school site. Working-parent trips would detour to the school site to drop-off students and proceed back to their normal direction of travel and on to their final destination. Detoured working-parent trips would show up as new trips only at intersections off their normal direction of travel, most likely intersections in the immediate vicinity of the project site. Other trips may consist of existing school trips that, with the proposed addition of the upper grades, would drop-off a high school student in addition to a lower-grade student. Thus, assuming all project trips are new trips may result in double counting existing trips already on the roadway network (and





**Table 16**  
**Project Trip Generation Estimates**

Land Use	Size	7-9 AM Peak-Hour						2-4 PM Peak-Hour						
		Pk-Hr Rate	Split		Trip			Pk-Hr Rate	Split		Trip			
			In	Out	In	Out	Total		In	Out	In	Out	Total	
<b>Existing Project Site Trip Generation <sup>1</sup></b>														
Existing MCA Site (MCA-1)	486 Students	1.26	54%	47%	327	284	611	1.04	51%	50%	256	251	507	
3080/3100 Alfred Street Site (MCA-3)	30,000 Square Feet	2.23	54%	46%	36	31	67	1.60	46%	54%	22	26	48	
Subtotal					363	315	678				278	277	555	
<b>Proposed Project Trip Generation (Both MCA-1 and MCA-3 Sites) <sup>2</sup></b>														
Proposed School (AM)	800 Students <sup>3</sup>	1.26	54%	47%	538	468	1,006							
Proposed School (Afternoon)	900 Students							1.04	51%	50%	474	465	939	
<b>Net Project Trips (Proposed - Existing) <sup>4</sup></b>					<b>175</b>	<b>153</b>	<b>328</b>				<b>196</b>	<b>188</b>	<b>384</b>	

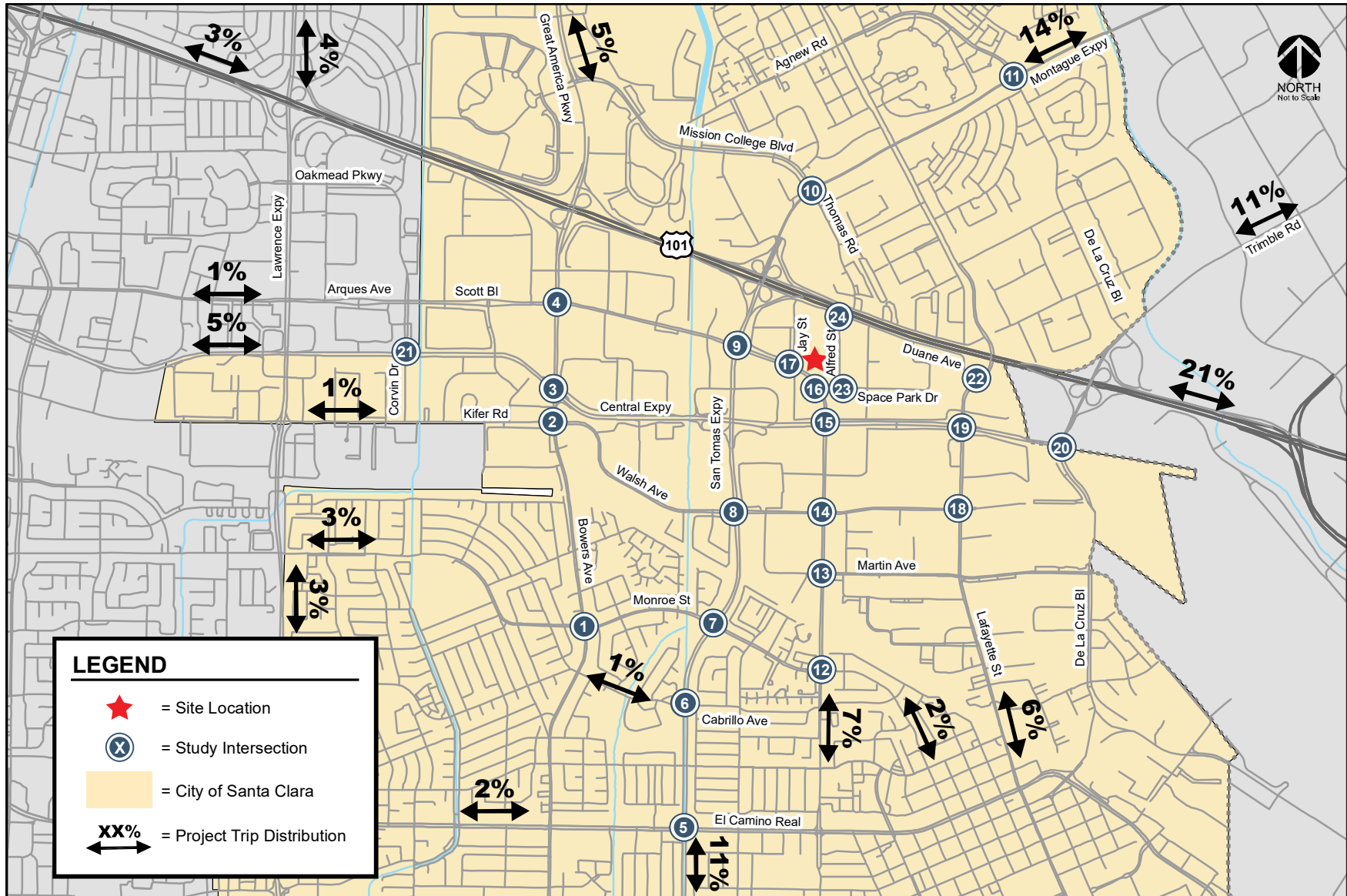
Notes:

<sup>1</sup>Trip generation counts were conducted in November 2017 at the project site driveways. Peak-hour trip generation rates for the existing MCA school were estimated based on the trip generation counts at the MCA-1 site and the student enrollment at the time the counts were conducted.

<sup>2</sup>Proposed project traffic was estimated based on the surveyed trip generation rates for the existing MCA school, located at MCA-1. The project is proposing to increase the student enrollment to 900 students by occupying the site at 3080/3100 Alfred Street (MCA-3).

<sup>3</sup>Due to the proposed staggered school start/end times, it is estimated that student arrival in the morning would spread over a 1-hour 10-minute period, resulting in 800 students arriving at the MCA sites within the school's peak-hour.

<sup>4</sup>The net project trips represent new traffic associated with the proposed school expansion.



**Figure 8**  
Project Trip Distribution

included in the existing traffic counts). However, since there is not sufficient information available to quantify the amount of project trips that would represent existing trips, it is conservatively assumed in the analysis of the project that all traffic associated with the proposed school expansion represents new trips at all study intersections.

Traffic associated with the existing uses at the MCA-3 site was assigned to the roadway network as negative trips, as those trips would be eliminated from the roadway network with implementation of the project. Thus, with the addition of the traffic projected to be generated by the proposed school expansion to the roadway network and the elimination of the existing MCA-3 trips (negative trips), the total traffic assignment represents the net site generated traffic.

The net project trip assignment at the study intersections is shown graphically on Figure 9

## Background Plus Project Traffic Volumes

Net project trips associated with the proposed project, as presented in the above project trip assignment, were added to the background traffic volumes to obtain background plus project traffic volumes. Background plus project conditions traffic volumes for the proposed project are shown on Figure 10. Traffic volumes for all components of traffic are tabulated in Appendix B.

## 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 17. The results show that, measured against the City of Santa Clara and CMP level of service standards, the same four signalized study intersections projected to operate below their level of service standard under background conditions would continue to operate below their level of service standard under background plus project conditions (CMP intersections are denoted with an asterisk\*):

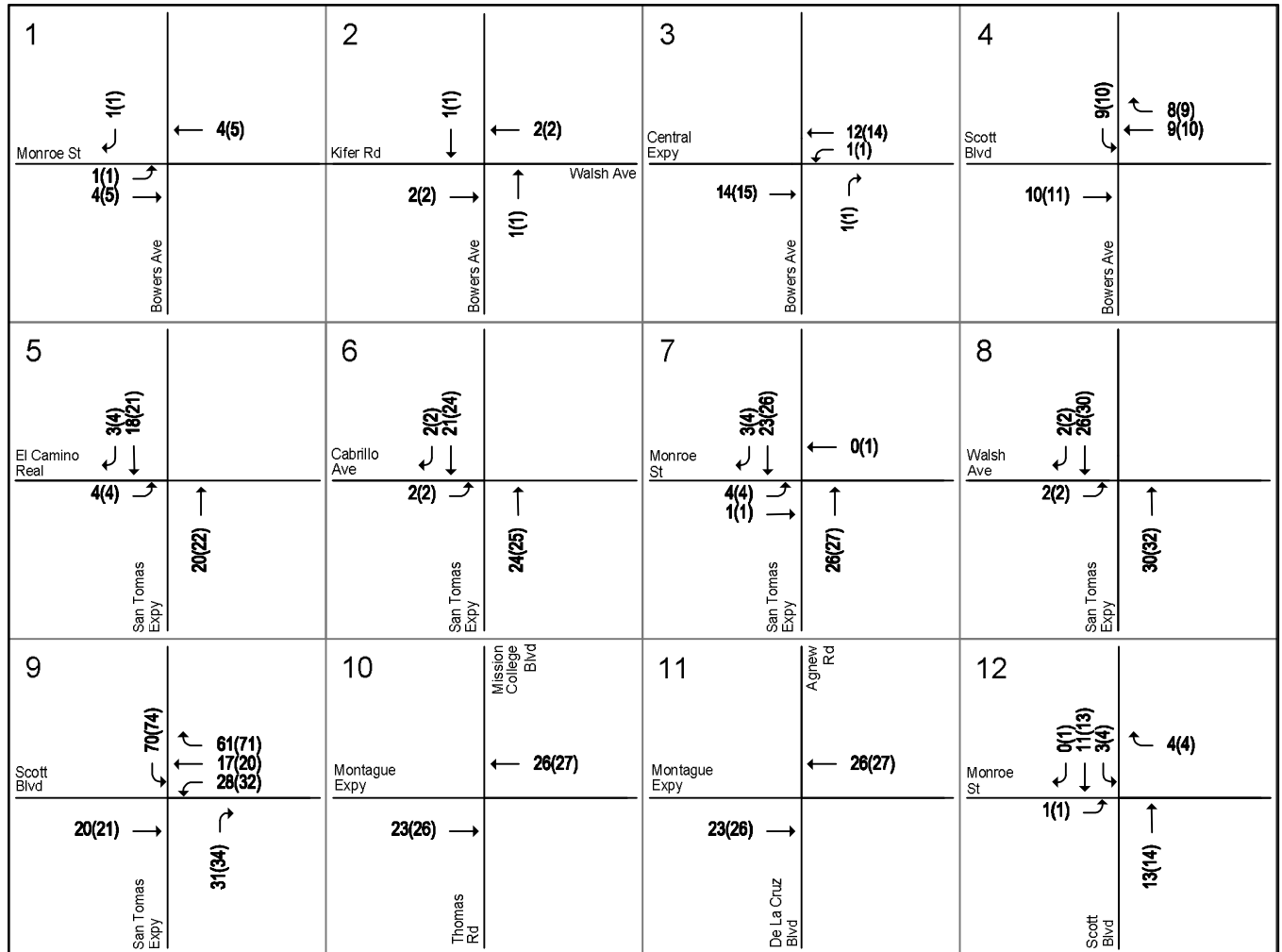
1. Bowers Avenue and Monroe Street (LOS E – AM peak-hour)
5. San Tomas Expressway and El Camino Real\* (LOS F – AM peak-hour)
10. Mission College Boulevard/Thomas Road and Montague Expressway\* (LOS F – AM peak-hour)
11. De La Cruz Boulevard/Agnew Road and Montague Expressway\* (LOS F – AM peak-hour)

The addition of project traffic would not cause an increase of the critical delay greater than 4.0 seconds and an increase of the critical V/C ratio greater than 0.01 at any of the study intersections projected to operate below their level of service standard. Therefore, the proposed project is not anticipated to have an adverse effect on intersection operations.

The project would not have an adverse effect at any of the remaining study intersections. The remaining study intersections would operate at acceptable levels of service during both peak hours analyzed under background plus project conditions. The level of service calculation sheets are included in Appendix C.

## Traffic Signal Warrants – Unsignalized Intersections

The results of the peak-hour traffic signal warrant checks indicate that the intersection of *Lafayette Street and Duane Avenue* (intersection #22) is projected to have traffic volumes that warrant signalization during the afternoon peak-hour under background plus project conditions. The same intersection was identified as having traffic volumes that warrant signalization of the intersection during the afternoon peak-hour under background conditions. However, the level of service analysis shows



**LEGEND:**

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

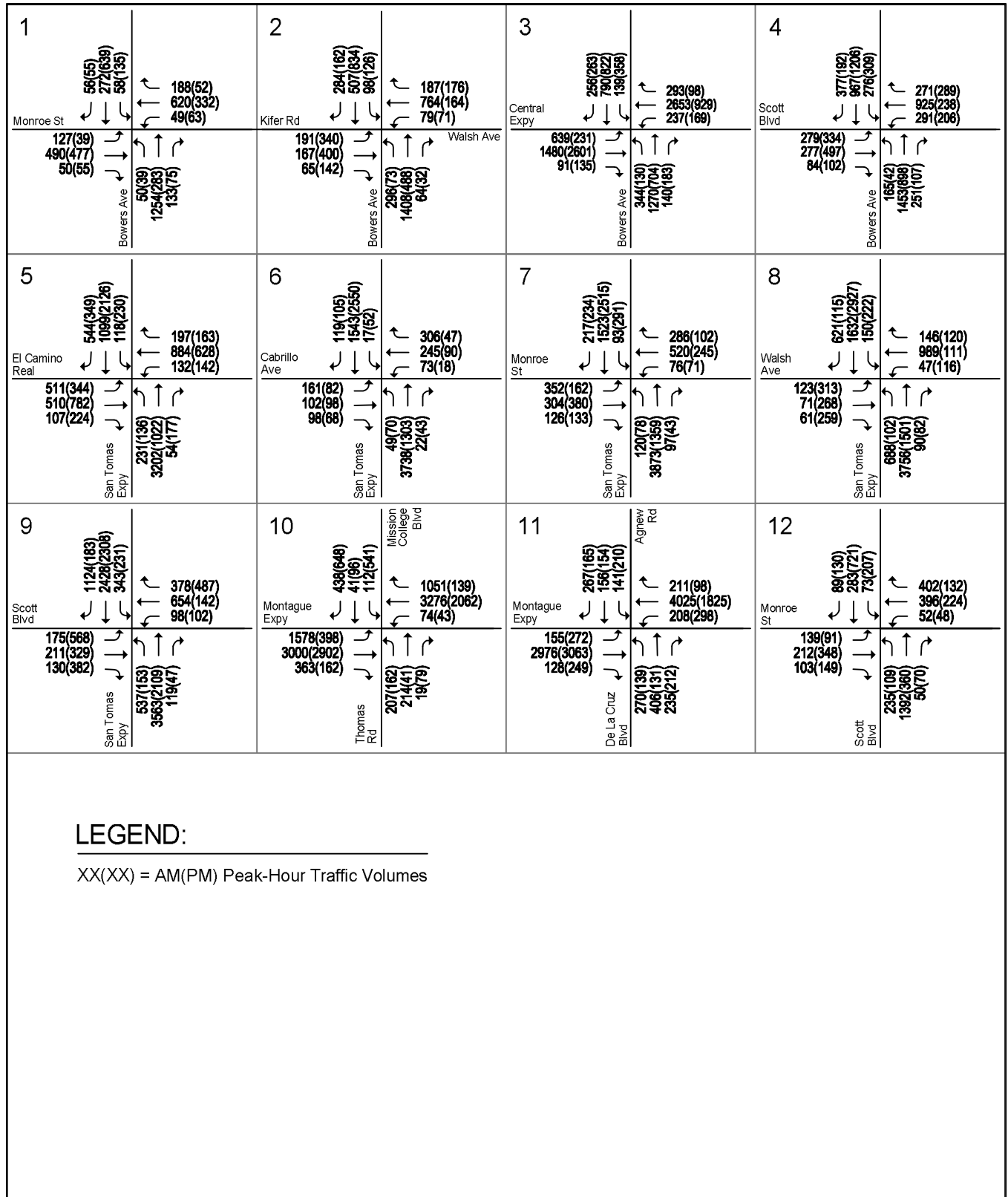
**Figure 9**  
**Net Project Trip Assignment**

<p>13</p> <p>Martin Ave</p> <p>↓ 15(17)</p> <p>Scott Blvd</p> <p>↑ 17(18)</p>	<p>14</p> <p>Walsh Ave</p> <p>↓ 15(17)</p> <p>Scott Blvd</p> <p>↑ 17(18)</p>	<p>15</p> <p>Central Expy</p> <p>↓ 13(15) ↓ 15(17) ↓ 27(32)</p> <p>↑ 31(33)</p> <p>15(16)</p> <p>Scott Blvd</p> <p>↑ 17(18)</p>	<p>16</p> <p>Space Park Dr</p> <p>↻ 118(119) ↻ 3(10)</p> <p>↑ 106(124) ↑ 55(64)</p> <p>Scott Blvd</p> <p>↻ 63(67)</p>
<p>17</p> <p>Scott Blvd</p> <p>← 106(124)</p> <p>121(129) →</p> <p>Jay St</p>	<p>18</p> <p>Walsh Ave</p> <p>↓ 10(11)</p> <p>Lafayette St</p> <p>↑ 11(12)</p>	<p>19</p> <p>Central Expy</p> <p>← 20(22)</p> <p>18(21) 10(11)</p> <p>Lafayette St</p> <p>↑ 11(12)</p>	<p>20</p> <p>Central Expy</p> <p>↻ 20(22)</p> <p>18(21)</p> <p>De La Cruz Bl</p> <p>Trimble Rd</p>
<p>21</p> <p>Central Expy</p> <p>← 12(14)</p> <p>14(15) →</p> <p>Corvin Dr</p> <p>Oakmead Pkwy</p>	<p>22</p> <p>Duane Ave</p> <p>Lafayette St</p>	<p>23</p> <p>Space Park Dr</p> <p>↻ 161(188)</p> <p>184(196)</p> <p>Alfred St</p>	<p>24</p> <p>Duane Ave</p> <p>Alfred St</p>

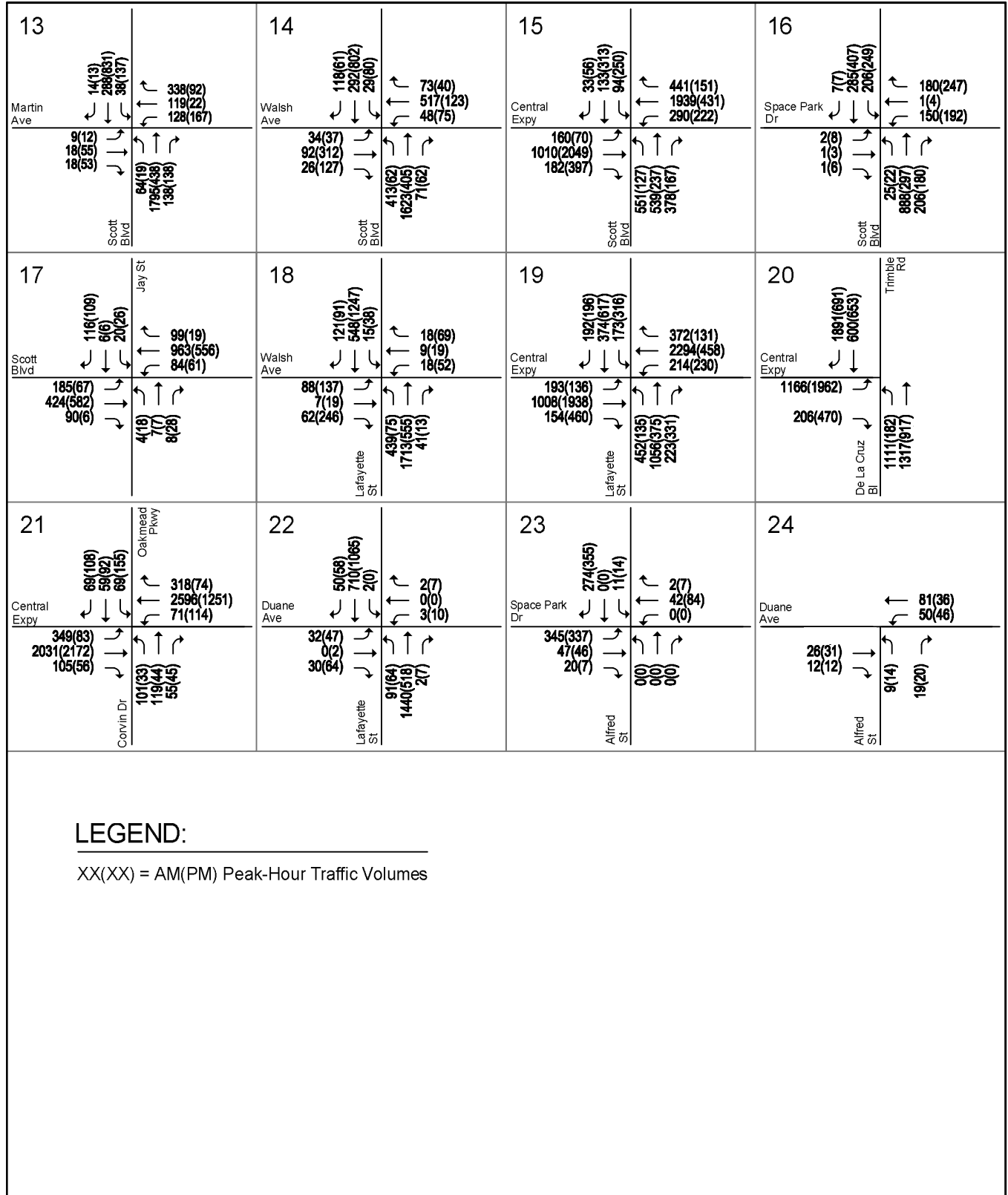
**LEGEND:**

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

**Figure 9 (Continued)  
Net Project Trip Assignment**



**Figure 10**  
Background Plus Project Traffic Volumes



**LEGEND:**

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

**Figure 10 (Continued)  
Background Plus Project Traffic Volumes**



**Table 17**  
**Background Plus Project Intersection Levels of Service**

Study Number	Intersection	Jurisdiction	Intersection Control	LOS Standard	Peak Hour	Background		Background Plus Project			
						Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Bowers Avenue and Monroe Street	Santa Clara	Signal	D	AM	<b>68.2</b>	<b>E</b>	<b>68.9</b>	<b>E</b>	<b>+0.8</b>	<b>0.003</b>
					Afternoon	33.8	C-	33.8	C-	+0.1	0.002
2	Bowers Avenue and Walsh Avenue/Kifer Road	Santa Clara	Signal	D	AM	33.2	C-	33.3	C-	+0.1	0.001
					Afternoon	27.4	C	27.4	C	0.0	0.000
3	Bowers Avenue and Central Expressway*	Santa Clara	Signal	E	AM	68.6	E	68.8	E	+0.4	0.002
					Afternoon	55.5	E+	55.5	E+	+0.2	0.003
4	Bowers Avenue and Scott Boulevard*	Santa Clara	Signal	E	AM	61.1	E	62.7	E	+2.5	0.011
					Afternoon	43.4	D	43.7	D	+0.5	0.012
5	San Tomas Expressway and El Camino Real*	Santa Clara	Signal	E	AM	<b>89.2</b>	<b>F</b>	<b>90.5</b>	<b>F</b>	<b>+2.1</b>	<b>0.005</b>
					Afternoon	54.0	D-	54.3	D-	0.0	0.004
6	San Tomas Expressway and Cabrillo Avenue	Santa Clara	Signal	E	AM	31.9	C	32.0	C	-0.3	0.003
					Afternoon	26.0	C	26.0	C	0.0	0.004
7	San Tomas Expressway and Monroe Street*	Santa Clara	Signal	E	AM	49.8	D	51.0	D	+1.9	0.005
					Afternoon	30.2	C	30.2	C	0.0	0.004
8	San Tomas Expressway and Walsh Avenue	Santa Clara	Signal	E	AM	76.4	E-	76.6	E-	-0.5	0.005
					Afternoon	52.8	D-	53.0	D-	+0.5	0.005
9	San Tomas Expressway and Scott Boulevard*	Santa Clara	Signal	E	AM	44.0	D	46.9	D	+1.7	0.005
					Afternoon	44.0	D	48.3	D	+11.2	0.186
10	Mission College Boulevard/Thomas Road and Montague Expressway*	Santa Clara	Signal	E	AM	<b>158.4</b>	<b>F</b>	<b>159.5</b>	<b>F</b>	<b>0.0</b>	<b>0.000</b>
					Afternoon	49.5	D	49.5	D	0.0	0.004
11	De La Cruz Boulevard/Agnew Road and Montague Expressway*	Santa Clara	Signal	E	AM	<b>108.0</b>	<b>F</b>	<b>110.0</b>	<b>F</b>	<b>+3.2</b>	<b>0.004</b>
					Afternoon	41.9	D	42.0	D	+0.1	0.004
12	Scott Boulevard and Monroe Street	Santa Clara	Signal	D	AM	39.5	D	40.0	D	+0.7	0.007
					Afternoon	31.9	C	31.9	C	-0.1	0.005
13	Scott Boulevard and Martin Avenue	Santa Clara	Signal	D	AM	24.6	C	24.6	C	0.0	0.004
					Afternoon	23.3	C	23.1	C	-0.2	0.005
14	Scott Boulevard and Walsh Avenue	Santa Clara	Signal	D	AM	30.2	C	30.2	C	+0.2	0.005
					Afternoon	30.1	C	29.9	C	-0.1	0.006
15	Scott Boulevard and Central Expressway*	Santa Clara	Signal	E	AM	41.6	D	42.3	D	+1.4	0.019
					Afternoon	45.9	D	46.5	D	+1.0	0.015
16	Scott Boulevard and Space Park Drive	Santa Clara	Signal	D	AM	12.6	B	21.0	C+	+9.8	0.182
					Afternoon	22.0	C+	26.8	C	+6.0	0.221
17	Jay Street and Scott Boulevard	Santa Clara	Signal	D	AM	14.9	B	14.4	B	-0.1	0.036
					Afternoon	23.9	C	21.1	C+	-4.5	0.044
18	Lafayette Street and Walsh Avenue	Santa Clara	Signal	D	AM	17.8	B	17.9	B	0.0	0.003
					Afternoon	19.3	B-	19.2	B-	0.0	0.003
19	Lafayette Street and Central Expressway*	Santa Clara	Signal	E	AM	71.3	E	72.4	E	+1.7	0.005
					Afternoon	51.3	D-	51.3	D-	+0.3	0.009
20	De La Cruz Boulevard/Trimble Road and Central Expressway*	Santa Clara	Signal	E	AM	33.2	C-	33.6	C-	+0.3	0.005
					Afternoon	30.9	C	31.4	C	+0.5	0.005
21	Corvin Drive/Oakmead Parkway and Central Expressway*	Sunnyvale	Signal	E	AM	65.9	E	66.7	E	+1.3	0.003
					Afternoon	31.6	C	31.8	C	+0.3	0.004
22	Lafayette Street and Duane Avenue	Santa Clara	Two-Way Stop (Average Delay) Signal Warrant Met?	D	AM	3.8	A	3.8	A	0.0	0.000
					Afternoon	8.9	A-	8.9	A-	0.0	0.000
					AM		No		No		
					Afternoon		Yes		Yes		
23	Alfred Street and Space Park Drive	Santa Clara	One-Way Stop (Average Delay) Signal Warrant Met?	D	AM	6.3	A	8.8	A-	2.5	0.255
					Afternoon	6.3	A	9.0	A-	2.7	0.262
					AM		No		No		
					Afternoon		No		No		
24	Alfred Street and Duane Avenue	Santa Clara	One-Way Stop (Average Delay) Signal Warrant Met?	D	AM	3.2	A+	3.2	A+	0.0	0.000
					Afternoon	4.1	A	4.1	A	0.0	0.000
					AM		No		No		
					Afternoon		No		No		

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

that the intersection would continue to operate within acceptable levels, based on the intersection's average control delay. Therefore, as discussed above, the proposed project is not anticipated to have an adverse effect on operations at this intersection.

The remaining unsignalized study intersections are projected to continue to have traffic volumes that fall below the thresholds that warrant signalization under background plus project conditions. The peak-hour signal warrant sheets are contained in Appendix E.

## **Freeway Segment Analysis**

As discussed in Chapter 1 of this report, a freeway level of service analysis was not conducted since the number of project trips added to the freeway segments near the site does not equal or exceed one percent of the capacity of those segments. Based on CMP Traffic Impact Analysis Guidelines, a freeway level of service analysis is not required.

## 6. 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 Sunnyvale. Included in this chapter are the procedures used to determine cumulative traffic volumes and a description of the resulting traffic conditions and any adverse effects caused by the project. The analysis of cumulative conditions is required by the CMP.

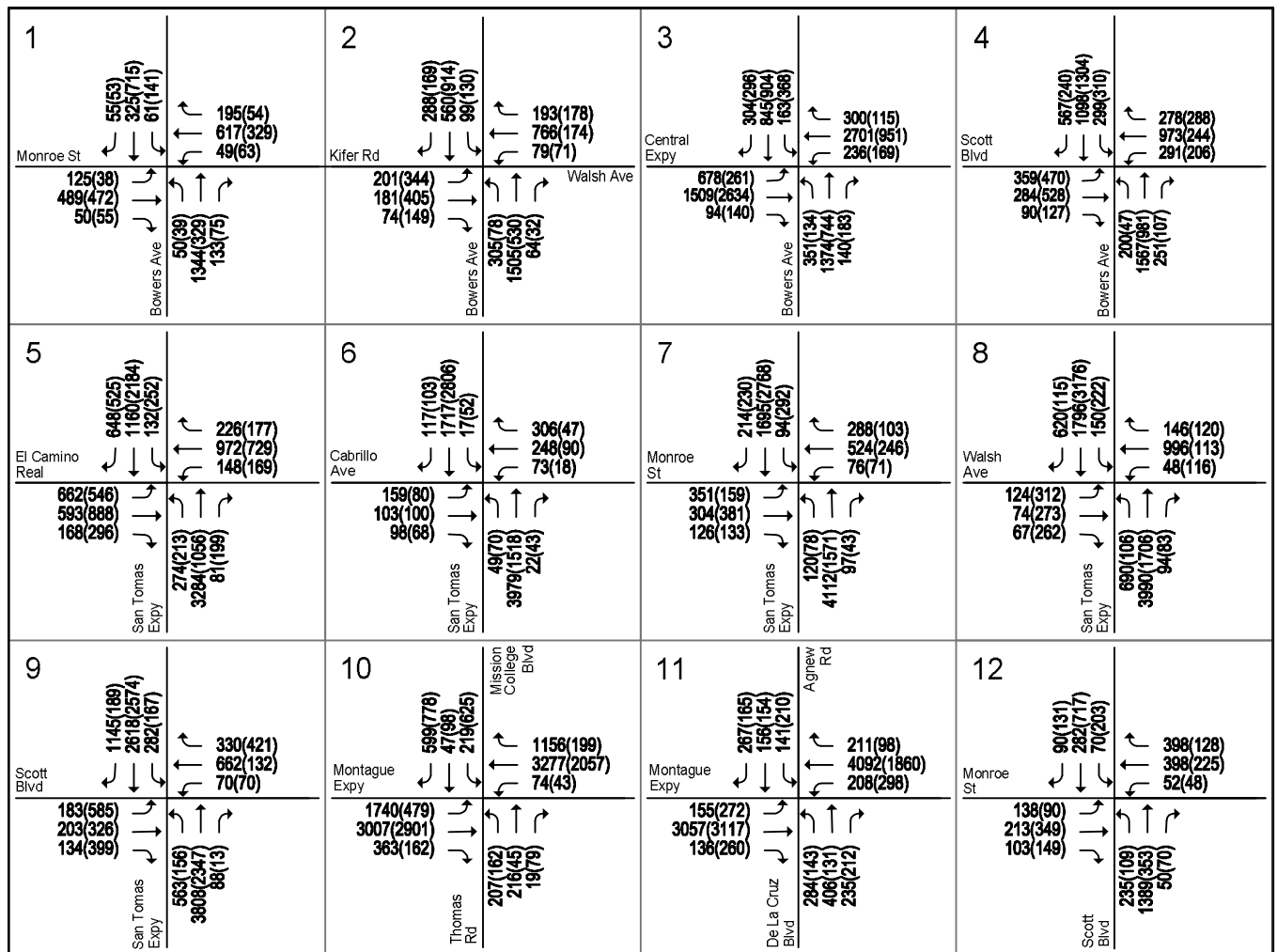
### Transportation Network Under Cumulative Conditions

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

### Cumulative Traffic Volumes

Traffic volumes under cumulative no project conditions were estimated by adding the trips from proposed but not yet approved (pending) development projects within the Cities of Santa Clara and Sunnyvale to the background traffic volumes described in Chapter 3 (Background Conditions). The list of pending projects previously used in the 2019 TA report was updated, in coordination with City Staff, in August 2022 and, along with a list of Sunnyvale pending projects dated April 2022, was used for this analysis. Traffic generated by the proposed project was added to the cumulative no project traffic volumes to yield cumulative plus project traffic volumes.

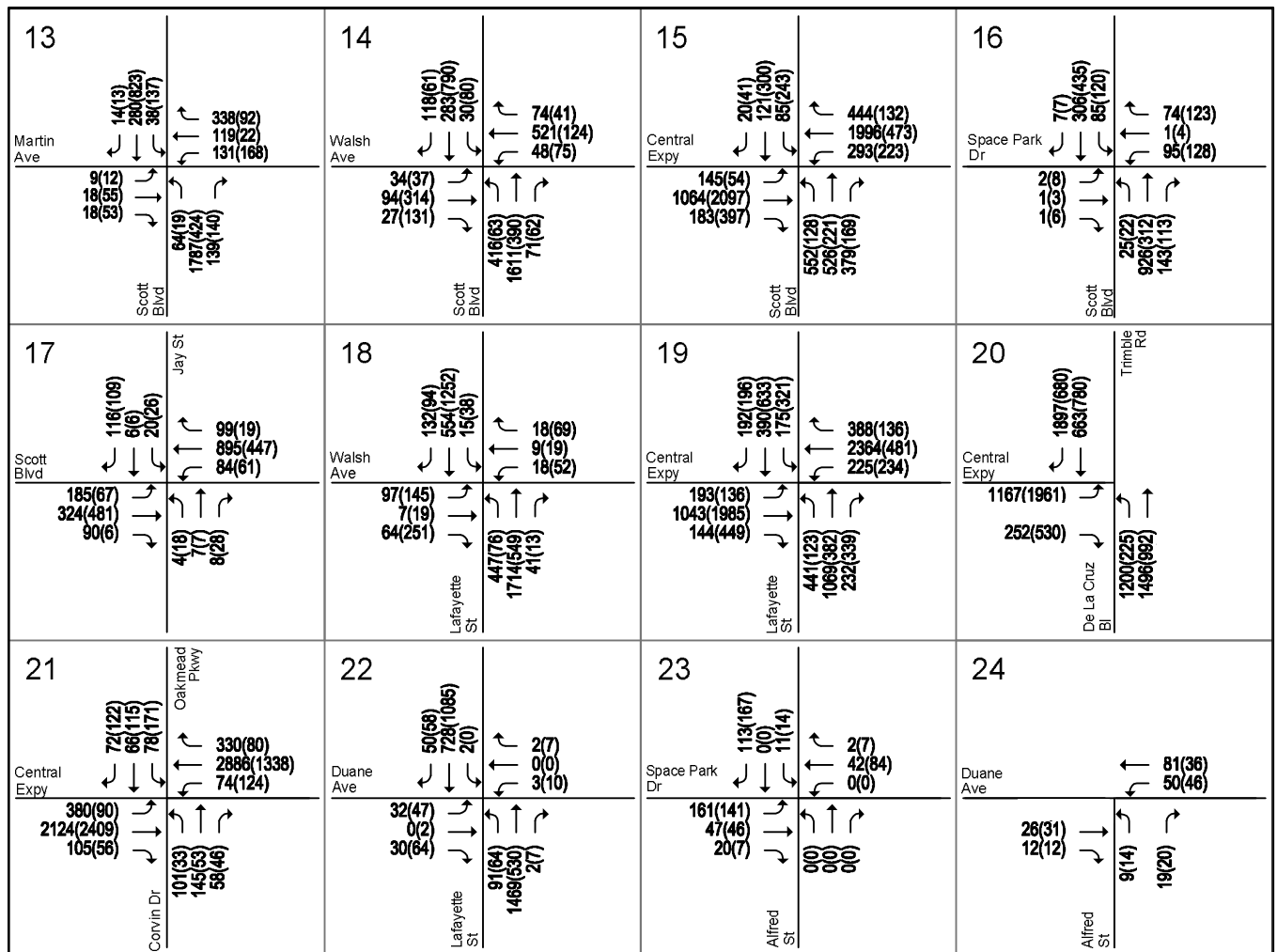
Figures 11 and 12 show the cumulative no project and cumulative with project traffic volumes, respectively. The lists of pending projects for both the Cities of Santa Clara and Sunnyvale are included in Appendix D. All traffic components used to tabulate cumulative traffic volumes are listed within the volume summary tables included in Appendix B.



**LEGEND:**

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

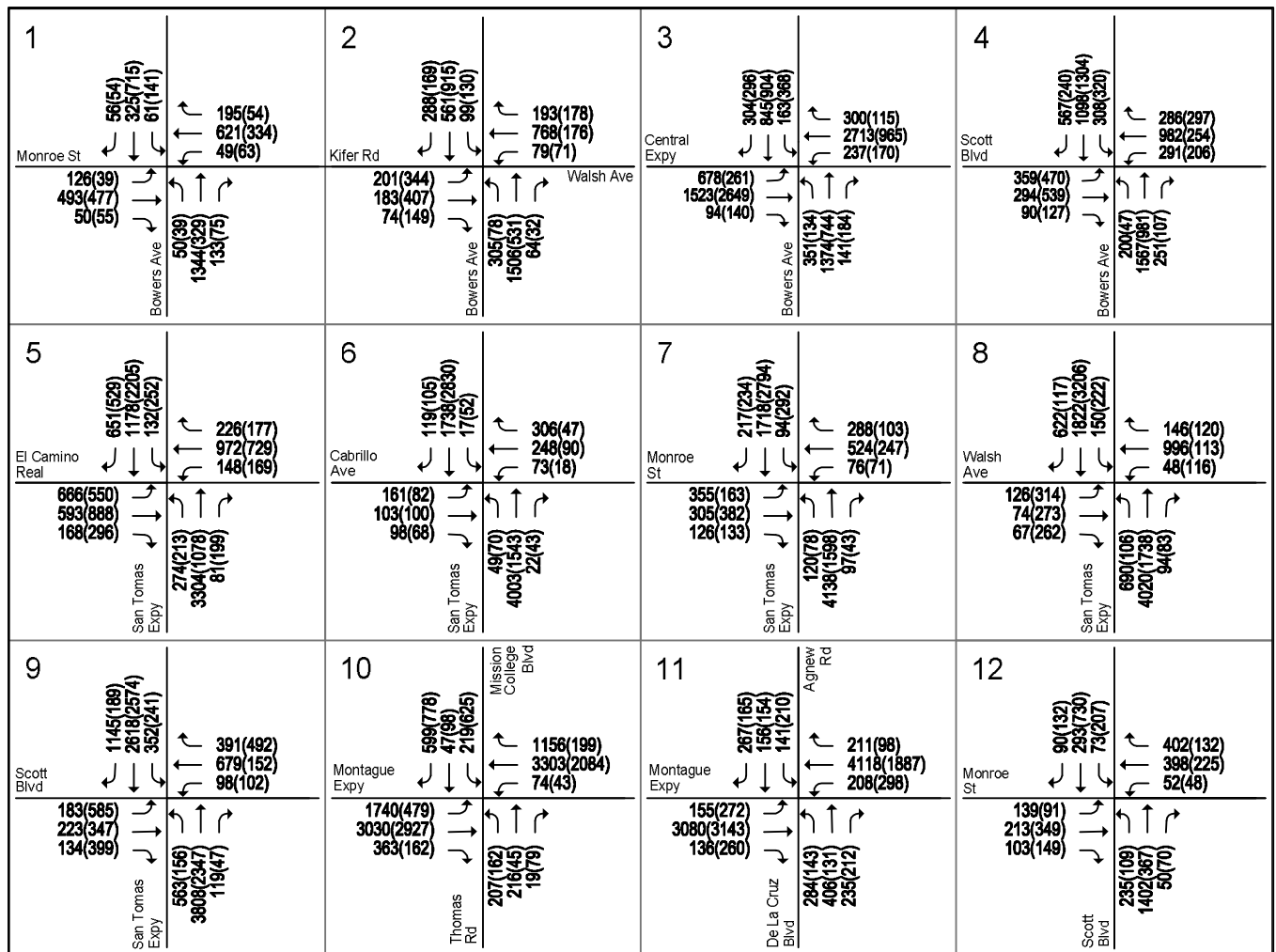
**Figure 11**  
Cumulative No Project Traffic Volumes



**LEGEND:**

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

**Figure 11 (Continued)**  
**Cumulative No Project Traffic Volumes**



**LEGEND:**

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

**Figure 12**  
Cumulative Plus Project Traffic Volumes

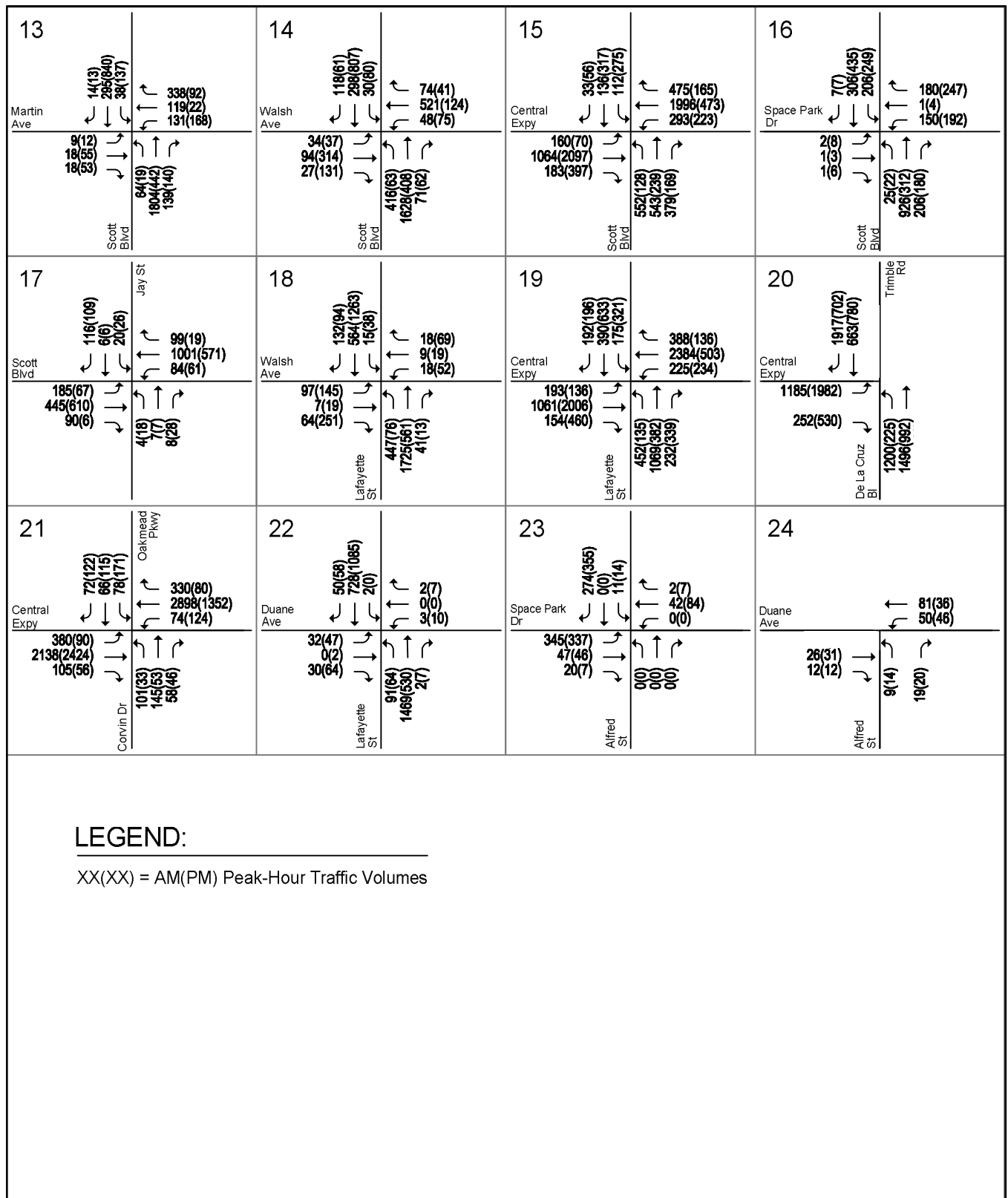


Figure 12 (Continued)  
Cumulative Plus Project Traffic Volumes

## Intersection Levels of Service under Cumulative Conditions

Cumulative plus project conditions were evaluated relative to cumulative conditions in order to determine adverse effects caused by the project. The level of service results under cumulative conditions are summarized in Table 18. The results show that, measured against the applicable level of service standards, the following seven signalized study intersections would operate below their applicable level of service standard during at least one of the peak hours analyzed under both cumulative and cumulative plus project conditions (CMP intersections are denoted with an asterisk\*):

1. Bowers Avenue and Monroe Street (LOS F – AM peak-hour)
4. Bowers Avenue and Scott Boulevard\* (LOS F – AM peak-hour)
5. San Tomas Expressway and El Camino Real\* (LOS F – AM peak-hour)
8. San Tomas Expressway and Walsh Avenue (LOS F – AM peak-hour)
10. Mission College Boulevard/Thomas Road and Montague Expressway\* (LOS F – AM peak-hour)
11. De La Cruz Boulevard/Agnew Road and Montague Expressway\* (LOS F – AM peak-hour)
21. Corvin Drive/Oakmead Parkway and Central Expressway\* (City of Sunnyvale) (LOS F – AM peak-hour)

Based on the applicable level of service standard and adverse effect criteria, the proposed project is not projected to have an adverse effect on intersection operations at any of the study intersections under cumulative plus project conditions.

The intersection level of service calculations are included in Appendix C.

### Traffic Signal Warrants – Unsignalized Intersections

The results of the peak-hour traffic signal warrant checks indicate that the intersection of *Lafayette Street and Duane Avenue* (intersection #22) is projected to have traffic volumes that warrant signalization during the afternoon peak-hour under cumulative and cumulative plus project conditions. The same intersection was identified as having traffic volumes that warrant signalization of the intersection during the afternoon peak-hour under background conditions. However, the level of service analysis shows that the intersection would continue to operate within acceptable levels, based on the intersection's average control delay. Therefore, as discussed above, the proposed project is not anticipated to have an adverse effect on operations at this intersection.

The remaining unsignalized study intersections are projected to continue to have traffic volumes that fall below the thresholds that warrant signalization under cumulative plus project conditions. The peak-hour signal warrant sheets are contained in Appendix E.



**Table 18**  
**Cumulative Conditions Intersection Levels of Service**

Study Number	Intersection	Jurisdiction	Intersection Control	LOS Standard	Peak Hour	Cumulative		Cumulative Plus Project			
						Avg. Delay	LOS	Avg. Delay	LOS	Incr. In Crit. Delay	Incr. In Crit. V/C
1	Bowers Avenue and Monroe Street	Santa Clara	Signal	D	AM	<b>84.3</b>	<b>F</b>	<b>85.0</b>	<b>F</b>	<b>+1.0</b>	<b>0.003</b>
					Afternoon	34.9	C-	34.9	C-	+0.1	0.002
2	Bowers Avenue and Walsh Avenue/Kifer Road	Santa Clara	Signal	D	AM	35.1	D+	35.2	D+	+0.1	0.001
					Afternoon	27.2	C	27.2	C	0.0	0.000
3	Bowers Avenue and Central Expressway*	Santa Clara	Signal	E	AM	74.7	E	75.0	E	+0.5	0.002
					Afternoon	56.8	E+	56.9	E+	+0.2	0.003
4	Bowers Avenue and Scott Boulevard*	Santa Clara	Signal	E	AM	<b>80.2</b>	<b>F</b>	<b>82.6</b>	<b>F</b>	<b>+3.2</b>	<b>0.011</b>
					Afternoon	44.0	D	44.5	D	+0.5	0.006
5	San Tomas Expressway and El Camino Real*	Santa Clara	Signal	E	AM	<b>107.4</b>	<b>F</b>	<b>108.7</b>	<b>F</b>	<b>+2.4</b>	<b>0.005</b>
					Afternoon	58.3	E+	58.7	E+	+0.2	0.004
6	San Tomas Expressway and Cabrillo Avenue	Santa Clara	Signal	E	AM	34.5	C-	34.9	C-	-0.3	0.003
					Afternoon	26.4	C	26.5	C	+0.1	0.004
7	San Tomas Expressway and Monroe Street*	Santa Clara	Signal	E	AM	59.9	E+	61.5	E	+2.6	0.005
					Afternoon	30.0	C	30.1	C	0.0	0.004
8	San Tomas Expressway and Walsh Avenue	Santa Clara	Signal	E	AM	<b>81.0</b>	<b>F</b>	<b>81.8</b>	<b>F</b>	<b>-0.4</b>	<b>0.005</b>
					Afternoon	57.0	E+	57.8	E+	+1.4	0.005
9	San Tomas Expressway and Scott Boulevard*	Santa Clara	Signal	E	AM	47.1	D	50.1	D	+1.8	0.005
					Afternoon	45.2	D	49.5	D	+11.0	0.183
10	Mission College Boulevard/Thomas Road and Montague Expressway*	Santa Clara	Signal	E	AM	<b>179.3</b>	<b>F</b>	<b>180.2</b>	<b>F</b>	<b>0.0</b>	<b>0.000</b>
					Afternoon	63.3	E	63.2	E	-0.1	0.004
11	De La Cruz Boulevard/Agnew Road and Montague Expressway*	Santa Clara	Signal	E	AM	<b>115.6</b>	<b>F</b>	<b>117.9</b>	<b>F</b>	<b>+3.2</b>	<b>0.004</b>
					Afternoon	42.2	D	42.3	D	+0.1	0.004
12	Scott Boulevard and Monroe Street	Santa Clara	Signal	D	AM	39.8	D	40.3	D	+0.7	0.007
					Afternoon	31.9	C	31.9	C	-0.1	0.005
13	Scott Boulevard and Martin Avenue	Santa Clara	Signal	D	AM	24.6	C	24.6	C	0.0	0.004
					Afternoon	23.2	C	23.0	C+	-0.2	0.005
14	Scott Boulevard and Walsh Avenue	Santa Clara	Signal	D	AM	30.3	C	30.3	C	+0.2	0.005
					Afternoon	30.2	C	30.0	C	-0.1	0.006
15	Scott Boulevard and Central Expressway*	Santa Clara	Signal	E	AM	41.7	D	42.4	D	+1.5	0.019
					Afternoon	46.0	D	46.4	D	+2.2	0.021
16	Scott Boulevard and Space Park Drive	Santa Clara	Signal	D	AM	12.5	B	21.1	C+	+10.1	0.182
					Afternoon	21.7	C+	26.6	C	+6.2	0.221
17	Jay Street and Scott Boulevard	Santa Clara	Signal	D	AM	14.8	B	14.4	B	-0.1	0.036
					Afternoon	23.4	C	20.6	C+	-3.3	0.044
18	Lafayette Street and Walsh Avenue	Santa Clara	Signal	D	AM	18.5	B-	18.5	B-	0.0	0.003
					Afternoon	19.5	B-	19.4	B-	0.0	0.003
19	Lafayette Street and Central Expressway*	Santa Clara	Signal	E	AM	76.6	E-	77.9	E-	+1.9	0.005
					Afternoon	51.7	D-	51.7	D-	+0.3	0.009
20	De La Cruz Boulevard/Trimble Road and Central Expressway*	Santa Clara	Signal	E	AM	36.6	D+	37.0	D+	+0.3	0.005
					Afternoon	31.8	C	32.3	C-	+0.6	0.005
21	Corvin Drive/Oakmead Parkway and Central Expressway*	Sunnyvale	Signal	E	AM	<b>93.0</b>	<b>F</b>	<b>94.0</b>	<b>F</b>	<b>+1.5</b>	<b>0.003</b>
					Afternoon	36.3	D+	36.6	D+	+0.5	0.004
22	Lafayette Street and Duane Avenue	Santa Clara	Two-Way Stop (Average Delay) Signal Warrant Met?	D	AM	4.2	A	4.2	A	0.0	0.000
					Afternoon	9.7	A-	9.7	A-	0.0	0.000
23	Alfred Street and Space Park Drive	Santa Clara	One-Way Stop (Average Delay) Signal Warrant Met?	D	AM	6.3	A	8.8	A-	2.5	0.255
					Afternoon	6.3	A	9.0	A-	2.7	0.262
24	Alfred Street and Duane Avenue	Santa Clara	One-Way Stop (Average Delay) Signal Warrant Met?	D	AM	3.2	A+	3.2	A+	0.0	0.000
					Afternoon	4.1	A	4.1	A	0.0	0.000
					AM		No		No		
					Afternoon		No		No		

Notes:  
 \* Denotes CMP Intersections  
 Entries denoted in **bold** indicate conditions that exceed the applicable level of service standard.  
**Bold** indicate locations where the project is projected to cause an adverse effect.

## 7. Other Transportation Issues

---

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

- Site access and on-site circulation
- Parking
- School drop-off and pick-up activities
- Project's effect on pedestrian, bicycle, and transit facilities

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

### Site Access and Circulation

Site access and on-site circulation were evaluated using commonly accepted transportation planning principles, observations of existing site access and on-site circulation conditions, and information regarding both the existing and proposed site plans and on-site circulation patterns. According to MCA staff, as of October 2019, MCA has implemented some of the recommendations that were made in the 2019 TIA report for the project to improve site access and on-site circulation. These improvements have been incorporated into the latest project site plan (see Figure 13) and existing and proposed traffic flow plans (Figures 14 and 15, respectively) prepared by Arch Versa Architecture, dated March 4, 2020, which are the basis for this evaluation.

#### Existing Site Access and On-Site Circulation

Traffic conditions at the existing MCA site were observed in November 2017 during school drop-off (AM peak-hour) and pick-up (afternoon peak-hour) activities.

Field observations revealed that access to the existing MCA site is currently provided via three existing driveways along Scott Boulevard and one driveway along Alfred Street (labeled as Driveways 1-4 on Figure 13). Project driveways along Scott Boulevard are restricted to right-in and out access only while the project driveway along Alfred Street provides full access. These driveways provide access to both school traffic and traffic associated with other non-school related services provided on site.

The existing MCA-1 building is centrally located and is surrounded by parking. During school hours, the parking area along Space Park Drive (near Driveway 1 and referred hereafter as MCA-1 south parking area) is designated for school staff, the parking area along Alfred Street (or MCA-1 east parking area)

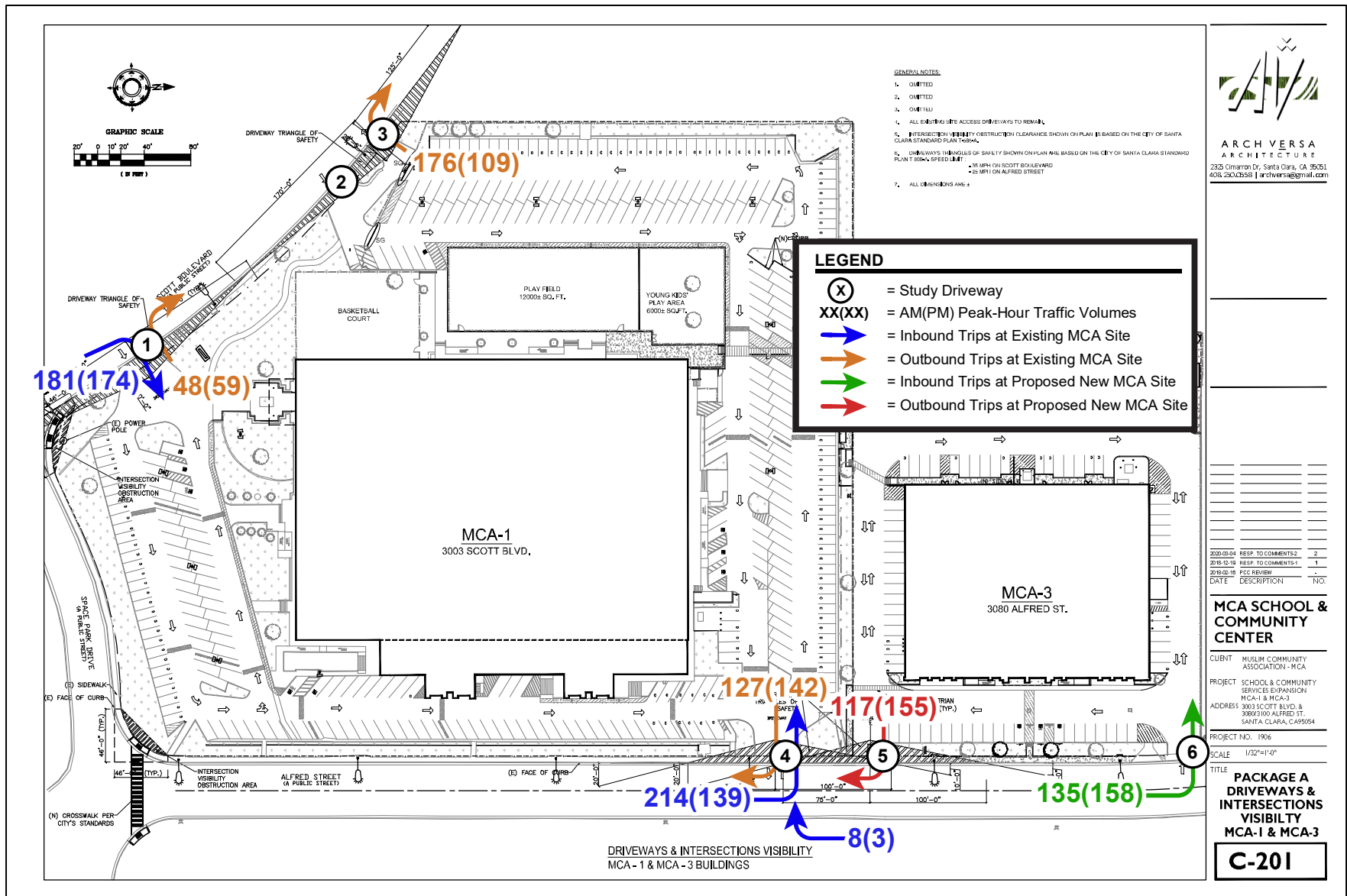


Figure 13  
Proposed Site Plan and Project Traffic at Site Driveways

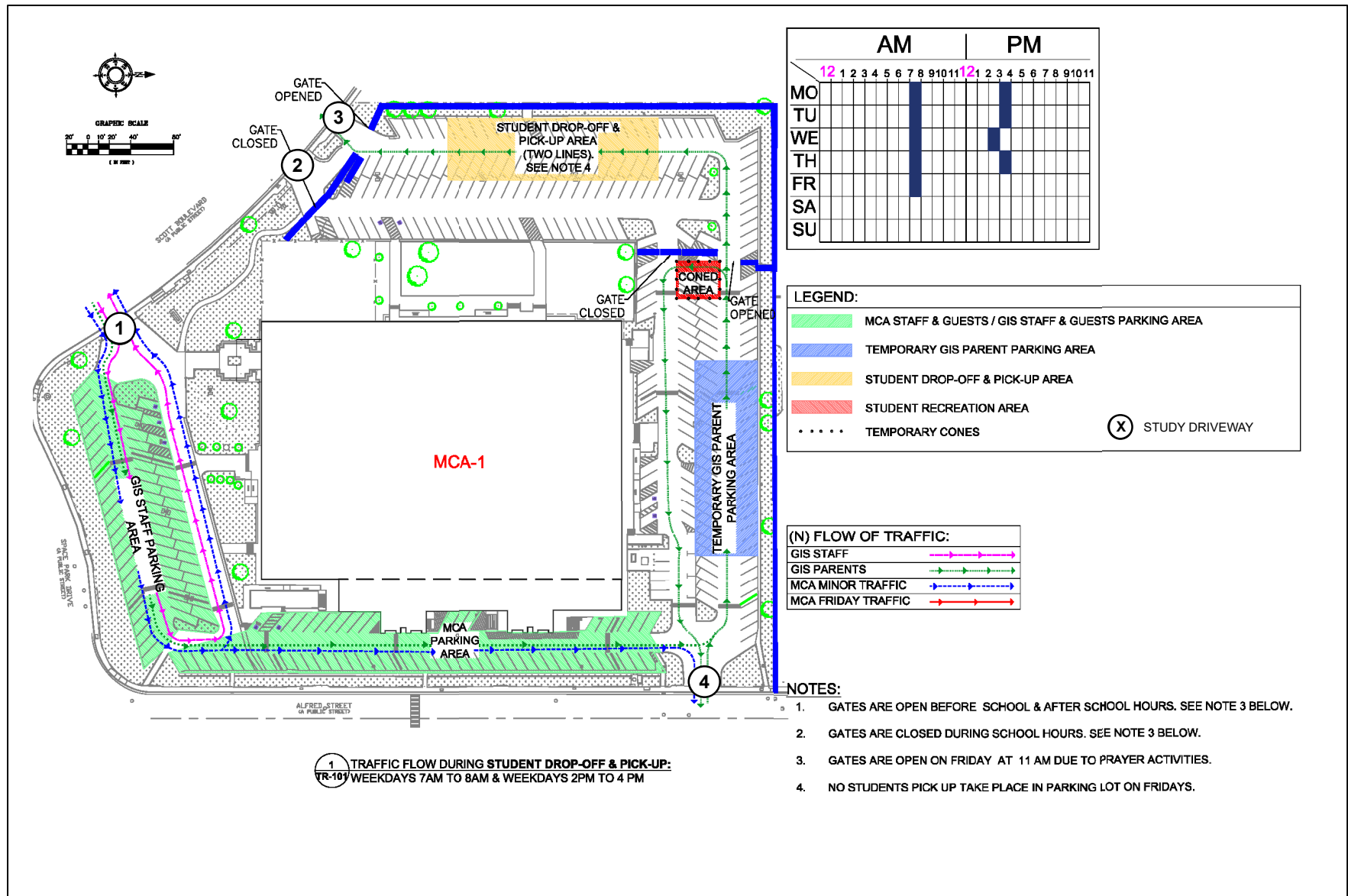


Figure 14  
Existing Vehicular On-Site Circulation Pattern

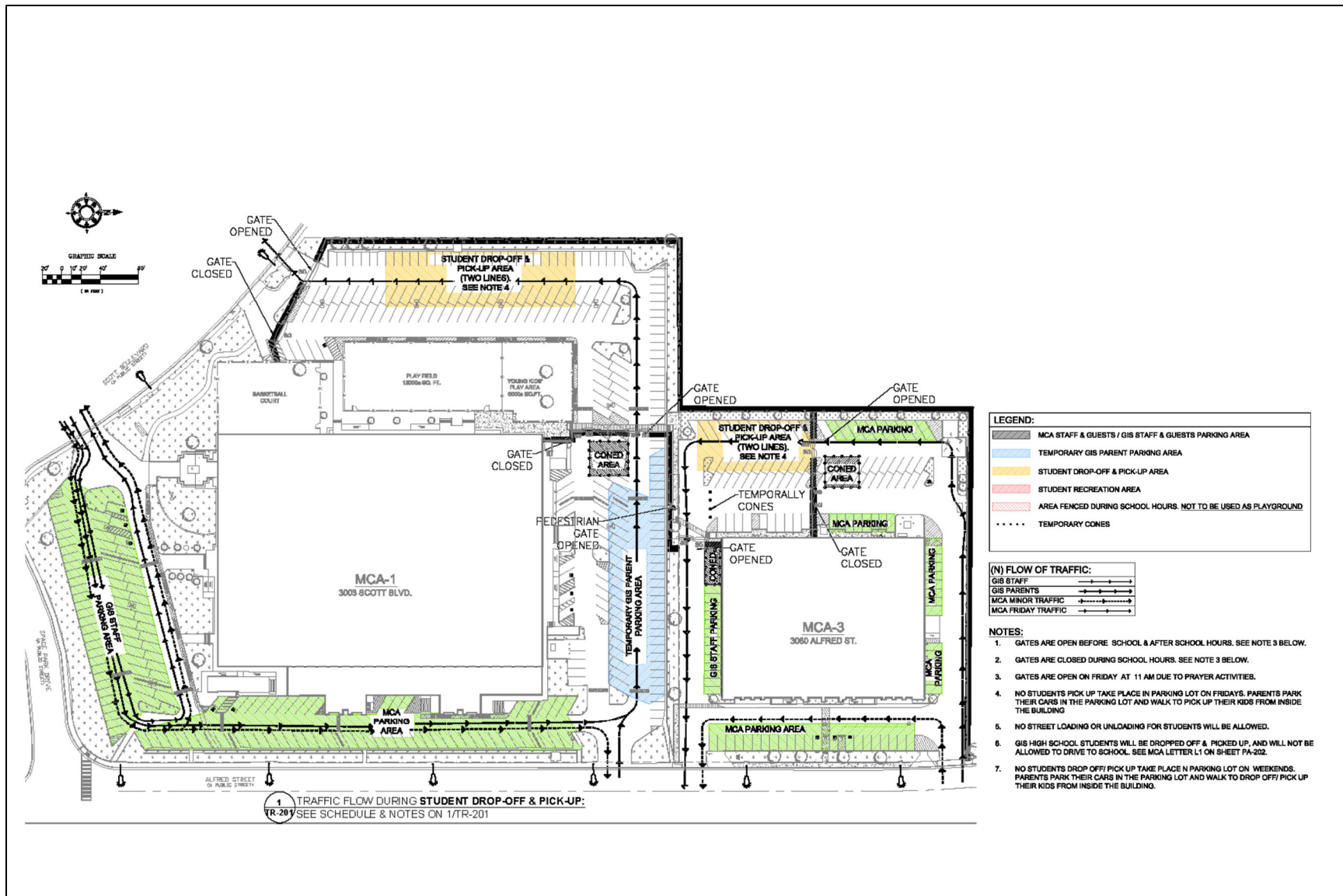


Figure 15  
 Proposed On-Site Vehicular Circulation Pattern

is designated for other non-school users, and the parking area along the north side of the building (near Driveway 4, or MCA-1 north parking area) is designated for school parents who may wish to park and walk their students to class. The parking area along the west side of the building (near Driveways 2 and 3, or MCA-1 west parking area) is designated as the drop-off/pick-up area at the beginning and end of the school day and is closed off as the student recreation area during school hours. During the school peak-hours, Driveways 1 and 4 provide both inbound and outbound access to school traffic, Driveway 3 provides outbound only access to school traffic, and Driveway 2 (an inbound only driveway) is closed off. Access to non-school traffic is limited to Driveway 1 (inbound and outbound access) and Driveway 4 (outbound only access). The existing site layout, site access and on-site circulation are shown graphically on Figure 14.

Drop-off and pick-up activities were observed to occur mainly within the designated drop-off/pick-up area. According to MCA staff, during the school peak hours (drop-off and pick-up times), school parents and staff are the main traffic generators, with a minor number of other non-school related visitors accessing the site. During these times, on-site traffic flow is directed in a one-way, counterclockwise direction to limit conflicting traffic movements when children are present. Parents were observed to enter the site via Driveways 1 and 4, circulate the parking lot to access the drop-off/pick-up area, and exit the site via Driveway 3. Some parents, as expected, were observed to park within the MCA-1 north parking area and walk to the school to drop-off/pick-up their children, then exit the site via Driveway 4.

During the AM peak-hour, a vehicular queue of up to 5 vehicles was observed in the northbound direction along Alfred Street at Driveway 4. The vehicular queue along Alfred Street formed due to the queue from the drop-off/pick-up area extending to Driveway 4 as parents dropped-off their children in the morning. Since traffic volumes along Alfred Street are relatively low, northbound through traffic on Alfred Street was observed to bypass the queue by driving on the opposite side of the road. No vehicular queues were observed to extend out of Driveway 1 (Scott Boulevard). The queue along Alfred Street was observed to last no more than 5 minutes. Overall, longer queues were observed during the morning drop-off than the afternoon pick-up since all grades started at the same time at the time the field observations were conducted, whereas dismissal times varied by grade level, in addition to some parents choosing to park to pick-up their students. Regardless, within 15-20 minutes of commencing drop-off/pick-up activities, it was observed that school (parent) traffic at the site was minimal. According to MCA staff, the school has modified their drop-off/pick-up procedures to include some of the recommendations made in the 2019 TIA report for the project, including the two-lane operations of the drop-off/pick-up area within the MCA-1 site and the presence of staff at the drop-off area and within the parking lot directing traffic and helping student loading/unloading, resulting in reduced queue lengths and improved traffic circulation within the site and along Alfred Street.

It should be noted that approximately 85 school trips during the AM peak-hour and 30 school trips during the afternoon peak hour were observed to utilize the adjacent site at 3033 Scott Boulevard (west of the existing MCA site, or MCA-2 site) to park and drop-off/pick-up their children. As a conservative approach and for the purpose of this analysis, it was assumed that school drop-off/pick-up activities would not be allowed at the adjacent site and all school traffic would have to access the existing MCA site. Therefore, school traffic observed to access the 3033 Scott Boulevard site was added to the existing MCA-1 site driveway counts and included as part of the trip generation estimates for the project.

### **Proposed Site Access**

Site access to the existing MCA-1 site would continue to be provided via Driveways 1-4, as under existing conditions. Access to specific driveways and on-site areas would continue to be restricted during different times of the day. Between the hours of 7:00 and 8:10 AM and 3:00 and 4:00 PM (student drop-off and pick-up time periods), Driveway 2 would be closed. During the regular school hours (Monday to Thursday 8:00 AM to 3:00 PM), both Driveways 2 and 3 and the drop-off/pick-up area

would be closed. During the non-school hours, and during the Friday special prayer service, all access driveways and parking areas would be accessible.

Access to the proposed MCA-3 site would be provided via its two existing driveways along Alfred Street (labeled Driveways 5 and 6 on Figure 13), with Driveway 5 providing outbound access and Driveway 6 providing inbound access. Peak-hour project trip estimates associated with the proposed school expansion were assigned to the MCA sites driveways and are shown graphically on Figure 13.

With the proposed staggered school start/end times, access to the MCA sites by school traffic would occur approximately 30 minutes apart. This will reduce the potential conflict between traffic to/from each of the sites that could occur if students of both sites would arrive/leave the site at the same time. Driveways 1, 2, and 4 were measured to be 34 to 38 feet wide. Driveways 3, 5, and 6, all of which provide one-way access, are shown to be 18 to 25 feet wide. According to the City of Santa Clara Municipal Code, Chapter 18.74 (Parking Regulations), two-way driveways providing access to all properties other than residential shall be a minimum width of at least twenty-four (24) feet and a maximum width of 30 feet. Approaches to one-lane driveways may be 20 feet wide. Based on these requirements, some of the existing project driveways do not meet City design standards.

Per City staff comments and recommendations, all project driveways, both existing and proposed, must satisfy City of Santa Clara design standards and must be Americans with Disabilities Act (ADA) compliant, per City Standard ST-9 (Commercial Driveway with Attached Sidewalk).

### **Emergency Vehicle Access**

All project site driveways would provide adequate width for larger vehicles (such as emergency vehicles, delivery trucks, and garbage trucks) to access the project site. The proposed MCA-1 site modifications would not affect the existing site access and circulation for emergency vehicles.

An emergency vehicle access plan was prepared by Arch Versa Architecture for the proposed MCA-3 site (see Figure 16). The plan shows emergency vehicles would enter the site via Driveway 6, circulate the site in a counterclockwise direction, and exist the site via Driveway 6. The available turn-radii are shown on the plan to be 28 feet with 26-foot-wide drive aisles, adequate for larger vehicle circulation. Based on the proposed plan and site layout, emergency vehicle access and circulation throughout the MCA-3 site would be adequate.

### **Pedestrian Access**

The MCA-1 site currently provides sidewalks along its entire site frontage. New sidewalks are proposed along the proposed MCA-3 site's frontage on Alfred Street. The project also is proposing to install Americans with Disabilities Act (ADA) compliant curb ramps (per current City standards) at the northeast corner of the Scott Boulevard/Space Park Drive intersection and at both north corners of the Alfred Street/Space Park Drive intersection. In addition, two audible ADA accessible pedestrian push buttons and a new high visibility (standard yellow) crosswalk are proposed to be installed along Alfred Street at Space Park Drive (north leg of the intersection).

Within the project site, various pedestrian walkways and connections would be provided between the parking areas and buildings (illustrated in Figure 16). Within the MCA-1 site, pedestrian access points along every side of the building would facilitate pedestrian movement between the parking areas and the building. Within the proposed MCA-3 site, sidewalks are proposed to be provided adjacent to the east and west sides of the building (front and back of building) and along the entire southern project site boundary (shared boundary between the two sites). Marked crosswalks/pedestrian connections also are proposed connecting the sidewalks along the MCA-3 site to the sidewalks along the site's shared boundary and those along Alfred Street, connecting the building to the parking areas and existing/future sidewalks along Alfred Street. A pedestrian gate also would be located along the sites' shared

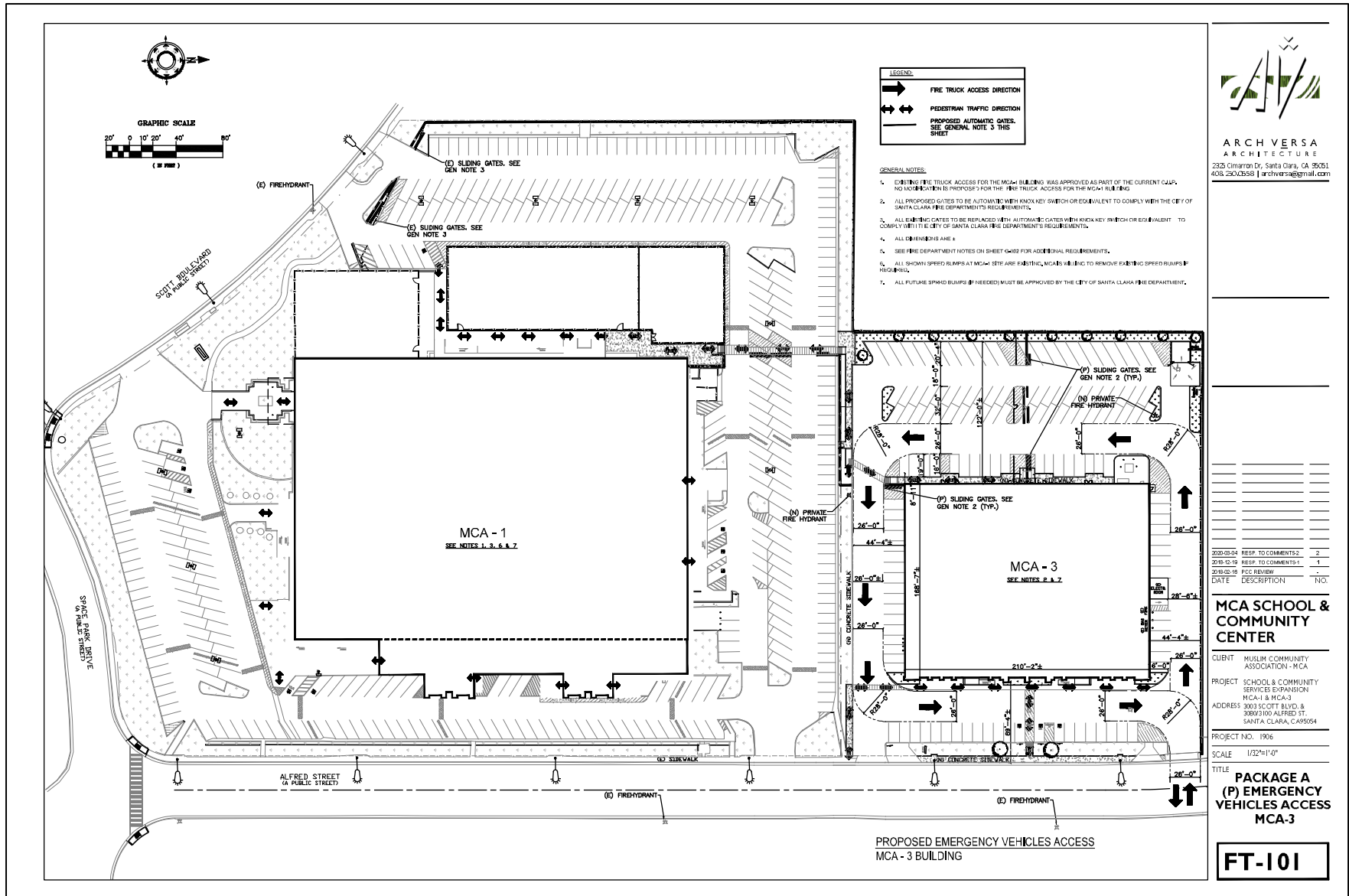


Figure 16  
MCA-3 Site Emergency Vehicle Access



boundary, along with a defined pathway across drive aisles, connecting the MCA-3 site with the MCA-1 site's play area.

With the existing and proposed pedestrian facilities within and in the vicinity of the project site, adequate pedestrian access to and from the project site to nearby pedestrian destinations, such as the bus stops along Scott Boulevard, would be provided. Therefore, pedestrian access to and from the project site would be adequate.

### **Recommended Site Access Improvements**

The following recommendations are made to promote adequate site access:

Design of Project Site. The design of the project site, including but not limited to driveways, sidewalks, drive aisles, turn radii, parking stalls, and signage should adhere to City of Santa Clara design standards. Per City staff comments and recommendations, all project driveways, both existing and proposed, must satisfy City of Santa Clara design standards and must be Americans with Disabilities Act (ADA) compliant, per City Standard ST-9 (Commercial Driveway with Attached Sidewalk).

### **School Zone Signage and Pavement Markings**

Various school area signs and pavement markings are currently located along the MCA-1 site frontage on Alfred Street (see Figure 17). These include the following:

- High visibility mid-block crosswalk (yellow crosswalk with longitudinal lines) along Alfred Street, across from the entrance to the MCA-1 building, connecting the MCA-1 site with the parking lot on the east side of Alfred Street (Santa Clara Vanguard parking lot).
- SLOW SCHOOL XING pavement markings on the approaches to the high visibility yellow crosswalk.
- California Manual on Uniform Traffic Control Devices (CA MUTCD) school zone sign assembly S1-1 and W16-9P (school crossing ahead sign) located on both sides of Alfred Street ahead of the high visibility yellow crosswalk.
- CA MUTCD school zone sign assembly S1-1 and W16-7P (school crossing sign) located on both sides of Alfred Street at the high visibility yellow crosswalk.
- CA MUTCD school zone sign R1-6 (State Law Yield to Pedestrian within Crosswalk) located in the middle of Alfred Street, at the high visibility yellow crosswalk.

For safety reasons, City staff has requested that the existing high visibility mid-block crosswalk and corresponding signage and pavement markings, described above, be removed.

It should be noted that the CA MUTCD, under Section 3B.18 (Crosswalk Markings), states that where it is desirable to remove a marked crosswalk, the removal may be accomplished by repaving or surface treatment. A marked crosswalk should not be eliminated by allowing it to fade out or be worn away. Additionally, the manual states that notification to the public shall be given at least 30 days prior to the scheduled removal of an existing marked crosswalk. The notice should inform the public how to provide input related to the scheduled removal and shall be posted at the crosswalk identified for removal.

In addition to the removal of the existing mid-block crosswalk, City staff has requested that the project install the following signage/pavement marking improvements:

- Add CA MUTCD school zone sign assembly SW24-1 (School Crosswalk Warning sign) along the westbound approach on Space Park Drive, between Kenneth Street and Alfred Street.



**Figure 17**  
Existing and Proposed School Zone Signs and Pavement Markings



Figure 17 (Continued)  
Existing and Proposed School Zone Signs and Pavement Markings

- Add CA MUTCD school zone sign assembly SW24-1 (School Crosswalk Warning sign) along the northbound and southbound approaches on Scott Boulevard.
- Add Centerline Detail 22 along Alfred Street.
- Replace existing standard yellow crosswalks with yellow high visibility (ladder crosswalks) and white setback limit line at the intersection of Scott Boulevard and Space Park Drive.
- Convert the north leg of the Alfred Street/Space Park Drive T-intersection from yield to stop-controlled, per City Standard Detail TR-8, and add a yellow high visibility crosswalk along the north leg of the intersection.

With the proposed project, the school campus would expand to the adjacent building (MCA-3). For this reason, it is also recommended that CA MUTCD school zone sign assembly SW24-1 be placed 100 feet north of the MCA-3 site inbound driveway (Driveway 6). These recommendations are illustrated on Figure 17.

### **Recommended School Zone Signage and Pavement Markings Improvements**

Removal of Existing School Signage and Pavement Markings. For safety reasons, City staff has requested that the existing high visibility mid-block crosswalk located along Alfred Street, across from the entrance to the MCA-1 building, and corresponding signage and pavement markings be removed (see Figure 17).

Installation of School Signage and Pavement Markings. The following signage and pavement markings were requested by City staff or recommended for consideration:

- Add CA MUTCD school zone sign assembly SW24-1 (School Crosswalk Warning sign) along the westbound approach on Space Park Drive, between Kenneth Street and Alfred Street. (City requested)
- Add CA MUTCD school zone sign assembly SW24-1 (School Crosswalk Warning sign) along the northbound and southbound approaches on Scott Boulevard. (City requested)
- Add Centerline Detail 22 along Alfred Street. (City requested)
- Replace existing standard yellow crosswalks with yellow high visibility (ladder crosswalks) and white setback limit line at the intersection of Scott Boulevard and Space Park Drive. (City requested)
- Convert the north leg of the Alfred Street/Space Park Drive T-intersection from yield to stop-controlled, per City Standard Detail TR-8, and add a yellow high visibility crosswalk along the north leg of the intersection. (City requested)
- Add CA MUTCD school zone sign assembly SW24-1 north of the MCA-3 site inbound driveway (Driveway 6). (Recommended)

### **Site Access Analysis**

#### **Intersection Operations Analysis**

The intersection operations analysis consists of an evaluation of vehicular queues at the primary intersections providing access to the project site, and at locations where the project would add a significant number of left-turns to the intersection. The queuing analysis is presented for informational purposes only, since neither the City of Santa Clara nor the CMP have defined any policies related to

queuing. Vehicle queues were estimated using a Poisson probability distribution, which estimates the probability of “n” vehicles for a vehicle movement using the following formula:

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

Where:

$P(x=n)$  = probability of “n” vehicles in queue per lane

$n$  = number of vehicles in the queue per lane

$\lambda$  = average number of vehicles in the queue per lane (vehicles per hour per lane/signal cycles per hour)

The basis of the analysis is as follows: (1) the Poisson probability distribution is used to estimate the 95<sup>th</sup> 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 95<sup>th</sup> 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 95<sup>th</sup> 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 95<sup>th</sup> percentile queue length would ensure that storage space would be exceeded only 5 percent of the time. The 95<sup>th</sup> percentile queue length is also known as the “design queue length”.

The site access operations analysis includes the following intersections:

- 9. San Tomas Expressway and Scott Boulevard\*
- 15. Scott Boulevard and Central Expressway\*
- 16. Scott Boulevard and Space Park Drive
- 23. Alfred Street and Space Park Drive

The results of the queuing analysis show that there is inadequate queue storage capacity at two of the above intersections to accommodate projected queue lengths. It should be noted that the maximum queue length projections are based on project traffic estimates calculated based on MCA’s existing trip generation characteristics. However, with the proposed project, MCA staff anticipates that approximately 20-30% of the new students would be siblings of existing students. Siblings, just as carpools, reduce the number of vehicular trips accessing the site. The anticipated number of new siblings was not accounted for in the trip generation estimates for the project. Reducing the number of new students to account for siblings would result in fewer trips generated by the school during the peak hours and shortened vehicular queue lengths at intersections.

The queuing analysis is summarized in Table 19. The vehicular queuing analysis (Poisson probability calculations) is included in Appendix F. Intersections projected to have left-turn queue storage deficiencies are discussed below.

### 9. San Tomas Expressway and Scott Boulevard

The queuing analysis indicates that the maximum vehicle queues for the southbound left-turn pockets at the San Tomas Expressway and Scott Boulevard intersection would exceed the existing vehicle storage capacity under project conditions during the AM peak-hour.

The *southbound left-turn* pockets currently provide 325 feet of vehicle storage per lane, which can accommodate approximately 13 vehicles per lane. The estimated 95<sup>th</sup> percentile vehicle queue for this movement is estimated to increase from 12 vehicles per lane under background conditions to 14

**Table 19**  
**Queuing Analysis Summary**

Measurement	9. San Tomas Expressway/ Scott Boulevard				15. Scott Boulevard/ Central Expressway				16. Scott Boulevard/ Space Park Drive				23. Alfred St/ Space Park Dr	
	SBL	SBL	WBL	WBL	EBL	EBL	SBL	SBL	SBL	SBL	WBL	WBL	EBL	EBL
	AM	Afternoon	AM	Afternoon	AM	Afternoon	AM	Afternoon	AM	Afternoon	AM	Afternoon	AM	Afternoon
<b>Existing Conditions</b>														
Cycle/Delay <sup>1</sup> (sec)	190	171	190	171	190	172	190	172	80	100	80	100	7.8	7.8
Lanes	2	2	2	2	2	2	2	2	1	1	1	1	1	1
Volume (vph)	187	125	63	70	134	52	32	164	85	120	95	128	161	141
Volume (vphpl)	94	63	32	35	67	26	16	82	85	120	95	128	161	141
Avg. Queue (veh/ln.)	5	3	2	2	4	1	1	4	2	3	2	4	0	0
Avg. Queue <sup>2</sup> (ft./ln)	123	74	42	42	88	31	21	98	47	83	53	89	9	8
95th % Queue (veh/ln.)	9	6	0	0	7	3	3	7	4	7	5	7	1	1
95th % Queue (ft./ln)	225	150	0	0	175	75	75	175	100	175	125	175	25	25
Storage (ft./ ln.)	325	325	225	225	625	625	250	250	225	225	150	150	250	250
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	<b>NO</b>	YES	YES
<b>Background Conditions</b>														
Cycle/Delay <sup>1</sup> (sec)	190	171	190	171	190	172	190	172	80	100	80	100	7.8	7.8
Lanes	2	2	2	2	2	2	2	2	1	1	1	1	1	1
Volume (vph)	273	157	70	70	145	54	67	218	85	120	95	128	161	141
Volume (vphpl)	136	79	35	35	73	27	33	109	85	120	95	128	161	141
Avg. Queue (veh/ln.)	7	4	2	2	4	1	2	5	2	3	2	4	0	0
Avg. Queue <sup>2</sup> (ft./ln)	180	93	46	42	96	33	44	130	47	83	53	89	9	8
95th % Queue (veh/ln.)	12	7	4	4	7	3	4	9	4	7	5	7	1	1
95th % Queue (ft./ln)	300	175	100	100	175	75	100	225	100	175	125	175	25	25
Storage (ft./ ln.)	325	325	225	225	625	625	250	250	225	225	150	150	250	250
Adequate (Y/N)	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	YES	<b>NO</b>	YES	YES
<b>Background Plus Project Conditions</b>														
Cycle/Delay <sup>1</sup> (sec)	190	171	190	171	190	172	190	172	80	100	80	100	9.0	8.5
Lanes	2	2	2	2	2	2	2	2	1	1	1	1	1	1
Volume (vph)	343	231	98	102	160	70	94	250	206	249	150	192	345	337
Volume (vphpl)	171	116	49	51	80	35	47	125	206	249	150	192	345	337
Avg. Queue (veh/ln.)	9	5	3	2	4	2	2	6	5	7	3	5	1	1
Avg. Queue <sup>2</sup> (ft./ln)	226	137	65	61	106	42	62	149	114	173	83	133	22	20
95th % Queue (veh/ln.)	14	10	5	5	8	4	5	10	8	11	7	9	3	2
95th % Queue (ft./ln)	350	250	125	125	200	100	125	250	200	275	175	225	75	50
Storage (ft./ ln.)	325	325	225	225	625	625	250	250	225	225	150	150	250	250
Adequate (Y/N)	<b>NO</b>	YES	YES	YES	YES	YES	YES	YES	YES	<b>NO</b>	<b>NO</b>	<b>NO</b>	YES	YES

<sup>1</sup> Vehicle queue calculations based on cycle length for signalized intersections and control delay for unsignalized intersections.  
<sup>2</sup> Assumes 25 feet per vehicle in the queue.  
<sup>3</sup> Eastbound approach assumed to be completed under background and background plus project conditions.  
 NB = Northbound, SB = Southbound, EB = Eastbound, WB = Westbound, R = Right, T = Through, L = Left.

vehicles per lane with the addition of project traffic during the AM peak-hour, exceeding the left-turn storage capacity by one vehicle per lane, or 50 feet total. It may be possible to extend the existing southbound left-turn pockets an additional 25-50 feet by removing a portion of the raised center median.

As described above, anticipated sibling projections were not accounted for in the trip generation estimates for the project. Applying a 20% reduction to the proposed number of new students to account for siblings would eliminate the projected queue deficiency at this location.

**16. Scott Boulevard and Space Park Drive**

The queuing analysis indicates that the maximum vehicle queues for the southbound and the westbound left-turn pockets at the Scott Boulevard and Space Park Drive intersection would exceed the existing vehicle storage capacity under project conditions during at least one of the peak hours.

The *southbound left-turn* pocket currently provides 225 feet of vehicle storage, which can accommodate approximately nine vehicles. The estimated 95<sup>th</sup> percentile vehicle queue for this movement is estimated to increase from 7 vehicles under background conditions to 11 vehicles with the

addition of project traffic during the afternoon peak-hour, exceeding the left-turn pocket storage capacity by two vehicles, or 50 feet. It may be possible to extend the existing southbound left-turn pocket an additional 50 feet, however, this would require partial removal of the landscape center median, possibly including a tree. Extension of the existing southbound left-turn pocket beyond the required 50 feet is not possible due to an existing major utility pole situated within the median along Scott Boulevard.

As described above, anticipated sibling projections were not accounted for in the trip generation estimates for the project. In order to eliminate the projected queue deficiency at this location, a 35% reduction in the proposed number of new students to account for siblings would be required. It is anticipated that approximately 20-30% of the new students would be siblings of existing students. Conservatively assuming that only 20% of the new students represent siblings, an additional 10% reduction in the total student population departures during the PM peak-hour would be required to eliminate the projected queue deficiency at this location. The additional 10% reduction in PM peak-hour student departures (and consequently trips) could be achieved by implementing programs/methods aimed at reducing the amount of school traffic arriving/leaving the site during the school peak hours. For example, increasing the time between the proposed staggered school end times an additional 5 minutes (from 30 to 35 minutes) would spread vehicle arrivals/departures over a longer period of time, resulting in approximately 50 fewer student departures from the project site during the after-school peak-hour. Providing after school programs or implementing student carpools also would help reduce the number of school trips leaving the site during the school PM peak hour. Approximately 10% student participation in after school programs and/or carpools would be required in order to eliminate the projected queue deficiency at this location.

The *westbound left-turn* pocket currently provides 150 feet of vehicle storage, which can accommodate approximately six vehicles. The estimated 95<sup>th</sup> percentile vehicle queue for the westbound left-turn movement is estimated to increase from 5 and 7 vehicles under background conditions to 7 and 9 vehicles with the addition of project traffic during the AM and afternoon peak-hours, respectively, exceeding the left-turn pocket storage capacity during both peak hours. The existing westbound left-turn pocket could be extended an additional 75 feet by striping the turn-pocket up to the upstream intersection of Alfred Street/Space Park Drive.

### **On-Site Circulation**

With the proposed project, the existing parking layout on both the MCA-1 and proposed MCA-3 sites would remain relatively the same. Each site currently has drive aisles that provide for continuous circulation throughout the site with no dead-end aisles. No vehicular connection would be provided between the sites, and each of the sites would have a designated student drop-off/pick-up area. The drop-off/pick-up area for the MCA-1 site is located within the west parking area (behind the building). The drop-off/pick-up area for the proposed MCA-3 site would be located within the parking area on the west side of the building, adjacent to and north of the existing MCA site (see Figure 15).

Based on the proposed access and circulation plan, the proposed on-site circulation is consistent with the current procedures. During the school peak hours, all school traffic would enter the MCA-1 site via Driveways 1 and 4, access the parent parking lot (north parking area) or continue to the drop-off/pick-up area, and exit the site via Driveway 3. Parents accessing the proposed MCA-3 site would enter the site via Driveway 6, access the drop-off/pick-up area, and exit the site via Driveway 5. Inbound traffic would queue in a single line/drive aisle within the site up to the drop-off/pick-up area where two-lane operations would be implemented. The MCA-1 site would provide the most on-site queue storage capacity, providing approximately 950 feet of storage space from the drop-off/pick-up area to Driveway 4, plus additional storage from Driveway 4 to Driveway 1. At the proposed MCA-3 site, approximately 600 feet of queue storage capacity would be provided between the drop-off/pick-up area and Driveway

6. Traffic circulation within both sites would be primarily in the counterclockwise direction. School staff and other non-school traffic would utilize Driveways 1, 4, 5, and 6 during the school peak hours.

## **Drop-off and Pick-up Activity**

### **Existing Conditions**

School drop-off and pick-up operations and resulting queues were observed at the existing MCA site in November 2017. The existing drop-off/pick-up area operates with two lanes of traffic. Field observations revealed that for a period of approximately 5 minutes during the AM peak-hour, the inbound vehicular queue extended from the drop-off/pick-up area to Driveway 4 (a distance of approximately 950 feet), resulting in queue lengths of up to 5 vehicles along northbound Alfred Street. Conservatively assuming the length of a vehicle to be 25 feet, the observed maximum queue from the drop-off/pick-up area to Alfred Street is approximately 43 vehicles long. Based on the existing school size, the observed maximum queue length for the school is approximately 1 vehicle for every 11-12 students.

According to MCA staff, the school has modified their drop-off/pick-up procedures to include some of the recommendations made in the 2019 TIA report for the project, including the two-lane operations of the drop-off/pick-up area within the MCA-1 site and the presence of staff at the drop-off area and within the parking lot directing traffic and helping student loading/unloading, resulting in reduced queue lengths and improved traffic circulation within the site and along Alfred Street. Nevertheless, this drop-off and pick-up activity evaluation is based on the field conditions observed at the end of 2017.

### **With Project Conditions**

With the proposed project, the number of students accessing the MCA-1 site would increase from the existing 486 students (at the time the count data and field observations were conducted) to the proposed 600 students. Assuming the same drop-off/pick-up procedures that were observed will be in place, and based on the estimated queue length per student, it is estimated that with implementation of the proposed project, the queue length at the MCA-1 drop-off/pick-up area could potentially increase up to 53 vehicles, resulting in an additional 10 vehicles (15 vehicles total, or an approximately 375-foot queue) extending out of Driveway 4 onto Alfred Street. The distance between Driveway 4 and the intersection of Alfred Street/Space Park Drive is approximately 540 feet, therefore, the potential maximum queue length at Driveway 4 would not interfere with operations at the Alfred Street/Space Park Drive intersection.

At the proposed MCA-3 site, approximately 600 feet (or 24 vehicles) of queue storage capacity would be provided from the drop-off/pick-up area to Driveway 6. Based on the observed existing queue length at the MCA-1 site and assuming similar drop-off/pick-up procedures would be implemented at the MCA-3 site, a 300-student school would result in a queue length of approximately 25 to 27 vehicles. The estimated queue length for the proposed MCA-3 site could potentially extend beyond Driveway 6 onto Alfred Street by 1 to 3 vehicles, or up to 75 feet. The distance between Driveway 6 and Driveway 4 is approximately 320 feet, therefore, the potential maximum queue length at Driveway 6 would not interfere with operations at Driveway 4.

It should be noted that the estimated queue length at the MCA-1 site is associated with students in the lower grades, who may require assistance getting out of the vehicle, resulting in longer drop-off times and queue lengths. The drop-off activity at the proposed MCA-3 site would consist of students in the upper grades (middle and high school students), allowing for a more efficient and faster drop-off of students and shorter queue lengths. Additionally, the queue length estimates with the project assume that each new student represents one additional vehicle in the drop-off/pick-up queue. However, MCA staff anticipates that approximately 20-30% of the new students would be siblings of existing students. The new sibling students would have no effect on the drop-off/pick-up queue length. Assuming a 20% sibling reduction in the proposed number of students accessing each of the MCA sites, the projected



maximum queue length at the MCA-1 site would be approximately 48 vehicles with 10 of those vehicles (or 250 feet) extending out of Driveway 4. At the MCA-3 site, the maximum queue length would be reduced by approximately 3 vehicles, to a maximum of 24 vehicles, resulting in adequate queue storage capacity within the site.

With the proposed staggered school start/end times, the projected maximum queue lengths at each of the site's drop-off/pick-up areas would occur at different times (approximately 30 minutes apart), avoiding queue lengths from both sites extending along Alfred Street at the same time.

Below are recommendations that could be implemented at each project site to improve drop-off/pick-up procedures and prevent vehicular queues from extending beyond the project site onto Alfred Street. The traffic operations during drop-off/pick-up times will need to be monitored once the project is open to determine the appropriate set of measures to manage the loading/unloading processes efficiently and safely.

### **Recommended Drop-Off and Pick-Up Procedures Improvements**

The following recommendations are made to improve drop-off/pick-up procedures and reduce potential vehicular queue lengths:

#### **MCA-1 site**

Increasing site access via Driveway 1. In order to minimize the possibility of inbound vehicular queues forming along northbound Alfred Street at Driveway 4, it is recommended that the school monitor the inbound access at Driveways 1 and 4 and if necessary, implement a site access plan which would assign more inbound traffic to utilize Driveway 1. For example, access via Driveway 1 could be assigned to grades K through 5<sup>th</sup> while access via Driveway 4 could be assigned to grades 6<sup>th</sup> through 8<sup>th</sup>. Utilizing Driveway 1 provides additional storage space for vehicles to store within the site.

Maximize usage of drop-off/pick-up area. Measures should be taken to ensure efficient utilization of the drop-off/pick-up area. It is recommended that the drop-off/pick-up area be well defined with implementation of appropriate signage and pavement markings/signs clearly showing the student loading zone and each vehicle position. Two lanes of up to 200 feet each could be designated for student loading zone, with up to 8 vehicles within each lane being able to load/unload simultaneously. Monitoring of the area by staff members/parent volunteers is essential for the efficient and safe transfer of students between vehicles and the school campus. Staff members should be stationed along the length of the student loading zone to assist students in and out of vehicles and ensure they safely walk to and from the school campus.

Assign drop-off times for different grade levels. In order to ensure that arrival of the 600 students accessing the MCA-1 site is spread throughout the 35-minute designated drop-off time period, it is recommended that the school assigns drop-off times within the 35-minute time period to specific grade levels. For example, grades 4<sup>th</sup> through 8<sup>th</sup> could be assigned to be dropped-off between 7:35 and 7:50 AM and grades K through 3<sup>rd</sup> grade could be assigned to the 7:50-8:10 AM time period. This will avoid the typical 10-15 peak period commonly observed during school drop-offs.

#### **Proposed MCA-3 Site**

Maximize usage of drop-off/pick-up area. Measures should be taken to ensure efficient utilization of the drop-off/pick-up area. It is recommended that the drop-off/pick-up area be well defined with implementation of appropriate signage and pavement markings/signs clearly showing the student loading zone and each vehicle position. The student loading lanes should be designed to provide the maximum loading area possible. Staff members should be stationed along the student loading zone to monitor the efficient and safe transfer of students between vehicles and the school campus.

Minimize inbound queue length. In an effort to avoid the inbound queue from spilling onto Alfred Street, it is recommended that two-lane circulation be implemented from Driveway 6 up to the drop-off/pick-up area during the school peak hours (drop-off and pick-up periods) and/or the number of vehicle positions within the drop-off area be increased to serve a larger number of vehicles simultaneously. The drive aisle leading to the drop-off/pick-up area is shown on the site plan to be from 25 to 28 feet wide, adequate width to provide two temporary travel lanes. With two inbound lanes, the on-site queue storage capacity from the drop-off/pick-up area to Driveway 6 would be approximately 1,000 feet, providing adequate storage capacity to accommodate the estimated queue length. Increasing the number of vehicle positions/vehicles being unloaded/loaded within the drop-off/pick-up area also will increase the service rate, serving the projected vehicle queue length faster. Staff members must monitor the operations of the dual lane circulation and drop-off/pick-up area in order to avoid conflict between vehicles and to ensure no student loading/unloading occurs within the drive aisle, outside of the drop-off/pick-up area.

### **Both MCA Sites**

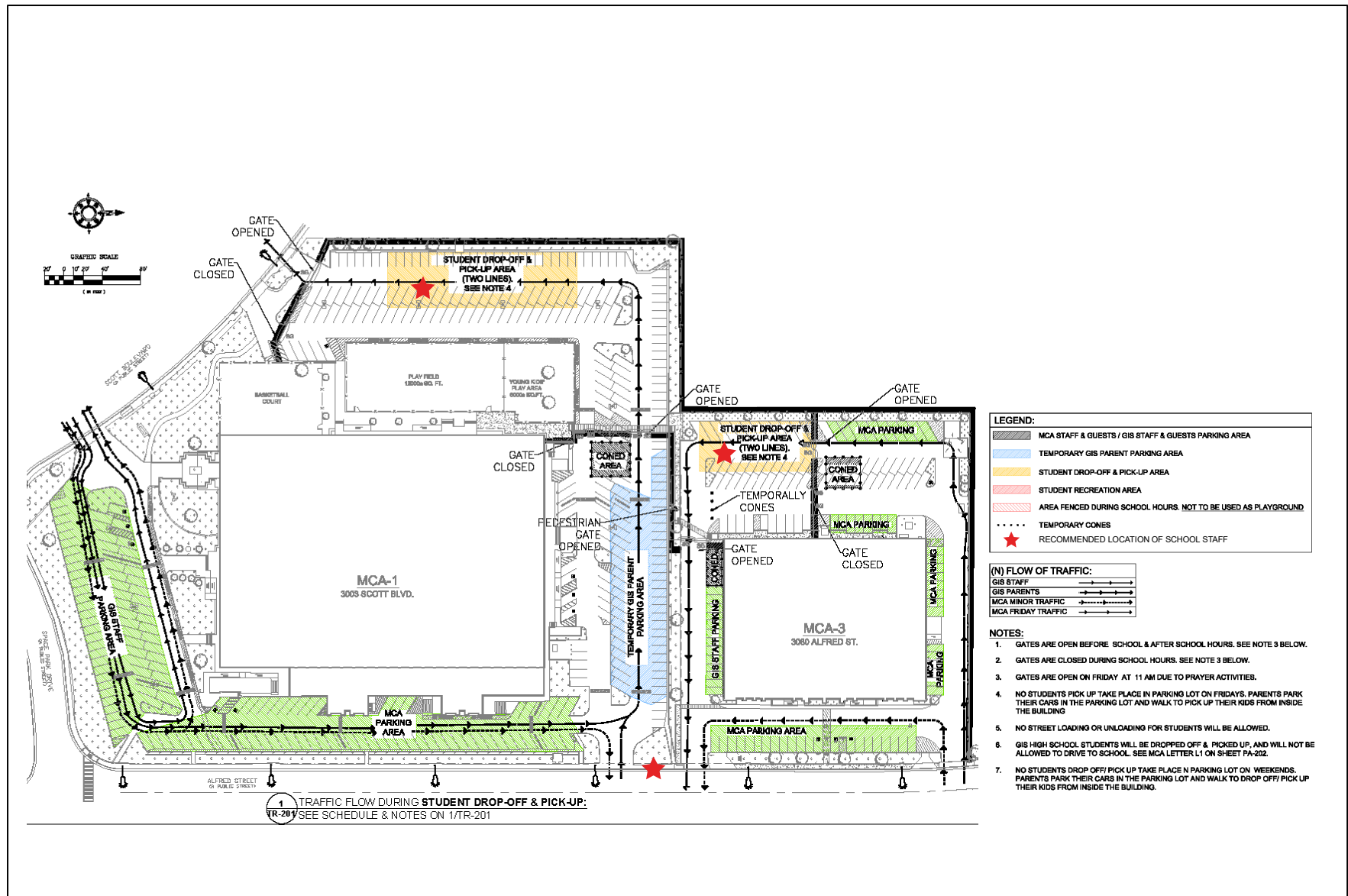
Minimize drop-off/pick-up time. In order to expedite student loading/unloading within the drop-off/pick-up area, it is recommended that parents display family name signs on their windshields as they enter the drop-off/pick-up area. A staff member should be positioned at the transition from the single-lane drive aisle to the drop-off area to obtain the names of students being picked up and radio ahead to staff at the loading zone. This will give staff the opportunity to ensure the student is ready for pick up by the time the parent reaches the loading zone.

Monitor site access and circulation during the school peak hours. School staff should monitor access and on-site circulation during the school peak hours to ensure orderly and safe access of the school sites, prevent unsafe vehicle movements, and direct traffic if necessary. At a minimum, it is recommended that two staff members be located within the drop-off areas at each MCA site to assist with the loading/unloading of students (see Figure 18). However, the number of staff assisting students at the drop-off area will be dictated by the number of lanes and drop-off positions being served. Another MCA staff member should be located between Driveways 4 and 5, managing/assisting inbound traffic at Driveway 4 and outbound traffic at Driveway 5. All monitoring staff should have a two-way radio to maintain communication with other staff in the parking lot/drop-off area.

## **Parking**

City staff requested that an evaluation of parking demand for the prayer services held at the existing MCA site (3003 Scott Boulevard) be completed, specifically during Friday prayer services. Though not applicable to this project (expansion of the existing school), parking demand during the midday prayer services on Friday (12:00 PM – 3:00 PM) were observed. Prayer services are held daily generally between 5:30 AM and 8:00 PM at various times throughout the day. However, attendance at the Friday midday prayer services is significantly greater than any of the other regular day scheduled services. According to MCA staff, the special prayer events, which include the Friday midday prayer service, the fasting month evening prayer (Ramadan prayer), and the twice-a-year holiday prayers (Eid prayer), are the largest traffic generator events that take place at the MCA-1 site, representing the peak parking demand for the site.

Observations of on-site and off-site parking were completed on February 14, 2014, between 11:00 AM and 3:00 PM. Observations indicated that on-site parking was fully occupied by 11:45 AM and prayer service attendees were parking in the adjacent property (Santa Clara Vanguard) parking lot. Parking at the adjacent 3033 Scott Boulevard building, which was vacant at the time of the parking observations, also was fully occupied. Parking within the Santa Clara Vanguard parking lot as well as all on street parking within a ¼ mile radius of the project site was fully occupied by 12:00 PM. Observations of on-



**Figure 18**  
Recommended Traffic Flow and Student Loading/Unloading Monitoring Positions

street parking within a ¼ mile radius of the project site prior to 11:30 AM indicated that approximately 70% of on-street parking spaces were unoccupied. Attendees were observed walking from surrounding on-street parking to the project site. It is apparent that on-street parking is fully utilized by attendees to the prayer services. City of Santa Clara Parking Enforcement also was observed patrolling the area. The parking enforcement officer indicated that parking during the Friday prayer services are an existing issue with many parking violations (use of “red curb” parking) and use of adjacent property parking drawing complaints from neighboring properties. Security at adjacent properties also was observed.

Therefore, it is evident that there is inadequate on-site and on-street parking to accommodate attendees of the Friday midday prayer services.

### Existing and Proposed Parking

With the proposed project and the acquisition of the MCA-3 site, additional parking spaces to serve the MCA sites will be available. According to project information, currently, there are a total of 363 parking spaces within the MCA-1 site, which include 11 non-conforming parking spaces. As mentioned above, the parking demand for the site is dictated by the special prayer events, which, according to the current conditional use permit (CUP), was determined to be 413 parking spaces. Since the MCA-1 site included only 365 parking spaces at the time the current CUP was issued, the City of Santa Clara granted MCA a parking variance for 48 parking spaces to make up for the additional parking spaces needed, which were not available on site.

With the proposed project, several parking spaces within the MCA-1 site will be lost to accommodate the proposed expansion of the playfield and playground areas. Additionally, the current 11 non-conforming parking spaces will either be corrected or eliminated, and three rows of 60-degree standard parking will be changed to 90-degree compact parking spaces. With the proposed changes, the MCA-1 site would provide a total of 361 parking spaces, representing a decrease of 2 parking spaces from existing conditions.

The proposed MCA-3 site would provide a total of 139 parking spaces, which would be utilized to serve the peak parking demand at the MCA sites. After completion of the proposed project, the MCA sites would be served by a total of 500 parking spaces (see Table 20). With the additional parking, the current parking variance for the MCA-1 site will no longer be needed.

**Table 20**  
**Proposed Parking Summary**

Type of Parking Space	Site		Total:
	MCA-1	MCA-2	
Standard	209	79	
Compact	143	57	
ADA Standard	7	2	
ADA Van	2	1	
	361	139	500

### Comparison to City of Santa Clara Parking Requirements

The peak parking demand at the project site occurs during the Friday afternoon prayer service, when the prayer halls are at full capacity and the school is in session. It is assumed that during the peak

parking demand, operations within other non-school facilities, which include office space, meeting/conference rooms and other community facilities, would cease. Based on these assumptions, parking for the following on-site uses must be provided during the peak parking demand:

#### MCA-1 Site

- Proposed school, consisting of 25 classrooms (and auxiliary uses) and 3 school offices
- Prayer halls (2), totaling approximately 23,880 s.f. (including incidental facilities, such as the women lounge and babysitting room) with a maximum capacity of 1,800 persons.

#### MCA-3 Site

- Proposed school, consisting of 11 classrooms (and auxiliary uses) and 3 school offices

It should be noted that high school students will not be allowed to drive to school. In a letter issued by MCA to the City of Santa Clara Planning Department (dated November 19, 2014), MCA states that high school students will need to be dropped-off at the school by their parents, carpool with other students, or take public transportation.

The City of Santa Clara Municipal Code (Section 18.74.020, Required Off-Street Parking) identifies the following parking requirements for the listed uses:

Churches: One space for each six individual seats or equivalent in the auditorium or church or one space per fifty (50) square feet of usable seating area, whichever is greater, plus one space for each classroom or office.

School (High school, college, universities): One parking space for each classroom or office plus one space for each ten students attending classes on the premises at any time during any twenty-four (24)-hour period.

School (nursery, elementary, and intermediate): One parking space for each classroom or office but in no case less than three spaces.

Based on the proposed MCA uses and size, and the applicable City of Santa Clara parking requirements, the MCA facility would be required to provide a total of 524 on-site parking spaces during the peak parking demand, based on the prayer halls square footage. Based on the maximum allowable occupancy at the prayer halls, the number of parking spaces required for the MCA facilities would be 346 spaces.

The parking requirements are summarized in Table 21 below.

#### **Americans With Disabilities Act Compliance**

The Americans with Disabilities Act (ADA) requires developments providing 401-500 parking spaces to provide 9 accessible parking spaces, and 501-1,000 parking spaces to provide accessible parking spaces representing 2 percent of the total number of spaces. Accessible parking spaces shall be at least 96 inches (8 feet) wide and shall be located on the shortest accessible route of travel from adjacent parking to an accessible entrance. In addition, one in every 8 accessible spaces, but no less than one, shall be served by an access aisle at least 96 inches wide and shall be designated as “van accessible”. It should be noted that the accessible parking spaces are not additional parking spaces but are part of the minimum parking spaces required.

Based on the above ADA requirements and the City of Santa Clara parking requirements, the MCA sites should provide a total of 11 accessible parking spaces, with a minimum of 1 space designated as van accessible spaces. As shown on Table 20, the project proposes to provide a total of 12 accessible parking spaces within both MCA sites, satisfying ADA parking requirements.

**Table 21  
Required Parking Estimates**

Land Use	Size	City of Santa Clara			
		Parking Rate	Required Parking		
<b>MCA-1 Site</b>					
School	25	classrooms	1 parking space per classroom or office	28	
	3	offices			
Prayer Halls	1,800	persons	1 parking space per six individual seats, or	300	
	23,880	s.f.	1 parking space per 50 s.f. of usable seating area	478	
	4	offices/facilities	+ 1 space per classroom or office	4	
<b>Subtotal:</b>				332	510
<b>MCA-3 Site</b>					
School	11	classrooms	1 parking space per classroom or office	14	
	3	offices			
<b>Total Parking Required for Both Sites:</b>				346	524
Source: City of Santa Clara Municipal Code, Section 18.74.020 (Required Off-Street Parking)					

## Potential Impacts on Pedestrians, Bicycles, and Transit

### Pedestrian Access

As discussed previously, pedestrian facilities consist of sidewalks, crosswalks, and pedestrian signals at signalized intersections. In the project vicinity, sidewalks are provided along the entire project frontage on Scott Boulevard, and although sidewalks are currently missing along segments of Alfred Street (including along the MCA-3 site frontage), new sidewalks are proposed to be installed along the MCA-3 site frontage, providing continuous sidewalks along the entire MCA frontage on Alfred Street.

In addition, the project is proposing pedestrian improvements at the intersections of Scott Boulevard and Space Park Drive and Alfred Street and Space Park Drive. These improvements include ADA compliant curb ramps (northeast corner of the Scott Boulevard/Space Park Drive intersection and at both north corners of the Alfred Street/Space Park Drive intersection) and two audible ADA accessible pedestrian push buttons along with a high visibility crosswalk along the north leg of the Alfred Street/Space Park Drive intersection.

As discussed previously, City staff also has requested implementation of the following improvements, which will enhance pedestrian safety in the immediate project area and connectivity between the project site and other pedestrian destinations in the area:

- Add CA MUTCD school zone sign assembly SW24-1 (School Crosswalk Warning sign) along the westbound approach on Space Park Drive, between Kenneth Street and Alfred Street.

- Add CA MUTCD school zone sign assembly SW24-1 (School Crosswalk Warning sign) along the northbound and southbound approaches on Scott Boulevard.
- Replace existing standard yellow crosswalks with yellow high visibility (ladder crosswalks) and white setback limit line at the intersection of Scott Boulevard and Space Park Drive.
- Convert the north leg of the Alfred Street/Space Park Drive T-intersection from yield to stop-controlled, per City Standard Detail TR-8, and add a yellow high visibility crosswalk along the north leg of the intersection.

### **Project's Effect on Pedestrian Facilities**

New pedestrian traffic potentially could be generated by the proposed project. Although the project site is surrounded primarily by office/employment land uses, various bus stops are located along Scott Boulevard, within what would be considered a walking distance (less than half one mile) from the project site.

With the existing and proposed pedestrian facilities within and in the vicinity of the project site, adequate pedestrian access to and from the project site to nearby pedestrian destinations, such as the bus stops along Scott Boulevard, would be provided. Therefore, pedestrian access to and from the project site would be adequate.

### **Bicycle Facilities**

There are numerous bike lanes and bike paths in the vicinity of the project site, including the Class II bike lanes along Scott Boulevard, which serve the project site directly and provide connections to other bicycle facilities in the area.

### **Project's Effect on Bicycle Facilities**

The proposed project could increase the demand for bicycle facilities in the vicinity of the project site. Assuming bicycle trips would comprise no more than one percent of the total project-generated trips, the project could generate 3-4 new bicycle trips during the peak hours. The potential demand could be easily served by the various bicycle facilities available in the immediate vicinity of the project site. Therefore, the potential increase in bicycle trips by the proposed project would not have an adverse effect on the existing bicycle facilities in the study area, and would not require new off-site bicycle facilities.

### **Transit Service**

The project area is served by various bus lines that serve bus stops located immediately adjacent to the project site.

### **Project's Effect on Transit Services**

Since the proposed project consists of a school, it is unlikely that students would use public transportation to access the school. However, due to the proximate location of a bus stop to the project site, it can be assumed that some of the high school students could utilize public transportation to access the school. Conservatively assuming a commute hour transit mode share of 1 percent, the project would generate no more than 3 new transit riders during the peak hours. Given that the project site is served directly by two local bus routes, no more than 2 new transit riders would access each of the available bus routes during the peak hours. Therefore, it is anticipated that the projected transit riders associated with the project could be accommodated by the existing transit services.

An evaluation of the effects of project traffic on transit vehicle delay also was completed. The analysis was completed for all transit routes currently traveling through the study intersections, and utilizes

information presented in the preceding chapter under the intersection level of service analysis. The results of the transit delay analysis are presented in Table 22. The analysis shows that the traffic associated with the proposed project would increase delay to transit vehicles by 27 seconds or less per vehicle. The VTA has not established policies related to transit vehicle delay. Thus, this data is presented for informational purposes only.

**Table 22**  
**Transit Delay Analysis Summary**

Route #	Study Area Street(s)	Direction	Projected Change in Transit Vehicle Delay (sec/veh)	
			AM	Afternoon
20	Scott Boulevard, Bowers Avenue, Mission College Boulevard, Agnew Road, Montague Expressway	EB	0.0	0.7
		WB	0.3	0.1
22/522	El Camino Real	EB	0.0	-0.1
		WB	0.0	0.0
21	Monroe Street	EB	0.0	0.1
		WB	1.7	0.2
57	Bowers Avenue	NB	4.0	0.8
		SB	1.1	0.5
59	Great America Parkway, Mission College Boulevard, Montague/San Tomas Expressway, Scott Boulevard and Monroe Street	NB	8.8	3.2
		SB	11.4	26.5

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



## 8. Conclusions

---

The potential impacts of the project were evaluated following the standards and methodologies set forth by the Cities of Santa Clara and Sunnyvale, and the Santa Clara Valley Transportation Authority (VTA) Congestion Management Program (CMP). The study includes an analysis of traffic conditions for the AM peak-hour and school afternoon peak-hour for 21 signalized intersections and three unsignalized intersections.

### CEQA VMT Analysis

The results of the VMT evaluation showed that with implementation of the proposed school expansion, the VMT per student is projected to decrease from 12 miles under existing conditions to 10.2 miles. Therefore, the proposed total number of students under project buildout conditions would not result in a significant impact on the transportation system.

The average VMT per employee for the total number of employees under project buildout conditions is estimated to be 17.2 miles, representing a decrease in VMT per employee from existing conditions. However, compared to the identified threshold of 15.56 VMT per employee, the total number of school employees would continue to generate per-employee VMT above the significance threshold. Therefore, the staff/employee portion of the project would result in a significant impact on the transportation system.

### Project Impact and Mitigation Measures

Based on the identified VMT impact thresholds for the analysis of the project, the project would need to implement VMT reduction measures to achieve a 10% reduction (17.2 to 15.56) in its average VMT per employee to reduce its impact to less than significant levels. The project's VMT per employee could be reduced with the implementation of Travel Demand Management (TDM) strategies.

Possible TDM measures applicable to the school employees were evaluated using the VTA VMT Evaluation Tool to quantify the effect they would have on the project employee VMT. Based on the list of selected VMT reduction measures included in the VMT evaluation tool, the following TDM measures could be implemented by the proposed project:

- TP05: Implement a Commute Trip Reduction Program. Per the VMT tool, implementation of this TDM measure could reduce the project's VMT per employee by approximately 5 percent with 100% employee participation.

- TP11: Alternative Transportation Benefits. Per the VMT tool, implementation of this TDM measure could reduce the project's VMT per employee by approximately 20 percent with 100% employee participation.

The combination of both of the above-listed TDM measures is projected to reduce the project's VMT per employee by no more than 20%, assuming 100% of the employees would participate in the programs. Since the proposed project requires a reduction in the employee VMT of approximately 10%, the VMT tool shows that an employee participation of 30% to 40% in alternative transportation benefits (TP11) would achieve the required reduction in VMT per employee. Therefore, the project would be required to implement a TDM plan with one (TP11) or a combination of the above two TDM measures to reduce the project VMT to less than significant levels.

## Local Transportation Analysis

### Intersection Level of Service Analysis

The results of the level of service analysis show that, based on City of Santa Clara and CMP level of service standards, the project is not projected to adversely affect any of the study intersections under background plus project conditions or cumulative plus project conditions.

## Other Transportation Issues

### Site Access

#### Emergency Vehicle Access

An emergency vehicle access plan was prepared by Arch Versa Architecture for the proposed MCA-3 site. The plan shows emergency vehicles would enter the site via Driveway 6 (northernmost driveway), circulate the site in a counterclockwise direction, and exist the site via Driveway 6. The available turn-radii are shown on the plan to be 28 feet with 26-foot-wide drive aisles, adequate for larger vehicle circulation. Based on the proposed plan and site layout, emergency vehicle access and circulation throughout the MCA-3 site would be adequate.

#### Pedestrian Access

With the existing and proposed pedestrian facilities within and in the vicinity of the project site, adequate pedestrian access to and from the project site to nearby pedestrian destinations, such as the bus stops along Scott Boulevard, would be provided. Therefore, pedestrian access to and from the project site would be adequate.

#### Recommended Site Access Improvements

Design of Project Site. The design of the project site, including but not limited to driveways, sidewalks, drive aisles, turn radii, parking stalls, and signage should adhere to City of Santa Clara design standards. Per City staff comments and recommendations, all project driveways, both existing and proposed, must satisfy City of Santa Clara design standards and must be Americans with Disabilities Act (ADA) compliant, per City Standard ST-9 (Commercial Driveway with Attached Sidewalk).

### School Zone Signage and Pavement Markings

Removal of Existing School Signage and Pavement Markings. For safety reasons, City staff has requested that the existing high visibility mid-block crosswalk located along Alfred Street, across from the entrance to the MCA-1 building, and corresponding signage and pavement markings be removed (see Figure 17).

Installation of School Signage and Pavement Markings. The following signage and pavement markings were requested by City staff or recommended for consideration:

- Add CA MUTCD school zone sign assembly SW24-1 (School Crosswalk Warning sign) along the westbound approach on Space Park Drive, between Kenneth Street and Alfred Street. (City requested)
- Add CA MUTCD school zone sign assembly SW24-1 (School Crosswalk Warning sign) along the northbound and southbound approaches on Scott Boulevard. (City requested)
- Add Centerline Detail 22 along Alfred Street. (City requested)
- Replace existing standard yellow crosswalks with yellow high visibility (ladder crosswalks) and white setback limit line at the intersection of Scott Boulevard and Space Park Drive. (City requested)
- Convert the north leg of the Alfred Street/Space Park Drive T-intersection from yield to stop-controlled, per City Standard Detail TR-8, and add a yellow high visibility crosswalk along the north leg of the intersection. (City requested)
- Add CA MUTCD school zone sign assembly SW24-1 north of the MCA-3 site inbound driveway (Driveway 6). (Recommended)

## **Site Access Analysis**

### **Intersection Operations Analysis**

The results of the queuing analysis show that there is inadequate queue storage capacity at two of the study intersections to accommodate projected queue lengths.

#### **9. San Tomas Expressway and Scott Boulevard**

The queuing analysis indicates that the maximum vehicle queues for the southbound left-turn pockets at the San Tomas Expressway and Scott Boulevard intersection would exceed the existing vehicle storage capacity under project conditions during the AM peak-hour by one vehicle per lane, or 50 feet total.

It may be possible to extend the existing southbound left-turn pockets an additional 25-50 feet by removing a portion of the raised center median.

As described above, anticipated sibling projections were not accounted for in the trip generation estimates for the project. Applying a 20% reduction to the proposed new students to account for siblings would eliminate the projected queue deficiency at this location.

#### **16. Scott Boulevard and Space Park Drive**

The queuing analysis indicates that the maximum vehicle queues for the southbound and the westbound left-turn pockets at the Scott Boulevard and Space Park Drive intersection would exceed the existing vehicle storage capacity under project conditions during at least one of the peak hours by two vehicles, or 50 feet.

It may be possible to extend the existing southbound left-turn pocket an additional 50 feet, however, this would require partial removal of the landscape center median, possibly including a tree. In order to eliminate the projected queue deficiency at this location, a 35% reduction in the proposed number of new students to account for siblings would be required. It is anticipated that approximately 20-30% of the new students would be siblings of existing students. Conservatively assuming that only 20% of the

new students represent siblings, an additional 10% reduction in the total student population departures during the PM peak-hour would be required to eliminate the projected queue deficiency at this location. The additional 10% reduction in PM peak-hour student departures (and consequently trips) could be achieved by implementing after-school and/or carpool programs, or by increasing the time between the proposed staggered school end times.

The estimated 95<sup>th</sup> percentile vehicle queue for the westbound left-turn movement is estimated to increase from 5 and 7 vehicles under background conditions to 7 and 9 vehicles with the addition of project traffic during the AM and afternoon peak-hours, respectively, exceeding the left-turn pocket storage capacity during both peak hours. The existing westbound left-turn pocket could be extended an additional 75 feet by striping the turn-pocket up to the upstream intersection of Alfred Street/Space Park Drive.

### **On-Site Circulation**

With the proposed project, the existing parking layout on both the MCA-1 and proposed MCA-3 sites would remain relatively the same. Each site currently has drive aisles that provide for continuous circulation throughout the site with no dead-end aisles. No vehicular connection would be provided between the sites, and each of the sites would have a designated student drop-off/pick-up area. The drop-off/pick-up area for the MCA-1 site is located within the west parking area (behind the building). The drop-off/pick-up area for the proposed new MCA site would be located within the parking area on the west side of the building, adjacent to and north of the existing MCA site.

### **Drop-off and Pick-up**

With the proposed project, the number of students accessing the MCA-1 site would increase from the existing 486 students (at the time the count data and field observations were conducted) to the proposed 600 students. Assuming the same drop-off/pick-up procedures that were observed will be in place, and based on the estimated queue length per student, it is estimated that with implementation of the proposed project, the queue length at the MCA-1 drop-off/pick-up area could potentially increase up to 53 vehicles, resulting in an additional 10 vehicles (15 vehicles total, or an approximately 375-foot queue) extending out of Driveway 4 onto Alfred Street. The distance between Driveway 4 and the intersection of Alfred Street/Space Park Drive is approximately 540 feet, therefore, the potential maximum queue length at Driveway 4 would not interfere with operations at the Alfred Street/Space Park Drive intersection.

At the proposed MCA-3 site, based on the observed existing queue length at the MCA-1 site and assuming similar drop-off/pick-up procedures would be implemented at the MCA-3 site, a 300-student school would result in a queue length of approximately 25 to 27 vehicles. The estimated queue length for the proposed MCA-3 site could potentially extend beyond Driveway 6 onto Alfred Street by 1 to 3 vehicles, or up to 75 feet. The distance between Driveway 6 and Driveway 4 is approximately 320 feet, therefore, the potential maximum queue length at Driveway 6 would not interfere with operations at Driveway 4.

Assuming a 20% sibling reduction in the proposed number of students accessing each of the MCA sites, the projected maximum queue length at the MCA-1 site would be approximately 48 vehicles with 10 of those vehicles (or 250 feet) extending out of Driveway 4. At the MCA-3 site, the maximum queue length would be reduced by approximately 3 vehicles, to a maximum of 24 vehicles, resulting in adequate queue storage capacity within the site

## **Recommended Drop-Off and Pick-Up Procedures Improvements**

### **MCA-1 site**

Increasing site access via Driveway 1. In order to minimize the possibility of inbound vehicular queues forming along northbound Alfred Street at Driveway 4, it is recommended that the school monitor the inbound access at Driveways 1 and 4 and if necessary, implement a site access plan which would assign more inbound traffic to utilize Driveway 1. For example, access via Driveway 1 could be assigned to grades K through 5<sup>th</sup> while access via Driveway 4 could be assigned to grades 6<sup>th</sup> through 8<sup>th</sup>. Utilizing Driveway 1 provides additional storage space for vehicles to store within the site.

Maximize usage of drop-off/pick-up area. Measures should be taken to ensure efficient utilization of the drop-off/pick-up area. It is recommended that the drop-off/pick-up area be well defined with implementation of appropriate signage and pavement markings/signs clearly showing the student loading zone and each vehicle position. Two lanes of up to 200 feet each could be designated for student loading zone, with up to 8 vehicles within each lane being able to load/unload simultaneously. Monitoring of the area by staff members/parent volunteers is essential for the efficient and safe transfer of students between vehicles and the school campus. Staff members should be stationed along the length of the student loading zone to assist students in and out of vehicles and ensure they safely walk to and from the school campus.

Assign drop-off times for different grade levels. In order to ensure that arrival of the 600 students accessing the MCA-1 site is spread throughout the 35-minute designated drop-off time period, it is recommended that the school assigns drop-off times within the 35-minute time period to specific grade levels. For example, grades 4<sup>th</sup> through 8<sup>th</sup> could be assigned to be dropped-off between 7:35 and 7:50 AM and grades K through 3<sup>rd</sup> grade could be assigned to the 7:50-8:10 AM time period. This will avoid the typical 10-15 peak period commonly observed during school drop-offs.

### **Proposed MCA-3 Site**

Maximize usage of drop-off/pick-up area. Measures should be taken to ensure efficient utilization of the drop-off/pick-up area. It is recommended that the drop-off/pick-up area be well defined with implementation of appropriate signage and pavement markings/signs clearly showing the student loading zone and each vehicle position. The student loading lanes should be designed to provide the maximum loading area possible. Staff members should be stationed along the student loading zone to monitor the efficient and safe transfer of students between vehicles and the school campus.

Minimize inbound queue length. In an effort to avoid the inbound queue from spilling onto Alfred Street, it is recommended that two-lane circulation be implemented from Driveway 6 up to the drop-off/pick-up area during the school peak hours (drop-off and pick-up periods) and/or the number of vehicle positions within the drop-off area be increased to serve a larger number of vehicles simultaneously. The drive aisle leading to the drop-off/pick-up area is shown on the site plan to be from 25 to 28 feet wide, adequate width to provide two temporary travel lanes. With two inbound lanes, the on-site queue storage capacity from the drop-off/pick-up area to Driveway 6 would be approximately 1,000 feet, providing adequate storage capacity to accommodate the estimated queue length. Increasing the number of vehicle positions/vehicles being unloaded/loaded within the drop-off/pick-up area also will increase the service rate, serving the projected vehicle queue length faster. Staff members must monitor the operations of the dual lane circulation and drop-off/pick-up area in order to avoid conflict between vehicles and to ensure no student loading/unloading occurs within the drive aisle, outside of the drop-off/pick-up area.

## Both MCA Sites

Minimize drop-off/pick-up time. In order to expedite student loading/unloading within the drop-off/pick-up area, it is recommended that parents display family name signs on their windshields as they enter the drop-off/pick-up area. A staff member should be positioned at the transition from the single-lane drive aisle to the drop-off area to obtain the names of students being picked up and radio ahead to staff at the loading zone. This will give staff the opportunity to ensure the student is ready for pick up by the time the parent reaches the loading zone.

Monitor site access and circulation during the school peak hours. School staff should monitor access and on-site circulation during the school peak hours to ensure orderly and safe access of the school sites, prevent unsafe vehicle movements, and direct traffic if necessary.

## Parking

### Existing and Proposed Parking

The proposed MCA-3 site would provide a total of 139 parking spaces, which would be utilized to serve the peak parking demand at the MCA sites. After completion of the proposed project, the MCA sites would be served by a total of 500 parking spaces.

### Comparison to City of Santa Clara Parking Requirements

Based on the parking requirements included in the City of Santa Clara Municipal Code (Section 18.74.020, Required Off-Street Parking) and the proposed MCA uses and size, the MCA facility would be required to provide a total of 524 on-site parking spaces during the peak parking demand, based on the prayer halls square footage. Based on the maximum allowable occupancy at the prayer halls, the number of parking spaces required for the MCA facilities would be 346 spaces.

## Potential Impacts on Pedestrians, Bicycles, and Transit

### Project's Effect on Pedestrian Facilities

New pedestrian traffic potentially could be generated by the proposed project. Although the project site is surrounded primarily by office/employment land uses, various bus stops are located along Scott Boulevard, within what would be considered a walking distance (less than half one mile) from the project site.

With the existing and proposed pedestrian facilities within and in the vicinity of the project site, adequate pedestrian access to and from the project site to nearby pedestrian destinations, such as the bus stops along Scott Boulevard, would be provided. Therefore, pedestrian access to and from the project site would be adequate.

### Project's Effect on Bicycle Facilities

The proposed project could increase the demand for bicycle facilities in the vicinity of the project site. Assuming bicycle trips would comprise no more than one percent of the total project-generated trips, the project could generate 3-4 new bicycle trips during the peak hours. The potential demand could be easily served by the various bicycle facilities available in the immediate vicinity of the project site. Therefore, the potential increase in bicycle trips by the proposed project would not have an adverse effect on the existing bicycle facilities in the study area, and would not require new off-site bicycle facilities.

**Project's Effect on Transit Services**

Since the proposed project consists of a school, it is unlikely that students would use public transportation to access the school. However, due to the proximate location of a bus stop to the project site, it can be assumed that some of the high school students could utilize public transportation to access the school. Conservatively assuming a commute hour transit mode share of 1 percent, the project would generate no more than 3 new transit riders during the peak hours. Given that the project site is served directly by two local bus routes, no more than 2 new transit riders would access each of the available bus routes during the peak hours. Therefore, it is anticipated that the projected transit riders associated with the project could be accommodated by the existing transit services.

An evaluation of the effects of project traffic on transit vehicle delay also was completed. The analysis was completed for all transit routes currently traveling through the study intersections, and utilizes information presented in the preceding chapter under the intersection level of service analysis. The analysis shows that the traffic associated with the proposed project would increase delay to transit vehicles by 27 seconds or less per vehicle. The VTA has not established policies related to transit vehicle delay. Thus, this data is presented for informational purposes only.

# **MCA School Expansion TA Technical Appendices**

March 10, 2023



## **Appendix A**

### **Traffic Counts**

## MCA Intersection Count Summary

Int. #	Intersection	Peak Hour	Count Date
1	Bowers Avenue and Monroe Street*	7-9AM	11/07/17
		2-4PM	11/07/17
2	Bowers Avenue and Walsh Avenue/Kifer Road*	7-9AM	11/07/17
		2-4PM	11/07/17
3	Bowers Avenue and Central Expressway*	7-9AM	11/07/17
		2-4PM	11/07/17
4	Bowers Avenue and Scott Boulevard*	7-9AM	11/07/17
		2-4PM	11/07/17
5	San Tomas Expressway and El Camino Real*	7-9AM	11/07/17
		2-4PM	11/07/17
6	San Tomas Expressway and Cabrillo Avenue	7-9AM	11/07/17
		2-4PM	11/07/17
7	San Tomas Expressway and Monroe Street*	7-9AM	11/07/17
		2-4PM	11/07/17
8	San Tomas Expressway and Walsh Avenue	7-9AM	11/07/17
		2-4PM	11/07/17
9	San Tomas Expressway and Scott Boulevard*	7-9AM	11/07/17
		2-4PM	11/07/17
10	Mission College Boulevard/Thomas Road and Montague Expressway*	7-9AM	11/07/17
		2-4PM	11/07/17
11	De La Cruz Boulevard/Agnew Road and Montague Expressway*	7-9AM	11/07/17
		2-4PM	11/07/17
12	Scott Boulevard and Monroe Street	7-9AM	11/07/17
		2-4PM	11/07/17
13	Scott Boulevard and Martin Avenue	7-9AM	11/07/17
		2-4PM	11/07/17
14	Scott Boulevard and Walsh Avenue	7-9AM	11/07/17
		2-4PM	11/07/17
15	Scott Boulevard and Central Expressway*	7-9AM	11/07/17
		2-4PM	11/07/17
16	Scott Boulevard and Space Park Drive	7-9AM	11/07/17
		2-4PM	11/07/17
17	Jay Street and Scott Boulevard	7-9AM	11/07/17
		2-4PM	11/07/17
18	Lafayette Street and Walsh Avenue	7-9AM	11/07/17
		2-4PM	11/07/17
19	Lafayette Street and Central Expressway*	7-9AM	11/07/17
		2-4PM	11/07/17
20	De La Cruz Boulevard/Trimble Road and Central Expressway*	7-9AM	11/07/17
		2-4PM	11/07/17
21	Corvin Drive/Oakmead Parkway and Central Expressway*	7-9AM	11/07/17
		2-4PM	11/07/17
22	Lafayette Street and Duane Avenue	7-9AM	11/07/17
		2-4PM	11/07/17
23	Alfred Street and Space Park Drive	7-9AM	11/07/17
		2-4PM	11/07/17
24	Alfred Street and Duane Avenue	7-9AM	11/07/17
		2-4PM	11/07/17

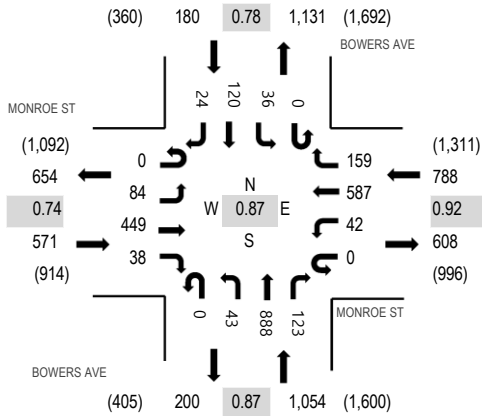
\* Denotes CMP Intersection



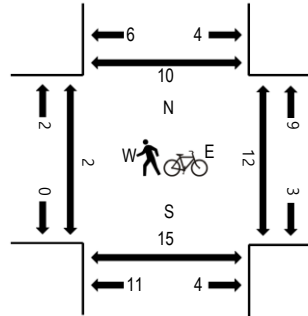
(303) 216-2439  
www.alltrafficdata.net

Location: 1 BOWERS AVE & MONROE ST AM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 08:00 AM - 09:00 AM  
Peak 15-Minutes: 08:45 AM - 09:00 AM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	MONROE ST Eastbound				MONROE ST Westbound				BOWERS AVE Northbound				BOWERS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	5	56	4	0	8	63	20	0	10	68	11	0	5	24	4	278	1,592	1	2	2	0
7:15 AM	0	6	54	3	0	8	85	19	0	7	89	18	0	9	37	4	339	1,818	1	4	4	4
7:30 AM	0	9	78	16	0	12	111	30	0	6	111	27	0	10	42	7	459	2,098	1	5	0	2
7:45 AM	0	16	86	10	0	15	125	27	0	11	161	27	0	7	26	5	516	2,365	3	0	1	0
8:00 AM	0	17	61	6	0	18	136	29	0	8	163	29	0	8	27	2	504	2,593	2	4	3	5
8:15 AM	0	17	92	10	0	11	125	55	0	10	224	29	0	9	32	5	619		0	3	1	1
8:30 AM	0	28	142	6	0	4	160	35	0	10	250	42	0	10	30	9	726		0	3	6	4
8:45 AM	0	22	154	16	0	9	166	40	0	15	251	23	0	9	31	8	744		0	1	4	0

**Peak Rolling Hour Flow Rates**

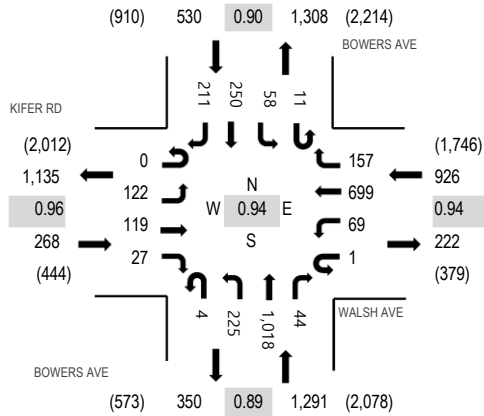
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
Lights	0	84	436	38	0	39	576	158	0	43	880	121	0	35	115	24	2,549
Mediums	0	0	13	0	0	3	11	1	0	0	7	2	0	1	5	0	43
Total	0	84	449	38	0	42	587	159	0	43	888	123	0	36	120	24	2,593



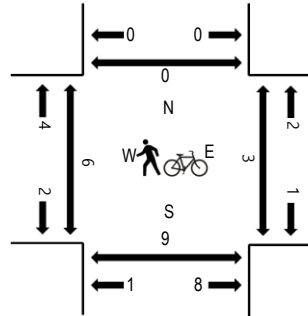
(303) 216-2439  
www.alltrafficdata.net

Location: 2 BOWERS AVE & WALSH AVE AM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 08:00 AM - 09:00 AM  
Peak 15-Minutes: 08:30 AM - 08:45 AM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	KIFER RD Eastbound				WALSH AVE Westbound				BOWERS AVE Northbound				BOWERS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	20	10	0	0	5	82	19	2	16	129	4	1	16	40	35	379	2,163	2	1	1	0
7:15 AM	0	18	23	5	1	5	121	39	2	19	139	11	1	10	42	23	459	2,500	1	0	0	0
7:30 AM	0	28	17	9	0	8	195	69	2	26	173	1	0	14	38	43	623	2,789	0	2	1	3
7:45 AM	0	22	20	4	0	14	228	34	3	38	212	10	2	20	44	51	702	2,966	0	0	0	0
8:00 AM	0	35	33	2	0	22	201	55	0	47	193	12	2	15	51	48	716	3,015	1	1	6	0
8:15 AM	0	32	21	7	1	13	168	36	2	64	274	5	5	20	60	40	748		1	1	2	0
8:30 AM	0	32	28	10	0	17	178	32	0	63	281	18	3	7	73	58	800		2	0	0	0
8:45 AM	0	23	37	8	0	17	152	34	2	51	270	9	1	16	66	65	751		2	0	1	0

**Peak Rolling Hour Flow Rates**

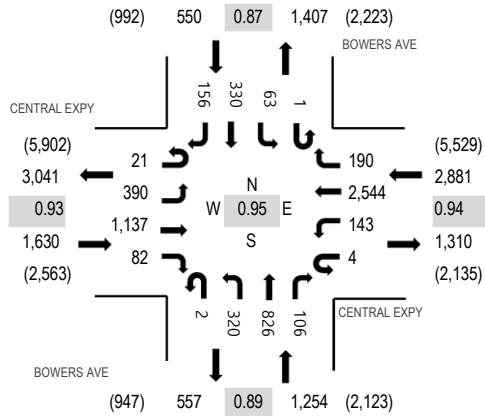
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	2	1	0	0	0	2	0	0	0	2	1	9
Lights	0	116	113	26	1	67	686	155	4	224	1,004	43	11	58	238	210	2,956
Mediums	0	6	5	1	0	0	12	2	0	1	12	1	0	0	10	0	50
Total	0	122	119	27	1	69	699	157	4	225	1,018	44	11	58	250	211	3,015



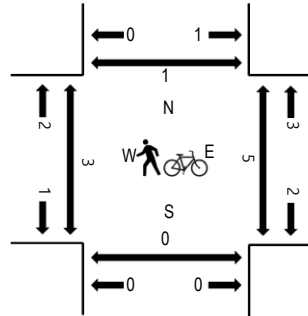
(303) 216-2439  
www.alltrafficdata.net

Location: 3 BOWERS AVE & CENTRAL EXPY AM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 08:00 AM - 09:00 AM  
Peak 15-Minutes: 08:45 AM - 09:00 AM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	CENTRAL EXPY Eastbound				CENTRAL EXPY Westbound				BOWERS AVE Northbound				BOWERS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	8	33	121	9	0	40	577	41	0	48	83	21	0	13	55	21	1,070	4,892	0	1	0	1
7:15 AM	5	33	130	3	1	22	675	27	0	71	105	18	0	9	45	43	1,187	5,270	0	2	0	0
7:30 AM	3	57	211	13	0	28	540	23	1	91	151	26	0	7	59	57	1,267	5,635	1	0	1	1
7:45 AM	3	54	226	24	0	26	607	41	0	63	168	23	0	19	65	49	1,368	6,015	0	0	0	0
8:00 AM	7	82	238	17	0	39	682	42	0	69	143	21	0	9	61	38	1,448	6,315	0	2	0	1
8:15 AM	7	103	295	23	3	37	580	49	1	94	204	27	0	11	79	39	1,552		0	0	0	0
8:30 AM	3	94	305	19	0	31	638	46	0	99	225	29	0	24	97	37	1,647		1	1	0	0
8:45 AM	4	111	299	23	1	36	644	53	1	58	254	29	1	19	93	42	1,668		1	2	0	0

**Peak Rolling Hour Flow Rates**

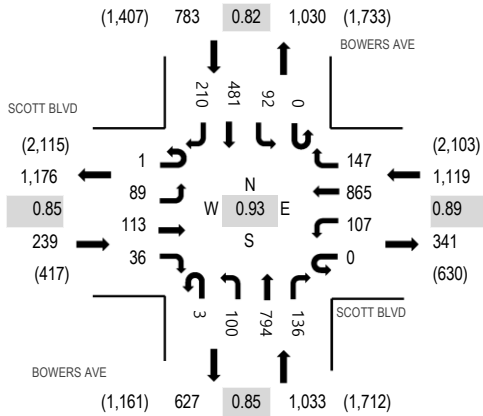
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	4	0	0	0	5	0	0	0	3	0	0	0	2	0	15
Lights	21	386	1,113	82	4	140	2,487	188	2	318	806	102	1	57	318	150	6,175
Mediums	0	3	20	0	0	3	52	2	0	2	17	4	0	6	10	6	125
Total	21	390	1,137	82	4	143	2,544	190	2	320	826	106	1	63	330	156	6,315



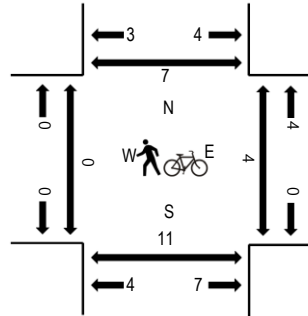
(303) 216-2439  
www.alltrafficdata.net

Location: 4 BOWERS AVE & SCOTT BLVD AM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 08:00 AM - 09:00 AM  
Peak 15-Minutes: 08:45 AM - 09:00 AM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	SCOTT BLVD Eastbound				SCOTT BLVD Westbound				BOWERS AVE Northbound				BOWERS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	8	14	3	0	18	85	26	1	12	98	19	0	20	81	39	424	2,465	0	2	2	3
7:15 AM	0	5	26	6	0	25	163	37	0	8	100	23	0	11	72	28	504	2,778	0	2	0	1
7:30 AM	0	17	34	14	0	38	209	38	0	23	141	23	0	25	112	41	715	3,052	1	1	1	1
7:45 AM	1	10	31	9	0	40	259	46	0	23	177	31	0	32	115	48	822	3,145	0	2	2	3
8:00 AM	0	14	36	5	0	28	239	50	1	13	150	35	0	23	103	40	737	3,174	0	0	2	0
8:15 AM	0	19	21	9	0	32	213	34	0	27	203	31	0	24	119	46	778		0	1	0	0
8:30 AM	1	20	29	15	0	16	198	35	0	27	241	36	0	26	117	47	808		0	3	3	4
8:45 AM	0	36	27	7	0	31	215	28	2	33	200	34	0	19	142	77	851		0	0	3	3

**Peak Rolling Hour Flow Rates**

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	2	2	0	0	1	3	0	0	0	1	0	9
Lights	1	88	111	32	0	100	852	146	3	98	774	134	0	88	463	204	3,094
Mediums	0	1	2	4	0	5	11	1	0	1	17	2	0	4	17	6	71
Total	1	89	113	36	0	107	865	147	3	100	794	136	0	92	481	210	3,174



(303) 216-2439  
www.alltrafficdata.net

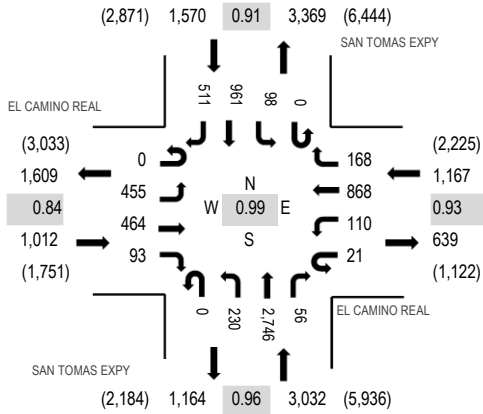
Location: 5 SAN TOMAS EXPY & EL CAMINO REAL AM

Date and Start Time: Tuesday, November 7, 2017

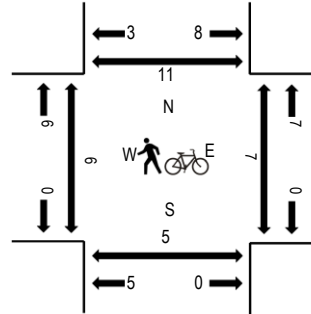
Peak Hour: 07:45 AM - 08:45 AM

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	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				SAN TOMAS EXPY Northbound				SAN TOMAS EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	33	49	14	0	28	172	19	0	50	621	10	0	8	179	82	1,265	6,055	0	2	0	0
7:15 AM	1	88	99	14	0	37	211	28	0	71	660	5	0	28	195	96	1,533	6,505	2	1	2	2
7:30 AM	0	104	83	13	0	33	247	16	0	76	626	4	0	22	209	121	1,554	6,683	0	1	4	4
7:45 AM	0	99	110	22	0	34	198	23	0	76	701	4	0	21	262	153	1,703	6,781	1	1	2	0
8:00 AM	0	96	71	18	13	20	224	40	0	56	725	10	0	22	278	142	1,715	6,728	0	1	0	3
8:15 AM	0	122	148	23	5	33	229	51	0	50	656	18	0	28	232	116	1,711		0	1	2	0
8:30 AM	0	138	135	30	3	23	217	54	0	48	664	24	0	27	189	100	1,652		0	1	0	3
8:45 AM	0	103	111	27	6	24	176	61	0	34	716	31	0	27	247	87	1,650		0	2	1	1

### Peak Rolling Hour Flow Rates

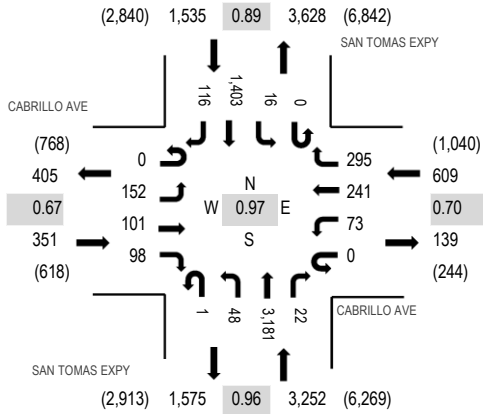
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	9	2	0	0	4	0	0	0	3	0	0	0	3	2	23
Lights	0	454	442	90	21	107	830	166	0	228	2,731	56	0	93	935	495	6,648
Mediums	0	1	13	1	0	3	34	2	0	2	12	0	0	5	23	14	110
Total	0	455	464	93	21	110	868	168	0	230	2,746	56	0	98	961	511	6,781



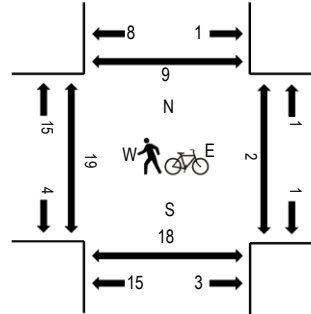
(303) 216-2439  
www.alltrafficdata.net

**Location:** 6 SAN TOMAS EXPY & CABRILLO AVE AM  
**Date and Start Time:** Tuesday, November 7, 2017  
**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	CABRILLO AVE Eastbound				CABRILLO AVE Westbound				SAN TOMAS EXPY Northbound				SAN TOMAS EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	14	6	6	0	20	29	49	0	9	656	5	0	5	267	16	1,082	5,135	1	0	4	0
7:15 AM	0	26	16	23	0	10	40	30	0	12	752	6	0	4	282	20	1,221	5,523	2	0	5	1
7:30 AM	0	28	28	52	0	14	70	33	1	18	716	5	0	3	348	42	1,358	5,740	0	5	15	0
7:45 AM	0	41	40	64	0	23	49	50	0	17	749	6	0	4	374	57	1,474	5,747	3	0	7	2
8:00 AM	0	31	15	11	0	11	46	47	1	7	849	5	0	6	421	20	1,470	5,632	2	0	2	0
8:15 AM	0	36	26	17	0	27	70	127	0	8	793	9	0	3	298	24	1,438		2	0	2	0
8:30 AM	0	44	20	6	0	12	76	71	0	16	790	2	0	3	310	15	1,365		0	0	0	0
8:45 AM	0	33	21	14	0	8	78	50	0	8	827	2	0	4	293	21	1,359		1	0	0	0

**Peak Rolling Hour Flow Rates**

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	13	1	16
Lights	0	151	99	98	0	72	239	294	1	47	3,155	22	0	15	1,365	111	5,669
Mediums	0	1	2	0	0	1	2	1	0	1	24	0	0	1	25	4	62
Total	0	152	101	98	0	73	241	295	1	48	3,181	22	0	16	1,403	116	5,747

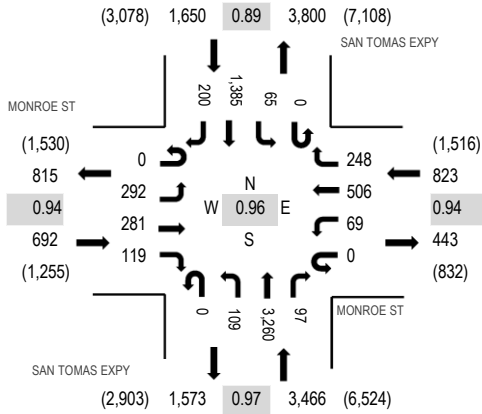




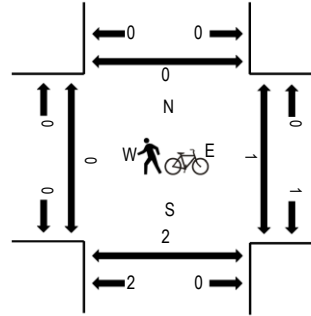
(303) 216-2439  
www.alltrafficdata.net

Location: 7 SAN TOMAS EXPY & MONROE ST AM  
Date and Start Time: Tuesday, November 7, 2017  
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	MONROE ST Eastbound				MONROE ST Westbound				SAN TOMAS EXPY Northbound				SAN TOMAS EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	39	36	13	0	16	80	42	0	24	631	12	0	12	270	52	1,227	5,842	0	0	0	0
7:15 AM	0	68	75	27	0	19	118	44	0	30	694	35	0	19	288	80	1,497	6,348	0	0	1	0
7:30 AM	0	71	69	34	0	27	111	49	0	23	701	32	0	14	307	44	1,482	6,497	0	0	0	0
7:45 AM	0	61	66	44	0	23	107	50	0	32	745	30	0	10	394	74	1,636	6,631	0	0	0	0
8:00 AM	0	65	61	28	0	19	127	60	0	28	855	18	0	18	398	56	1,733	6,531	0	0	0	0
8:15 AM	0	80	80	24	0	17	136	67	0	24	866	25	0	25	270	32	1,646		0	0	1	0
8:30 AM	0	86	74	23	0	10	136	71	0	25	794	24	0	12	323	38	1,616		0	0	0	0
8:45 AM	1	64	48	18	0	18	101	68	0	19	837	20	0	17	293	32	1,536		0	0	0	0

**Peak Rolling Hour Flow Rates**

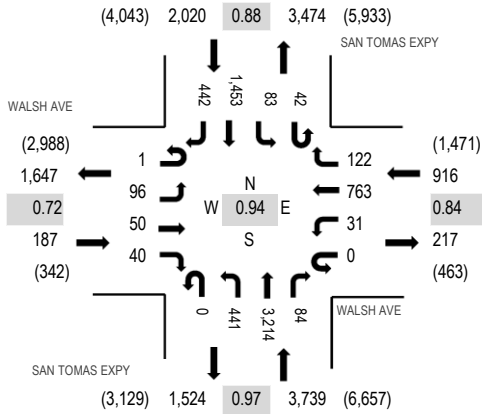
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	1	9	0	12
Lights	0	284	275	116	0	64	496	248	0	107	3,244	97	0	60	1,342	191	6,524
Mediums	0	8	6	3	0	5	10	0	0	2	14	0	0	4	34	9	95
Total	0	292	281	119	0	69	506	248	0	109	3,260	97	0	65	1,385	200	6,631



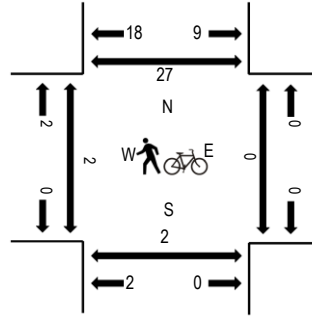
(303) 216-2439  
www.alltrafficdata.net

Location: 8 SAN TOMAS EXPY & WALSH AVE AM  
Date and Start Time: Monday, November 6, 2017  
Peak Hour: 08:00 AM - 09:00 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	WALSH AVE Eastbound				WALSH AVE Westbound				SAN TOMAS EXPY Northbound				SAN TOMAS EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	13	9	7	0	2	73	0	0	87	460	23	0	14	362	67	1,117	5,651	0	0	0	0
7:15 AM	0	22	11	8	0	5	108	3	0	99	603	53	1	20	376	116	1,425	6,350	0	0	0	0
7:30 AM	0	19	7	8	0	10	138	13	0	145	601	32	4	12	348	86	1,423	6,574	0	0	0	0
7:45 AM	1	30	18	2	0	9	170	24	0	125	661	29	5	18	468	126	1,686	6,857	3	0	0	1
8:00 AM	1	23	9	4	0	14	228	32	0	125	795	11	7	16	456	95	1,816	6,862	0	0	0	6
8:15 AM	0	26	10	5	0	4	169	17	0	128	816	22	5	14	320	113	1,649		0	0	0	2
8:30 AM	0	17	13	14	0	4	187	43	0	87	793	30	10	18	356	134	1,706		0	0	0	5
8:45 AM	0	30	18	17	0	9	179	30	0	101	810	21	20	35	321	100	1,691		1	0	2	13

**Peak Rolling Hour Flow Rates**

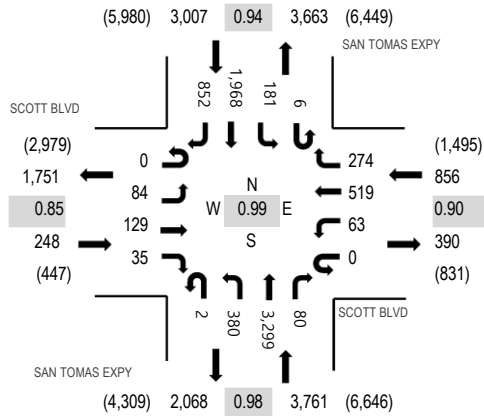
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	0	0	0	5	0	0	0	1	0	0	1	8	2	19
Lights	1	93	44	40	0	29	735	121	0	441	3,207	84	42	77	1,396	425	6,735
Mediums	0	2	5	0	0	2	23	1	0	0	6	0	0	5	49	15	108
Total	1	96	50	40	0	31	763	122	0	441	3,214	84	42	83	1,453	442	6,862



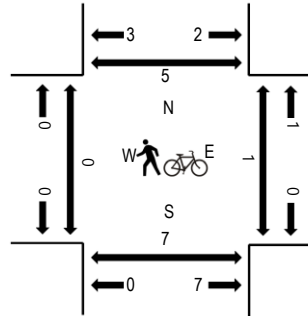
(303) 216-2439  
www.alltrafficdata.net

Location: 9 SAN TOMAS EXPY & SCOTT BLVD AM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 08:00 AM - 09:00 AM  
Peak 15-Minutes: 08:30 AM - 08:45 AM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	SCOTT BLVD Eastbound				SCOTT BLVD Westbound				SAN TOMAS EXPY Northbound				SAN TOMAS EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	7	18	6	0	7	30	35	1	45	540	3	3	51	484	110	1,340	6,696	0	0	0	0
7:15 AM	0	13	24	9	0	7	59	57	2	48	610	29	0	48	485	197	1,588	7,324	0	0	0	0
7:30 AM	0	18	34	9	0	18	106	62	1	93	739	33	0	46	584	148	1,891	7,695	0	0	0	0
7:45 AM	0	17	37	7	0	26	143	89	2	92	594	53	2	65	593	157	1,877	7,797	0	1	3	3
8:00 AM	0	16	25	6	0	35	104	81	0	95	827	23	3	40	525	188	1,968	7,872	0	0	1	1
8:15 AM	0	15	36	7	0	7	127	74	0	108	835	18	1	42	475	214	1,959		0	0	2	0
8:30 AM	0	28	34	11	0	10	168	63	1	106	807	17	0	50	481	217	1,993		0	0	3	2
8:45 AM	0	25	34	11	0	11	120	56	1	71	830	22	2	49	487	233	1,952		0	0	1	1

**Peak Rolling Hour Flow Rates**

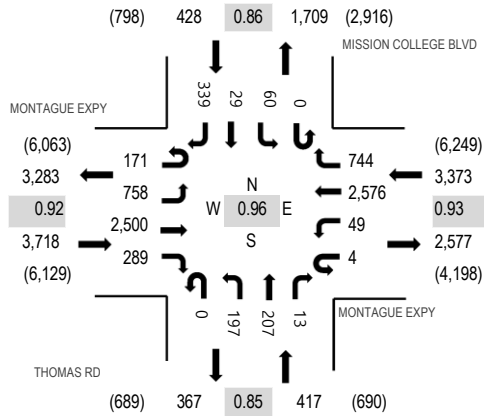
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	9	0	0	0	0	4	1	0	0	10	0	0	5	14	14	57
Lights	0	70	123	35	0	61	499	259	2	379	3,271	78	6	169	1,870	824	7,646
Mediums	0	5	6	0	0	2	16	14	0	1	18	2	0	7	84	14	169
Total	0	84	129	35	0	63	519	274	2	380	3,299	80	6	181	1,968	852	7,872



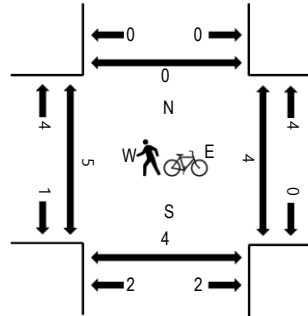
(303) 216-2439  
www.alltrafficdata.net

Location: 10 THOMAS RD & MONTAGUE EXPY AM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 08:00 AM - 09:00 AM  
Peak 15-Minutes: 08:30 AM - 08:45 AM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	MONTAGUE EXPY Eastbound				MONTAGUE EXPY Westbound				THOMAS RD Northbound				MISSION COLLEGE BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	26	103	282	41	3	17	520	81	0	28	22	8	0	8	4	60	1,203	5,930	4	3	1	0
7:15 AM	25	129	360	53	0	15	559	136	0	36	23	5	0	14	3	57	1,415	6,609	2	0	0	0
7:30 AM	23	169	426	56	0	13	570	171	0	35	23	3	0	14	7	106	1,616	7,228	1	2	1	0
7:45 AM	27	125	477	89	0	20	590	181	0	39	44	7	0	14	4	79	1,696	7,675	1	0	0	0
8:00 AM	35	205	497	73	2	23	639	195	0	47	51	1	0	16	5	93	1,882	7,936	1	0	0	0
8:15 AM	49	214	682	63	1	14	636	182	0	49	42	3	0	13	5	81	2,034		1	0	1	0
8:30 AM	37	158	675	78	1	7	716	189	0	51	49	2	0	12	4	84	2,063		1	1	0	0
8:45 AM	50	181	646	75	0	5	585	178	0	50	65	7	0	19	15	81	1,957		2	3	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	2	3	10	0	2	7	1	0	7	1	0	0	1	0	5	39
Lights	171	747	2,469	263	4	45	2,524	733	0	154	205	12	0	55	28	326	7,736
Mediums	0	9	28	16	0	2	45	10	0	36	1	1	0	4	1	8	161
Total	171	758	2,500	289	4	49	2,576	744	0	197	207	13	0	60	29	339	7,936



(303) 216-2439  
www.alltrafficdata.net

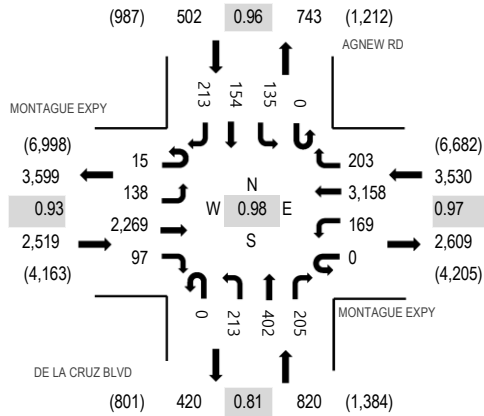
Location: 11 DE LA CRUZ BLVD & MONTAGUE EXPY AM

Date and Start Time: Tuesday, November 7, 2017

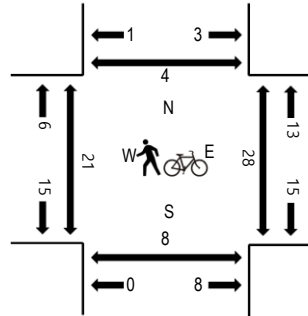
Peak Hour: 08:00 AM - 09:00 AM

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

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	MONTAGUE EXPY Eastbound				MONTAGUE EXPY Westbound				DE LA CRUZ BLVD Northbound				AGNEW RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	5	285	32	1	23	548	23	0	44	38	27	0	13	14	55	1,108	5,845	0	2	0	0
7:15 AM	2	30	330	29	0	29	713	31	0	44	55	25	0	15	28	81	1,412	6,565	1	2	1	0
7:30 AM	0	29	354	40	0	43	826	30	0	54	64	40	0	20	34	93	1,627	7,032	1	0	1	0
7:45 AM	1	32	431	44	0	33	798	54	0	60	78	35	0	20	32	80	1,698	7,210	2	9	0	0
8:00 AM	1	37	523	32	0	48	817	47	0	53	91	35	0	31	56	57	1,828	7,371	4	4	0	0
8:15 AM	4	42	555	25	0	57	757	42	0	68	108	79	0	33	50	59	1,879		5	9	1	1
8:30 AM	5	28	570	20	0	19	770	59	0	54	119	49	0	33	27	52	1,805		9	12	2	0
8:45 AM	5	31	621	20	0	45	814	55	0	38	84	42	0	38	21	45	1,859		3	3	5	3

**Peak Rolling Hour Flow Rates**

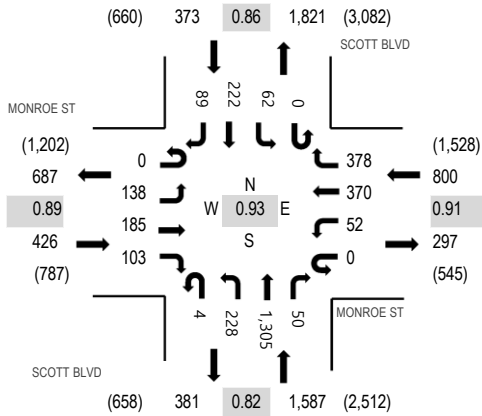
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	11	0	0	0	18	0	0	0	0	1	0	0	0	0	30
Lights	15	135	2,211	95	0	160	3,088	202	0	208	400	200	0	133	152	209	7,208
Mediums	0	3	47	2	0	9	52	1	0	5	2	4	0	2	2	4	133
Total	15	138	2,269	97	0	169	3,158	203	0	213	402	205	0	135	154	213	7,371



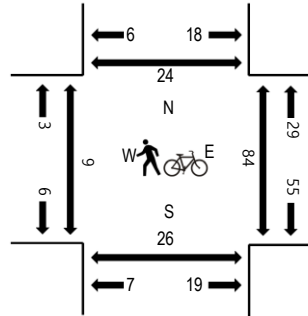
(303) 216-2439  
www.alltrafficdata.net

Location: 12 SCOTT BLVD & MONROE ST AM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 08:00 AM - 09:00 AM  
Peak 15-Minutes: 08:45 AM - 09:00 AM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	MONROE ST Eastbound				MONROE ST Westbound				SCOTT BLVD Northbound				SCOTT BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	26	30	11	0	15	69	80	0	27	131	3	0	15	34	13	454	2,301	0	1	0	4
7:15 AM	0	33	39	14	0	14	87	86	0	17	158	10	1	13	38	14	524	2,593	2	5	1	2
7:30 AM	0	41	44	20	0	17	90	96	0	29	217	11	0	13	40	25	643	2,818	5	4	2	5
7:45 AM	0	46	43	14	0	17	77	80	0	50	265	7	1	20	43	17	680	3,012	1	4	0	2
8:00 AM	0	30	49	26	0	20	102	98	1	48	248	15	0	19	66	24	746	3,186	0	17	6	10
8:15 AM	0	32	49	28	0	12	89	86	1	64	298	9	0	11	50	20	749		0	37	10	7
8:30 AM	0	44	54	25	0	11	94	97	2	58	350	12	0	15	54	21	837		0	22	9	3
8:45 AM	0	32	33	24	0	9	85	97	0	58	409	14	0	17	52	24	854		6	6	0	1

**Peak Rolling Hour Flow Rates**

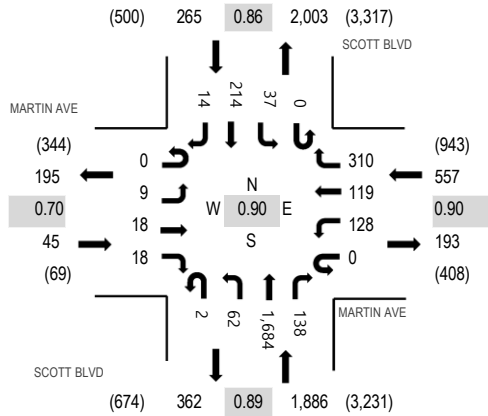
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	2	0	1	2	0	0	0	0	0	6
Lights	0	136	178	101	0	52	363	370	4	224	1,296	49	0	56	212	87	3,128
Mediums	0	2	6	2	0	0	7	6	0	3	7	1	0	6	10	2	52
Total	0	138	185	103	0	52	370	378	4	228	1,305	50	0	62	222	89	3,186



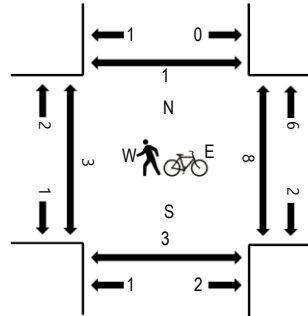
(303) 216-2439  
www.alltrafficdata.net

Location: 13 SCOTT BLVD & MARTIN AVE AM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 08:00 AM - 09:00 AM  
Peak 15-Minutes: 08:45 AM - 09:00 AM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	MARTIN AVE Eastbound				MARTIN AVE Westbound				SCOTT BLVD Northbound				SCOTT BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	2	5	4	0	25	13	36	0	6	201	40	0	8	38	2	380	1,990	0	0	0	0
7:15 AM	0	0	2	0	0	33	19	35	0	4	269	43	0	13	35	3	456	2,233	1	0	0	0
7:30 AM	0	1	5	2	0	32	25	43	3	13	332	34	0	10	50	4	554	2,425	1	2	0	0
7:45 AM	0	0	2	1	0	30	40	55	4	16	340	40	0	13	55	4	600	2,589	0	3	1	0
8:00 AM	0	1	5	6	0	32	32	59	0	17	357	33	0	13	65	3	623	2,753	0	0	0	0
8:15 AM	0	5	3	0	0	25	35	75	0	13	401	29	0	7	52	3	648		0	3	1	0
8:30 AM	0	1	2	6	0	41	29	74	0	17	444	44	0	6	50	4	718		2	2	2	0
8:45 AM	0	2	8	6	0	30	23	102	2	15	482	32	0	11	47	4	764		1	1	0	1

**Peak Rolling Hour Flow Rates**

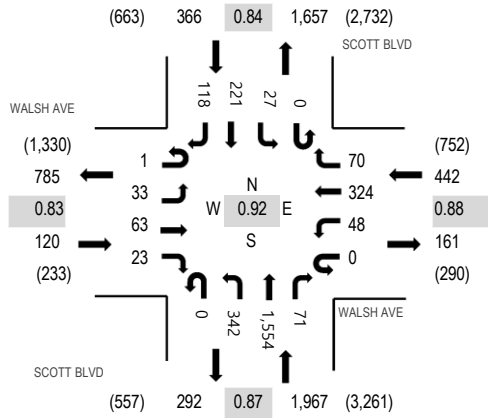
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	3	0	0	2	0	0	0	0	0	6
Lights	0	9	14	16	0	125	113	295	1	61	1,670	136	0	32	183	12	2,667
Mediums	0	0	3	2	0	3	6	12	1	1	12	2	0	5	31	2	80
Total	0	9	18	18	0	128	119	310	2	62	1,684	138	0	37	214	14	2,753



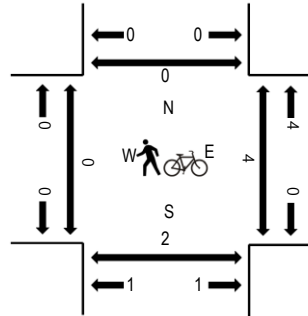
(303) 216-2439  
www.alltrafficdata.net

Location: 14 SCOTT BLVD & WALSH AVE AM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 08:00 AM - 09:00 AM  
Peak 15-Minutes: 08:45 AM - 09:00 AM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	WALSH AVE Eastbound				WALSH AVE Westbound				SCOTT BLVD Northbound			SCOTT BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
7:00 AM	0	6	8	4	0	7	27	6	0	32	187	18	0	5	47	9	356	2,014	0	0	0	0
7:15 AM	1	5	17	11	0	5	45	10	0	51	248	8	0	3	32	7	443	2,305	0	0	0	1
7:30 AM	1	1	10	10	0	8	93	11	0	70	291	14	0	3	53	21	586	2,572	0	0	4	0
7:45 AM	0	9	19	11	0	4	85	9	0	66	292	17	0	7	73	37	629	2,734	0	2	1	2
8:00 AM	0	3	18	3	0	5	77	14	0	70	331	15	0	10	71	30	647	2,895	0	3	0	0
8:15 AM	0	12	13	4	0	12	96	17	0	92	361	22	0	4	49	28	710		0	0	1	0
8:30 AM	0	14	19	7	0	16	80	19	0	91	407	11	0	6	47	31	748		0	0	1	0
8:45 AM	1	4	13	9	0	15	71	20	0	89	455	23	0	7	54	29	790		0	0	0	0

**Peak Rolling Hour Flow Rates**

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	5	1	0	1	3	0	0	0	0	1	12
Lights	1	32	57	21	0	42	307	62	0	336	1,529	70	0	20	212	113	2,802
Mediums	0	1	5	2	0	6	12	7	0	5	22	1	0	7	9	4	81
Total	1	33	63	23	0	48	324	70	0	342	1,554	71	0	27	221	118	2,895

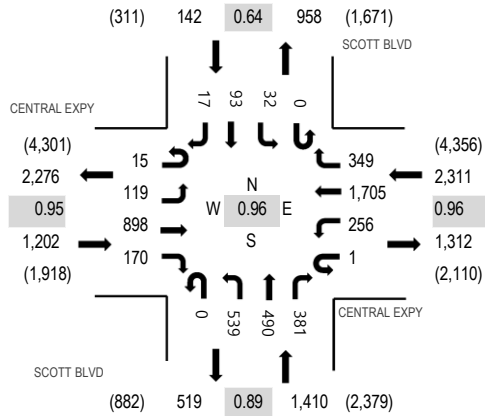




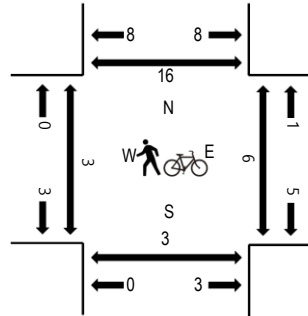
(303) 216-2439  
www.alltrafficdata.net

Location: 15 SCOTT BLVD & CENTRAL EXPY AM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 08:00 AM - 09:00 AM  
Peak 15-Minutes: 08:45 AM - 09:00 AM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	CENTRAL EXPY Eastbound				CENTRAL EXPY Westbound				SCOTT BLVD Northbound				SCOTT BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	5	116	22	0	30	452	48	0	94	33	44	0	3	18	6	871	3,899	2	0	1	4
7:15 AM	0	16	131	27	0	21	427	68	0	102	69	46	0	4	8	6	925	4,227	2	2	0	1
7:30 AM	1	24	136	33	0	41	351	107	0	92	119	76	0	13	21	9	1,023	4,564	1	1	0	1
7:45 AM	0	17	145	43	0	54	355	91	0	109	116	69	0	15	45	21	1,080	4,823	0	1	0	0
8:00 AM	2	12	214	46	0	54	430	90	0	122	97	83	0	13	30	6	1,199	5,065	0	0	0	0
8:15 AM	2	51	220	38	0	56	440	92	0	110	125	94	0	7	21	6	1,262		1	4	0	0
8:30 AM	9	30	248	30	1	68	391	90	0	141	129	111	0	7	23	4	1,282		2	0	0	0
8:45 AM	2	26	216	56	0	78	444	77	0	166	139	93	0	5	19	1	1,322		0	1	0	16

**Peak Rolling Hour Flow Rates**

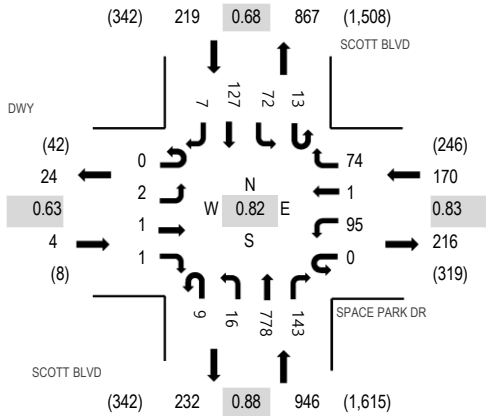
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	0	9	2	0	0	2	3	0	0	1	0	22
Lights	15	119	877	165	1	254	1,662	341	0	532	478	367	0	26	86	16	4,939
Mediums	0	0	16	5	0	2	34	6	0	7	10	11	0	6	6	1	104
Total	15	119	898	170	1	256	1,705	349	0	539	490	381	0	32	93	17	5,065



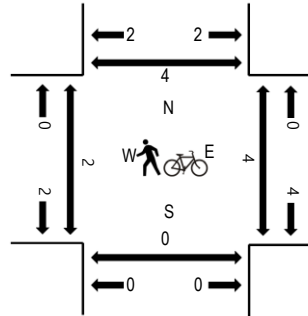
(303) 216-2439  
www.alltrafficdata.net

Location: 16 SCOTT BLVD & SPACE PARK DR AM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 07:30 AM - 08:30 AM  
Peak 15-Minutes: 07:45 AM - 08:00 AM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	DWY Eastbound				SPACE PARK DR Westbound				SCOTT BLVD Northbound				SCOTT BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	0	0	0	0	11	1	7	0	1	83	7	4	9	16	1	140	1,057	0	3	0	0
7:15 AM	0	1	0	0	0	4	0	9	0	3	93	21	3	15	16	1	166	1,237	0	2	0	2
7:30 AM	0	1	0	0	0	14	0	24	0	5	190	46	3	27	32	0	342	1,339	1	0	0	1
7:45 AM	0	0	1	1	0	34	1	16	4	2	203	63	2	30	50	2	409	1,304	0	0	0	0
8:00 AM	0	1	0	0	0	29	0	21	4	4	194	18	5	9	33	2	320	1,154	0	1	0	2
8:15 AM	0	0	0	0	0	18	0	13	1	5	191	16	3	6	12	3	268		1	3	0	1
8:30 AM	0	1	0	1	0	9	0	15	0	6	221	25	3	3	23	0	307		2	0	0	3
8:45 AM	0	1	0	0	0	12	0	8	1	4	192	12	0	11	17	1	259		0	1	0	2

**Peak Rolling Hour Flow Rates**

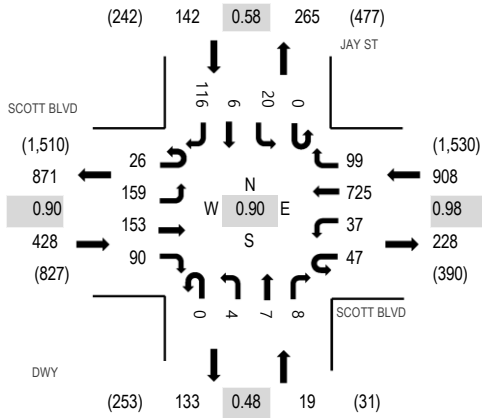
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
Lights	0	2	1	1	0	89	1	66	9	16	758	138	13	71	118	7	1,290
Mediums	0	0	0	0	0	5	0	7	0	0	19	5	0	1	9	0	46
Total	0	2	1	1	0	95	1	74	9	16	778	143	13	72	127	7	1,339



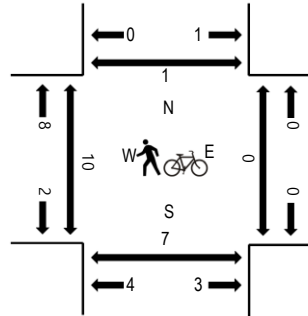
(303) 216-2439  
www.alltrafficdata.net

Location: 17 DWY & SCOTT BLVD AM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 07:30 AM - 08:30 AM  
Peak 15-Minutes: 07:45 AM - 08:00 AM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	SCOTT BLVD Eastbound				SCOTT BLVD Westbound				DWY Northbound				JAY ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	6	29	28	21	0	0	73	12	0	1	4	1	0	3	2	20	200	1,253	0	1	0	1
7:15 AM	6	30	59	14	2	4	101	14	0	1	0	0	0	3	1	20	255	1,412	3	0	7	1
7:30 AM	6	44	51	15	18	5	189	18	0	1	1	1	0	3	0	28	380	1,497	1	0	1	0
7:45 AM	5	47	54	19	16	8	166	30	0	1	5	5	0	13	4	45	418	1,459	5	0	2	1
8:00 AM	7	45	25	24	11	10	183	28	0	0	1	1	0	4	1	19	359	1,377	1	0	2	0
8:15 AM	8	23	23	32	2	14	187	23	0	2	0	1	0	0	1	24	340		2	0	0	0
8:30 AM	13	33	27	21	0	15	178	22	0	0	1	0	0	4	2	26	342		2	0	4	1
8:45 AM	14	40	30	28	1	10	164	26	0	2	1	1	0	3	2	14	336		2	0	0	0

**Peak Rolling Hour Flow Rates**

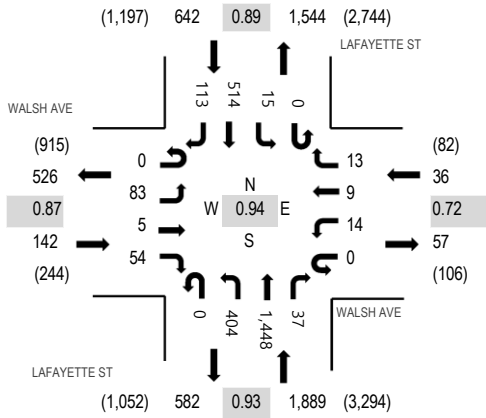
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	2
Lights	26	156	145	90	47	37	702	98	0	3	7	8	0	19	6	112	1,456
Mediums	0	3	8	0	0	0	22	1	0	1	0	0	0	1	0	3	39
Total	26	159	153	90	47	37	725	99	0	4	7	8	0	20	6	116	1,497



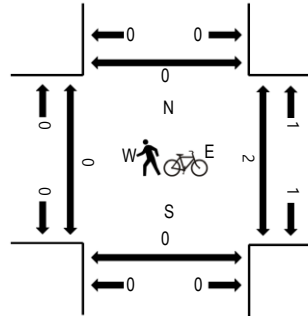
(303) 216-2439  
www.alltrafficdata.net

Location: 18 LAFAYETTE ST & WALSH AVE AM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 08:00 AM - 09:00 AM  
Peak 15-Minutes: 08:45 AM - 09:00 AM

### Peak Hour - All Vehicles



### Peak Hour - Pedestrians/Bicycles in Crosswalk



Note: Total study counts contained in parentheses.

### Traffic Counts

Interval Start Time	WALSH AVE Eastbound			WALSH AVE Westbound			LAFAYETTE ST Northbound			LAFAYETTE ST Southbound			Total	Rolling Hour	Pedestrian Crossings							
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North				
7:00 AM	0	6	3	10	0	3	6	5	0	34	210	5	0	2	89	28	401	2,108	0	0	0	0
7:15 AM	0	12	0	9	0	2	4	10	0	50	264	8	0	6	87	33	485	2,355	0	0	0	0
7:30 AM	0	20	0	8	0	1	1	3	0	90	329	6	0	2	93	28	581	2,534	0	0	0	0
7:45 AM	0	18	2	14	0	3	3	5	0	83	318	8	0	7	151	29	641	2,628	0	0	0	0
8:00 AM	0	19	2	15	0	4	2	4	0	75	339	6	0	2	151	29	648	2,709	0	1	0	0
8:15 AM	0	24	0	12	0	1	1	1	0	92	391	10	0	6	111	15	664		0	0	0	0
8:30 AM	0	11	0	18	0	4	3	2	0	96	358	16	0	5	129	33	675		0	0	0	0
8:45 AM	0	29	3	9	0	5	3	6	0	141	360	5	0	2	123	36	722		0	0	0	0

### Peak Rolling Hour Flow Rates

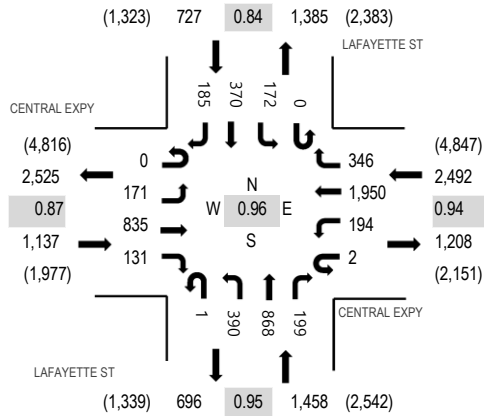
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	3	0	0	1	0	0	0	10	0	0	1	9	0	24
Lights	0	74	3	48	0	12	6	12	0	397	1,403	35	0	13	463	108	2,574
Mediums	0	9	2	3	0	2	2	1	0	7	35	2	0	1	42	5	111
Total	0	83	5	54	0	14	9	13	0	404	1,448	37	0	15	514	113	2,709



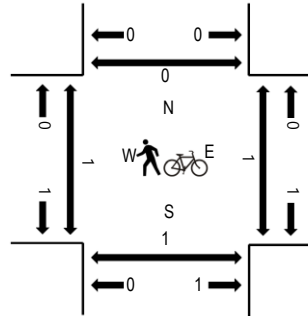
(303) 216-2439  
www.alltrafficdata.net

Location: 19 LAFAYETTE ST & CENTRAL EXPY AM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 08:00 AM - 09:00 AM  
Peak 15-Minutes: 08:30 AM - 08:45 AM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	CENTRAL EXPY Eastbound				CENTRAL EXPY Westbound				LAFAYETTE ST Northbound				LAFAYETTE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	24	102	25	0	70	502	65	0	88	87	37	0	39	54	42	1,135	4,875	0	1	0	0
7:15 AM	0	31	143	16	0	57	422	66	0	108	119	45	0	45	81	31	1,164	5,156	0	0	0	0
7:30 AM	0	36	167	21	0	50	433	94	0	93	180	59	0	43	71	25	1,272	5,436	1	0	1	0
7:45 AM	0	59	181	35	0	55	452	89	0	65	148	55	0	27	108	30	1,304	5,678	2	0	1	0
8:00 AM	0	38	160	33	0	53	440	93	0	104	231	47	0	55	118	44	1,416	5,814	0	1	0	0
8:15 AM	0	35	216	33	0	51	524	87	0	115	167	58	0	44	58	56	1,444		0	0	0	0
8:30 AM	0	42	256	30	2	40	523	88	0	85	241	43	0	28	99	37	1,514		0	0	0	0
8:45 AM	0	56	203	35	0	50	463	78	1	86	229	51	0	45	95	48	1,440		0	0	0	0

**Peak Rolling Hour Flow Rates**

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	5	6	1	0	6	9	0	0	2	4	4	0	2	6	2	47
Lights	0	158	815	123	1	174	1,917	336	1	377	826	179	0	152	331	172	5,562
Mediums	0	8	14	7	1	14	24	10	0	11	38	16	0	18	33	11	205
Total	0	171	835	131	2	194	1,950	346	1	390	868	199	0	172	370	185	5,814



(303) 216-2439  
www.alltrafficdata.net

Location: 20 DE LA CRUZ BLVD & CENTRAL EXPY AM

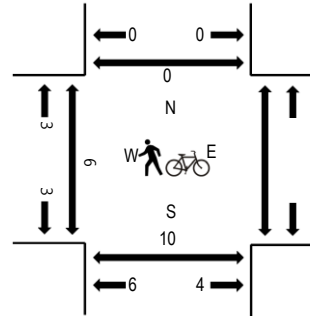
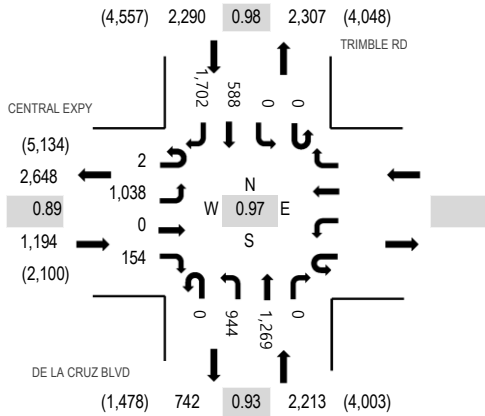
Date and Start Time: Tuesday, November 7, 2017

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

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

**Peak Hour - All Vehicles**

**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	CENTRAL EXPY				DE LA CRUZ BLVD			TRIMBLE RD				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound		Westbound		Northbound			Southbound						West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right					
7:00 AM	0	157	0	21	0	210	179	0	0	0	115	421	1,103	4,963	0	1	0
7:15 AM	0	185	0	23	1	233	203	0	1	0	149	392	1,187	5,219	0	0	0
7:30 AM	0	207	0	24	0	235	265	0	0	0	188	401	1,320	5,452	0	0	0
7:45 AM	1	254	0	34	0	174	290	0	0	0	181	419	1,353	5,575	0	0	0
8:00 AM	2	203	0	42	0	243	290	0	0	0	167	412	1,359	5,697	0	0	0
8:15 AM	0	261	0	42	0	225	301	0	0	0	167	424	1,420		1	0	0
8:30 AM	0	302	0	33	0	233	329	0	0	0	117	429	1,443		0	0	0
8:45 AM	0	272	0	37	0	243	349	0	0	0	137	437	1,475		0	1	0

**Peak Rolling Hour Flow Rates**

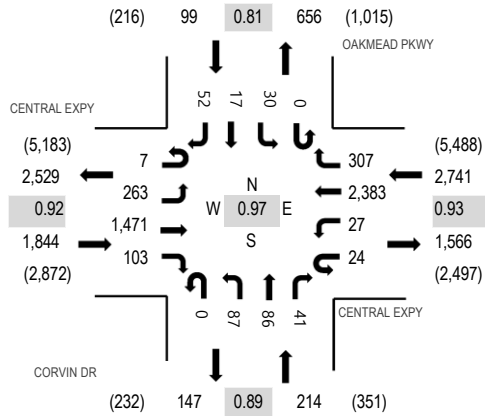
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	11	0	2					0	5	16	0	0	0	13	10	57
Lights	2	990	0	144					0	917	1,199	0	0	0	537	1,662	5,451
Mediums	0	37	0	8					0	22	54	0	0	0	38	30	189
Total	2	1,038	0	154					0	944	1,269	0	0	0	588	1,702	5,697



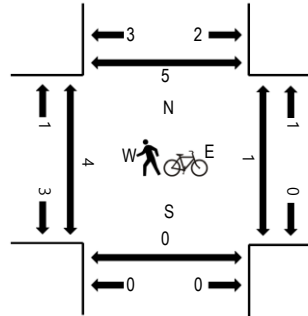
(303) 216-2439  
www.alltrafficdata.net

Location: 21 CORVIN DR & CENTRAL EXPY AM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 08:00 AM - 09:00 AM  
Peak 15-Minutes: 08:45 AM - 09:00 AM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	CENTRAL EXPY Eastbound				CENTRAL EXPY Westbound				CORVIN DR Northbound				OAKMEAD PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	0	18	156	4	7	11	655	51	0	4	5	2	0	2	3	11	929	4,029	0	0	0	0
7:15 AM	0	25	164	13	7	4	570	51	0	11	5	9	0	6	4	11	880	4,292	4	0	0	1
7:30 AM	1	22	245	12	3	3	696	40	0	18	14	9	0	4	3	34	1,104	4,639	0	0	0	0
7:45 AM	3	44	305	16	2	5	575	67	0	36	17	7	0	3	7	29	1,116	4,750	2	0	0	1
8:00 AM	1	40	296	21	3	7	682	62	0	22	20	12	0	4	4	18	1,192	4,898	0	0	0	0
8:15 AM	1	74	399	27	10	5	550	92	0	19	19	4	0	4	7	16	1,227		1	0	0	3
8:30 AM	2	84	377	24	3	8	564	65	0	26	23	9	0	12	6	12	1,215		1	0	0	0
8:45 AM	3	65	399	31	8	7	587	88	0	20	24	16	0	10	0	6	1,264		2	0	0	1

**Peak Rolling Hour Flow Rates**

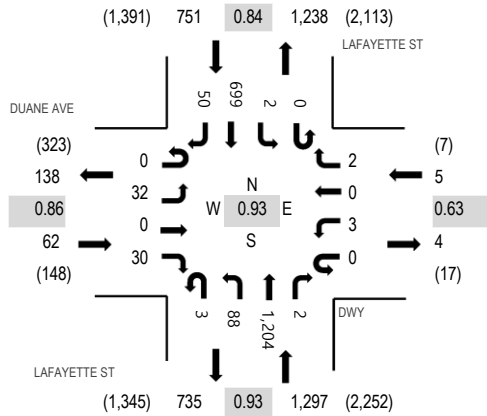
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	6	0	0	0	4	0	0	0	1	0	0	0	0	0	11
Lights	7	261	1,447	103	24	26	2,331	305	0	87	82	40	0	28	16	49	4,806
Mediums	0	2	18	0	0	1	48	2	0	0	3	1	0	2	1	3	81
Total	7	263	1,471	103	24	27	2,383	307	0	87	86	41	0	30	17	52	4,898



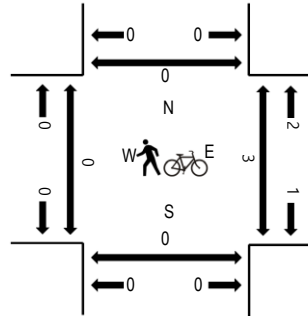
(303) 216-2439  
www.alltrafficdata.net

Location: 22 LAFAYETTE ST & DWY AM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 08:00 AM - 09:00 AM  
Peak 15-Minutes: 08:45 AM - 09:00 AM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	DUANE AVE Eastbound				DWY Westbound				LAFAYETTE ST Northbound				LAFAYETTE ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	13	0	11	0	1	0	0	0	1	21	163	2	0	0	118	13	343	1,683	0	0	0	0
7:15 AM	0	11	2	12	0	0	0	0	3	18	176	1	0	1	134	8	366	1,868	0	0	0	0	
7:30 AM	0	5	0	11	0	1	0	0	1	29	216	5	0	0	120	17	405	1,998	0	0	0	0	
7:45 AM	0	15	0	6	0	0	0	0	2	40	276	1	0	1	189	39	569	2,114	0	0	0	0	
8:00 AM	0	14	0	6	0	0	0	1	1	24	282	0	0	1	183	16	528	2,115	0	1	0	0	
8:15 AM	0	5	0	8	0	0	0	0	1	23	279	0	0	1	169	10	496		0	1	0	0	
8:30 AM	0	6	0	9	0	2	0	0	1	19	320	0	0	0	150	14	521		0	1	0	0	
8:45 AM	0	7	0	7	0	1	0	1	0	22	323	2	0	0	197	10	570		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	1	0	0	0	0	0	1	10	0	0	0	4	0	17
Lights	0	26	0	24	0	3	0	2	3	85	1,152	2	0	1	648	49	1,995
Mediums	0	5	0	5	0	0	0	0	0	2	42	0	0	1	47	1	103
Total	0	32	0	30	0	3	0	2	3	88	1,204	2	0	2	699	50	2,115

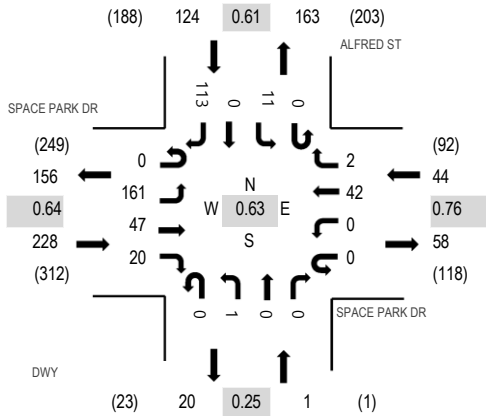




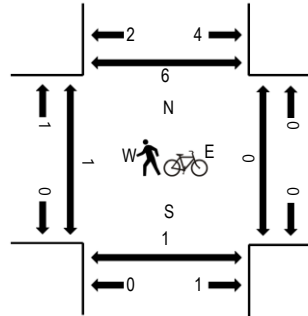
(303) 216-2439  
www.alltrafficdata.net

Location: 23 DWY & SPACE PARK DR AM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 07:15 AM - 08:15 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	SPACE PARK DR Eastbound				SPACE PARK DR Westbound				DWY Northbound				ALFRED ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North	
7:00 AM	0	12	5	1	0	0	5	5	0	0	0	0	0	1	0	0	15	44	373	0	1	0	0
7:15 AM	0	26	13	4	0	0	6	1	0	0	0	0	0	1	0	0	8	59	397	0	0	0	0
7:30 AM	0	53	12	6	0	0	14	0	0	1	0	0	0	3	0	0	23	112	393	0	0	1	1
7:45 AM	0	70	10	9	0	0	15	0	0	0	0	0	0	5	0	0	49	158	335	1	0	0	4
8:00 AM	0	12	12	1	0	0	7	1	0	0	0	0	0	2	0	0	33	68	220	0	0	0	1
8:15 AM	0	5	16	0	0	0	17	1	0	0	0	0	0	1	0	0	15	55		0	0	0	0
8:30 AM	0	9	16	0	0	0	12	0	0	0	0	0	0	3	0	0	14	54		0	0	0	1
8:45 AM	0	6	13	1	0	0	7	1	0	0	0	0	0	6	1	0	8	43		0	0	0	1

**Peak Rolling Hour Flow Rates**

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
Lights	0	156	46	20	0	0	37	2	0	1	0	0	0	10	0	105	377	
Mediums	0	5	1	0	0	0	5	0	0	0	0	0	0	1	0	7	19	
<b>Total</b>	0	161	47	20	0	0	42	2	0	1	0	0	0	11	0	113	397	

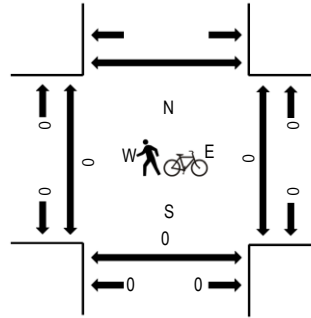
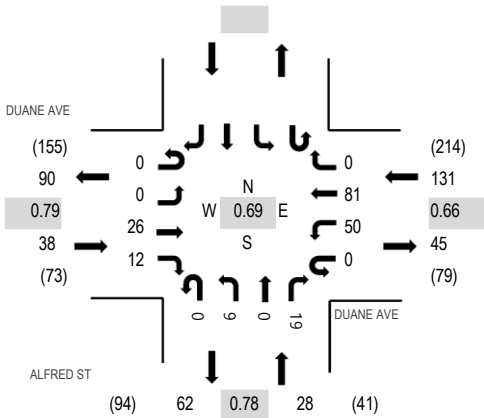


(303) 216-2439  
www.alltrafficdata.net

Location: 24 ALFRED ST & DUANE AVE AM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 07:30 AM - 08:30 AM  
Peak 15-Minutes: 07:45 AM - 08:00 AM

**Peak Hour - All Vehicles**

**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	DUANE AVE Eastbound				DUANE AVE Westbound				ALFRED ST Northbound				Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
7:00 AM	1	0	6	2	0	7	14	0	0	3	0	2					35	186	0	0	1	
7:15 AM	0	0	5	1	0	12	12	0	1	0	0	1					32	195	0	0	1	
7:30 AM	0	0	9	2	0	11	20	0	0	1	0	5					48	197	0	0	0	
7:45 AM	0	0	7	5	0	26	24	0	0	4	0	5					71	178	0	0	0	
8:00 AM	0	0	7	2	0	10	17	0	0	3	0	5					44	142	0	0	0	
8:15 AM	0	0	3	3	0	3	20	0	0	1	0	4					34		0	0	0	
8:30 AM	0	0	10	1	0	1	14	0	0	1	0	2					29		0	0	0	
8:45 AM	0	0	5	4	1	3	19	0	0	1	0	2					35		0	0	0	

**Peak Rolling Hour Flow Rates**

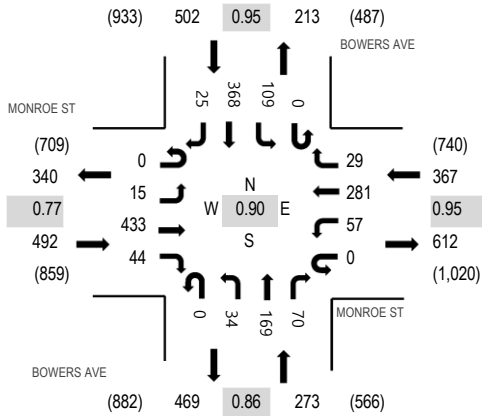
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	1	0	0	0	0	0					1
Lights	0	0	24	12	0	46	79	0	0	8	0	9					178
Mediums	0	0	2	0	0	4	1	0	0	1	0	10					18
Total	0	0	26	12	0	50	81	0	0	9	0	19					197



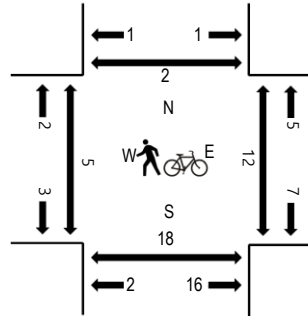
(303) 216-2439  
www.alltrafficdata.net

Location: 1 BOWERS AVE & MONROE ST PM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 03:00 PM - 04:00 PM  
Peak 15-Minutes: 03:00 PM - 03:15 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	MONROE ST Eastbound				MONROE ST Westbound				BOWERS AVE Northbound				BOWERS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	8	79	16	0	11	68	11	0	6	46	11	0	17	76	8	357	1,464	0	1	4	1
2:15 PM	0	3	79	17	0	6	74	11	0	17	59	12	0	21	74	12	385	1,559	1	0	6	2
2:30 PM	0	10	62	8	0	16	69	12	0	18	43	8	0	15	81	5	347	1,570	1	19	1	5
2:45 PM	0	3	75	7	0	9	74	12	0	6	56	11	0	18	92	12	375	1,632	0	7	1	4
3:00 PM	0	6	143	10	0	12	80	9	0	8	43	23	0	21	94	3	452	1,634	0	6	6	0
3:15 PM	0	3	100	8	0	11	71	5	0	8	49	14	0	27	95	5	396		1	0	4	2
3:30 PM	0	2	111	14	0	12	65	10	0	12	33	18	0	27	94	11	409		1	4	1	0
3:45 PM	0	4	79	12	0	22	65	5	0	6	44	15	0	34	85	6	377		1	1	1	0

**Peak Rolling Hour Flow Rates**

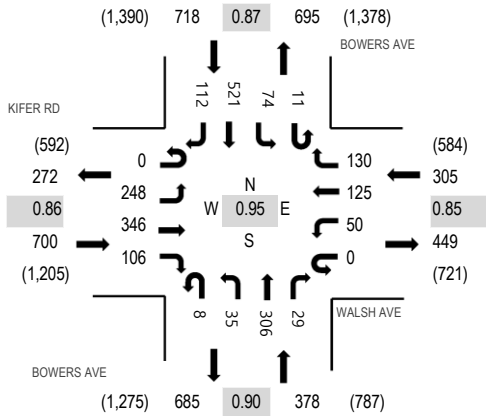
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	14	420	44	0	57	267	29	0	34	161	63	0	107	362	25	1,583
Mediums	0	1	13	0	0	0	14	0	0	0	8	7	0	2	6	0	51
Total	0	15	433	44	0	57	281	29	0	34	169	70	0	109	368	25	1,634



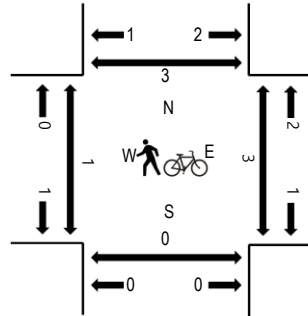
(303) 216-2439  
www.alltrafficdata.net

Location: 2 BOWERS AVE & WALSH AVE PM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 03:00 PM - 04:00 PM  
Peak 15-Minutes: 03:45 PM - 04:00 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	KIFER RD Eastbound				WALSH AVE Westbound				BOWERS AVE Northbound				BOWERS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	44	35	20	1	5	35	30	2	12	80	12	2	15	111	28	432	1,865	2	1	1	2
2:15 PM	0	43	25	22	1	5	35	28	1	8	88	3	4	13	103	29	408	1,937	0	0	2	0
2:30 PM	0	57	56	27	1	6	38	26	2	10	76	1	2	19	134	35	490	2,043	1	1	0	2
2:45 PM	0	87	63	26	2	6	37	23	1	17	91	5	2	20	119	36	535	2,085	1	0	0	0
3:00 PM	0	62	80	28	0	13	21	31	2	13	79	9	2	18	132	14	504	2,101	0	0	0	2
3:15 PM	0	51	78	23	0	15	33	35	6	8	85	5	2	18	122	33	514		0	0	0	0
3:30 PM	0	60	95	20	0	7	39	21	0	5	71	6	3	19	145	41	532		1	0	0	0
3:45 PM	0	75	93	35	0	15	32	43	0	9	71	9	4	19	122	24	551		0	2	0	1

**Peak Rolling Hour Flow Rates**

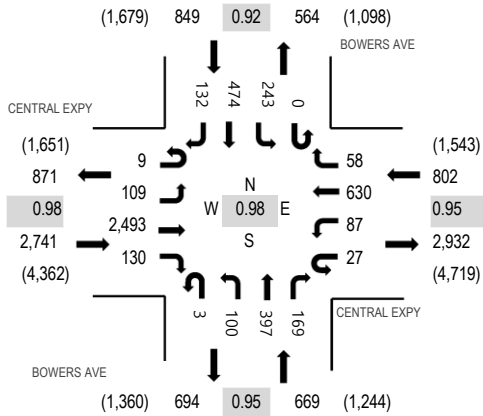
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	0	0	0	1	0	0	0	0	1	0	1	0	3	8
Lights	0	241	339	103	0	50	115	127	8	35	289	26	11	68	506	104	2,022
Mediums	0	6	6	3	0	0	9	3	0	0	17	2	0	5	15	5	71
Total	0	248	346	106	0	50	125	130	8	35	306	29	11	74	521	112	2,101



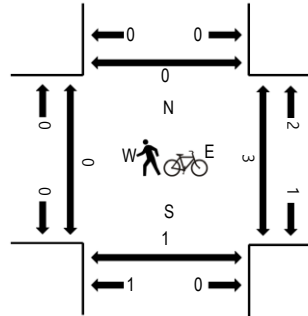
(303) 216-2439  
www.alltrafficdata.net

Location: 3 BOWERS AVE & CENTRAL EXPY PM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 03:00 PM - 04:00 PM  
Peak 15-Minutes: 03:30 PM - 03:45 PM

**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				BOWERS AVE Northbound			BOWERS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
2:00 PM	2	38	268	29	3	20	132	13	0	21	90	21	0	42	114	32	825	3,767	1	1	0	0
2:15 PM	1	29	296	24	6	22	156	18	1	17	104	16	0	55	104	26	875	4,167	1	0	0	1
2:30 PM	2	31	390	22	2	23	139	17	0	22	73	39	1	54	138	25	978	4,571	0	1	0	0
2:45 PM	3	22	441	23	6	25	145	14	2	21	84	64	0	84	119	36	1,089	4,885	0	0	0	0
3:00 PM	0	29	617	28	6	15	156	13	1	21	83	53	0	61	113	29	1,225	5,061	0	1	1	0
3:15 PM	3	34	628	32	8	16	160	15	1	29	113	33	0	60	119	28	1,279		0	0	0	0
3:30 PM	3	21	629	38	5	36	146	14	0	21	106	39	0	68	121	45	1,292		0	1	0	0
3:45 PM	3	25	619	32	8	20	168	16	1	29	95	44	0	54	121	30	1,265		0	1	0	0

**Peak Rolling Hour Flow Rates**

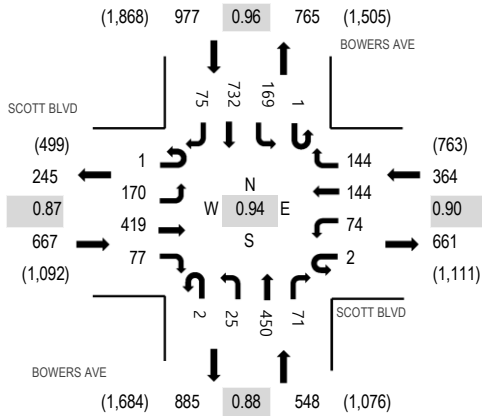
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	7	0	0	2	2	0	0	0	2	3	0	0	2	0	18
Lights	9	107	2,440	130	27	82	610	57	3	96	378	162	0	231	452	130	4,914
Mediums	0	2	46	0	0	3	18	1	0	4	17	4	0	12	20	2	129
Total	9	109	2,493	130	27	87	630	58	3	100	397	169	0	243	474	132	5,061



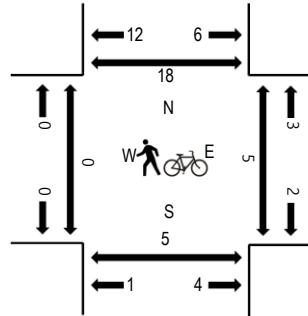
(303) 216-2439  
www.alltrafficdata.net

Location: 4 BOWERS AVE & SCOTT BLVD PM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 03:00 PM - 04:00 PM  
Peak 15-Minutes: 03:15 PM - 03:30 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	SCOTT BLVD Eastbound				SCOTT BLVD Westbound				BOWERS AVE Northbound				BOWERS AVE Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	39	54	17	3	23	36	42	0	8	98	24	1	30	131	16	522	2,243	3	5	3	8
2:15 PM	0	27	48	20	1	19	40	51	0	10	145	17	3	33	152	22	588	2,292	3	2	4	11
2:30 PM	0	42	66	12	0	14	26	50	0	5	88	18	2	47	190	19	579	2,387	3	4	2	18
2:45 PM	1	37	54	8	1	22	43	28	0	12	86	17	1	37	191	16	554	2,465	1	3	3	9
3:00 PM	1	34	67	16	0	13	29	31	0	5	123	8	1	33	187	23	571	2,556	0	0	2	2
3:15 PM	0	48	120	22	0	13	42	40	1	6	131	17	0	43	177	23	683		0	2	1	8
3:30 PM	0	50	118	24	0	25	35	44	1	7	106	21	0	36	175	15	657		0	1	0	2
3:45 PM	0	38	114	15	2	23	38	29	0	7	90	25	0	57	193	14	645		0	2	0	6

**Peak Rolling Hour Flow Rates**

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	1	0	0	1	6	0	10
Lights	1	166	407	73	2	71	142	139	2	24	438	66	1	166	697	74	2,469
Mediums	0	4	11	3	0	3	2	5	0	1	11	5	0	2	29	1	77
Total	1	170	419	77	2	74	144	144	2	25	450	71	1	169	732	75	2,556



(303) 216-2439  
www.alltrafficdata.net

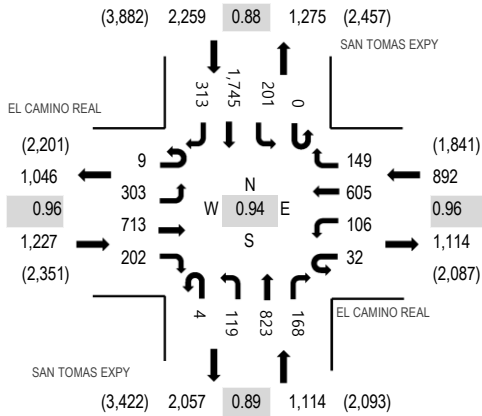
Location: 5 SAN TOMAS EXPY & EL CAMINO REAL PM

Date and Start Time: Tuesday, November 7, 2017

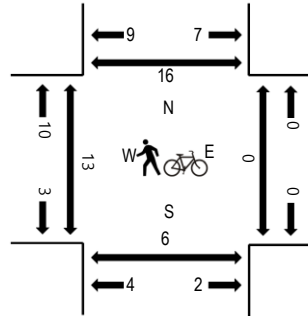
Peak Hour: 03:00 PM - 04:00 PM

Peak 15-Minutes: 03:45 PM - 04:00 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	EL CAMINO REAL Eastbound				EL CAMINO REAL Westbound				SAN TOMAS EXPY Northbound				SAN TOMAS EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	3	65	131	38	9	30	119	44	0	36	190	38	0	42	183	80	1,008	4,675	0	0	1	0
2:15 PM	2	86	171	45	14	31	161	46	0	34	188	42	0	44	274	85	1,223	4,928	1	0	4	4
2:30 PM	4	79	157	44	12	35	156	47	1	34	154	27	0	39	298	118	1,205	5,054	0	2	3	7
2:45 PM	8	72	164	55	11	39	155	40	1	34	171	29	0	43	291	126	1,239	5,269	0	1	5	11
3:00 PM	0	71	206	43	7	23	150	38	1	22	168	36	0	55	363	78	1,261	5,492	1	0	1	1
3:15 PM	2	84	173	53	7	12	162	34	2	31	231	48	0	46	395	69	1,349		2	0	1	1
3:30 PM	1	69	161	59	6	41	131	44	0	33	196	39	0	46	508	86	1,420		7	0	2	5
3:45 PM	6	79	173	47	12	30	162	33	1	33	228	45	0	54	479	80	1,462		0	0	2	5

**Peak Rolling Hour Flow Rates**

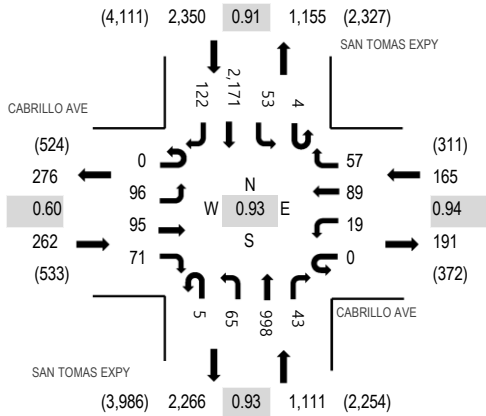
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	5	0	0	0	1	0	0	0	1	0	0	0	3	1	11
Lights	9	293	684	202	32	105	584	145	4	117	801	164	0	201	1,731	308	5,380
Mediums	0	10	24	0	0	1	20	4	0	2	21	4	0	0	11	4	101
Total	9	303	713	202	32	106	605	149	4	119	823	168	0	201	1,745	313	5,492



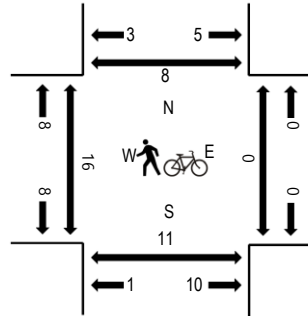
(303) 216-2439  
www.alltrafficdata.net

**Location:** 6 SAN TOMAS EXPY & CABRILLO AVE PM  
**Date and Start Time:** Tuesday, November 7, 2017  
**Peak Hour:** 03:00 PM - 04:00 PM  
**Peak 15-Minutes:** 03:45 PM - 04:00 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	CABRILLO AVE Eastbound				CABRILLO AVE Westbound				SAN TOMAS EXPY Northbound				SAN TOMAS EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	13	12	9	0	5	15	13	1	11	271	8	0	10	325	25	718	3,321	0	0	2	0
2:15 PM	0	15	22	14	0	7	16	14	0	22	272	12	0	11	412	43	860	3,439	0	0	13	1
2:30 PM	0	30	49	49	0	4	28	13	0	15	229	7	0	11	428	20	883	3,561	0	0	37	2
2:45 PM	0	22	20	16	0	5	15	11	0	13	269	13	0	6	445	25	860	3,702	0	0	4	0
3:00 PM	0	26	23	19	0	2	25	10	0	16	210	13	0	15	452	25	836	3,888	0	0	1	0
3:15 PM	0	17	15	12	0	3	26	15	3	16	275	9	1	11	553	26	982		3	0	2	3
3:30 PM	0	28	33	22	0	7	16	21	0	21	243	9	2	16	567	39	1,024		1	0	6	0
3:45 PM	0	25	24	18	0	7	22	11	2	12	270	12	1	11	599	32	1,046		3	0	1	3

**Peak Rolling Hour Flow Rates**

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	1	0	3
Lights	0	90	94	71	0	19	88	57	4	65	963	41	4	53	2,155	112	3,816
Mediums	0	6	1	0	0	0	1	0	1	0	33	2	0	0	15	10	69
Total	0	96	95	71	0	19	89	57	5	65	998	43	4	53	2,171	122	3,888

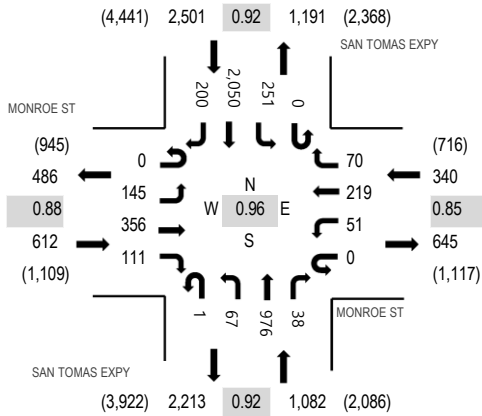




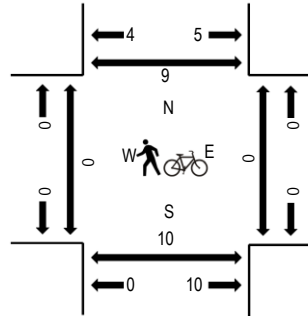
(303) 216-2439  
www.alltrafficdata.net

Location: 7 SAN TOMAS EXPY & MONROE ST PM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 03:00 PM - 04:00 PM  
Peak 15-Minutes: 03:45 PM - 04:00 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	MONROE ST Eastbound				MONROE ST Westbound				SAN TOMAS EXPY Northbound				SAN TOMAS EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	32	43	22	0	11	48	39	0	13	255	4	0	47	351	42	907	3,817	0	0	0	2
2:15 PM	1	46	70	25	0	22	57	31	0	14	233	5	0	46	407	37	994	3,974	0	0	1	1
2:30 PM	0	36	69	33	0	10	40	33	0	27	213	8	0	47	368	51	935	4,112	0	1	0	5
2:45 PM	0	28	74	18	1	5	46	33	0	20	196	16	2	42	437	63	981	4,338	0	0	1	1
3:00 PM	0	53	98	22	0	15	60	16	0	18	219	12	0	72	420	59	1,064	4,535	0	0	1	0
3:15 PM	0	44	72	32	0	14	50	14	1	15	270	7	0	56	508	49	1,132		0	0	6	5
3:30 PM	0	26	90	33	0	9	58	25	0	14	237	14	0	49	559	47	1,161		0	0	1	1
3:45 PM	0	22	96	24	0	13	51	15	0	20	250	5	0	74	563	45	1,178		0	0	1	2

**Peak Rolling Hour Flow Rates**

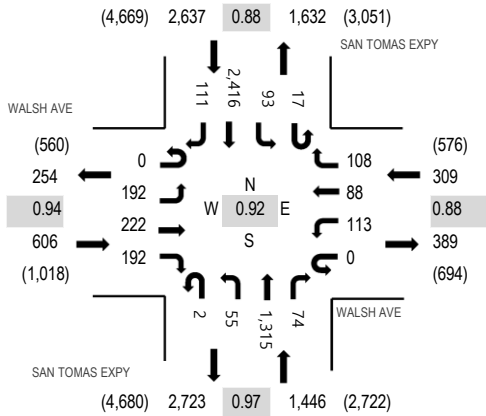
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2
Lights	0	143	347	111	0	48	210	69	1	65	952	37	0	249	2,028	192	4,452
Mediums	0	2	9	0	0	3	9	1	0	2	24	1	0	1	21	8	81
Total	0	145	356	111	0	51	219	70	1	67	976	38	0	251	2,050	200	4,535



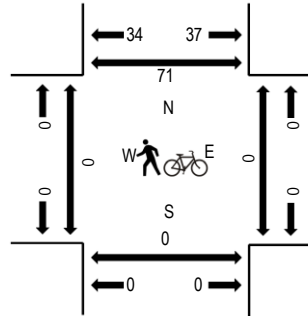
(303) 216-2439  
www.alltrafficdata.net

**Location:** 8 SAN TOMAS EXPY & WALSH AVE PM  
**Date and Start Time:** Tuesday, November 7, 2017  
**Peak Hour:** 03:00 PM - 04:00 PM  
**Peak 15-Minutes:** 03:45 PM - 04:00 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	WALSH AVE Eastbound				WALSH AVE Westbound				SAN TOMAS EXPY Northbound				SAN TOMAS EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	1	40	52	25	0	23	27	19	0	16	303	14	4	16	422	24	986	3,987	0	0	0	37
2:15 PM	0	40	35	26	0	20	27	18	0	12	311	15	7	21	426	42	1,000	4,140	0	0	0	40
2:30 PM	0	32	33	26	0	16	30	15	1	15	262	10	8	24	468	36	976	4,328	1	0	0	57
2:45 PM	0	47	39	16	0	19	29	24	0	17	282	18	7	28	469	30	1,025	4,666	0	0	0	35
3:00 PM	0	64	49	38	0	28	26	34	0	17	304	11	5	21	516	26	1,139	4,998	0	0	0	18
3:15 PM	0	35	48	51	0	32	21	23	0	10	332	27	5	22	554	28	1,188		0	0	0	16
3:30 PM	0	57	64	41	0	28	18	28	0	10	349	12	5	23	651	28	1,314		0	0	0	20
3:45 PM	0	36	61	62	0	25	23	23	2	18	330	24	2	27	695	29	1,357		0	0	0	17

**Peak Rolling Hour Flow Rates**

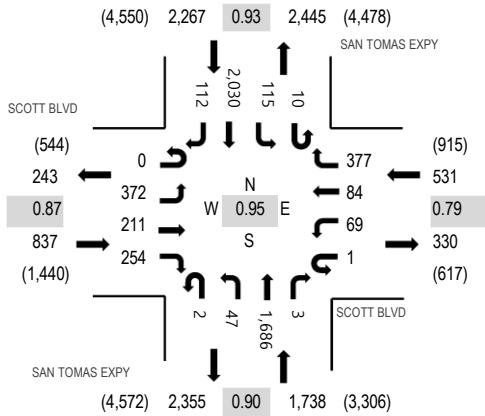
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	1	0	0	0	0	1	0	0	0	0	0	3	0	1	7
Lights	0	188	210	191	0	113	85	104	2	55	1,279	73	17	87	2,388	106	4,898
Mediums	0	3	11	1	0	0	3	3	0	0	36	1	0	3	28	4	93
Total	0	192	222	192	0	113	88	108	2	55	1,315	74	17	93	2,416	111	4,998



(303) 216-2439  
www.alltrafficdata.net

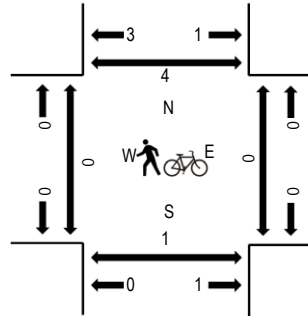
Location: 9 SAN TOMAS EXPY & SCOTT BLVD PM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 03:00 PM - 04:00 PM  
Peak 15-Minutes: 03:30 PM - 03:45 PM

### Peak Hour - All Vehicles



Note: Total study counts contained in parentheses.

### Peak Hour - Pedestrians/Bicycles in Crosswalk



### Traffic Counts

Interval Start Time	SCOTT BLVD Eastbound				SCOTT BLVD Westbound				SAN TOMAS EXPY Northbound				SAN TOMAS EXPY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	66	31	40	0	5	26	73	2	27	321	0	2	37	454	56	1,140	4,838	0	0	0	1
2:15 PM	0	45	38	45	0	10	17	59	2	10	429	0	3	28	509	22	1,217	4,948	0	0	0	1
2:30 PM	0	91	47	58	0	16	14	74	1	16	377	0	1	24	494	41	1,254	5,059	0	0	0	2
2:45 PM	0	65	45	32	0	11	16	63	0	20	363	0	1	37	538	36	1,227	5,216	0	0	0	0
3:00 PM	0	76	51	43	0	12	15	81	2	9	404	3	1	40	482	31	1,250	5,373	0	0	1	0
3:15 PM	0	87	52	74	0	23	21	124	0	11	406	0	3	21	480	26	1,328		0	0	0	2
3:30 PM	0	114	56	71	1	22	23	102	0	12	472	0	2	32	482	22	1,411		0	0	0	1
3:45 PM	0	95	52	66	0	12	25	70	0	15	404	0	4	22	586	33	1,384		0	0	0	0

### Peak Rolling Hour Flow Rates

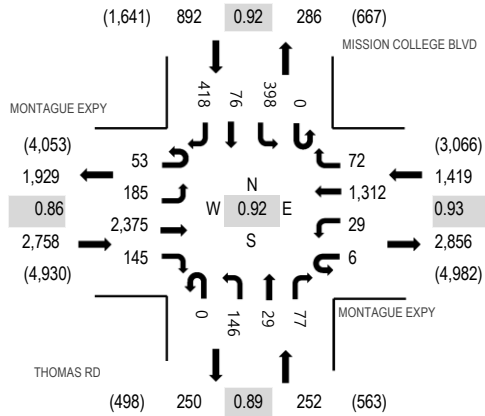
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	2	0	0	3	0	0	1	5	0	12
Lights	0	367	200	251	1	69	81	364	2	46	1,650	3	10	112	1,991	107	5,254
Mediums	0	5	10	3	0	0	3	11	0	1	33	0	0	2	34	5	107
Total	0	372	211	254	1	69	84	377	2	47	1,686	3	10	115	2,030	112	5,373



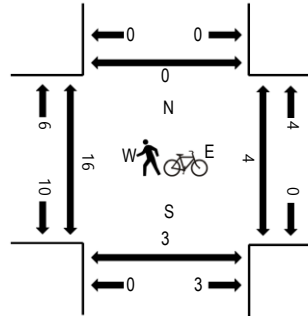
(303) 216-2439  
www.alltrafficdata.net

**Location:** 10 THOMAS RD & MONTAGUE EXPY PM  
**Date and Start Time:** Tuesday, November 7, 2017  
**Peak Hour:** 03:00 PM - 04:00 PM  
**Peak 15-Minutes:** 03:45 PM - 04:00 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	MONTAGUE EXPY Eastbound				MONTAGUE EXPY Westbound				THOMAS RD Northbound				MISSION COLLEGE BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	24	65	396	47	1	12	341	36	0	48	9	26	0	68	13	115	1,201	4,879	14	0	0	0
2:15 PM	20	51	401	42	1	15	346	36	0	41	14	26	0	71	7	93	1,164	4,874	2	1	0	0
2:30 PM	16	59	482	31	3	7	402	30	0	56	9	22	0	75	18	115	1,325	4,992	2	1	0	0
2:45 PM	16	44	447	31	2	8	386	21	0	35	7	18	0	87	17	70	1,189	5,067	2	0	0	0
3:00 PM	14	42	499	34	0	7	312	17	0	36	3	16	0	83	24	109	1,196	5,321	3	0	2	0
3:15 PM	16	47	534	32	1	9	325	29	0	42	5	21	0	103	15	103	1,282		1	2	0	0
3:30 PM	15	48	638	39	3	6	318	13	0	42	14	22	0	107	23	112	1,400		2	2	0	0
3:45 PM	8	48	704	40	2	7	357	13	0	26	7	18	0	105	14	94	1,443		8	0	1	0

**Peak Rolling Hour Flow Rates**

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	7	5	0	1	2	0	0	2	0	1	0	2	0	2	23
Lights	52	175	2,300	128	6	22	1,282	72	0	138	28	73	0	394	72	405	5,147
Mediums	1	9	68	12	0	6	28	0	0	6	1	3	0	2	4	11	151
Total	53	185	2,375	145	6	29	1,312	72	0	146	29	77	0	398	76	418	5,321



(303) 216-2439  
www.alltrafficdata.net

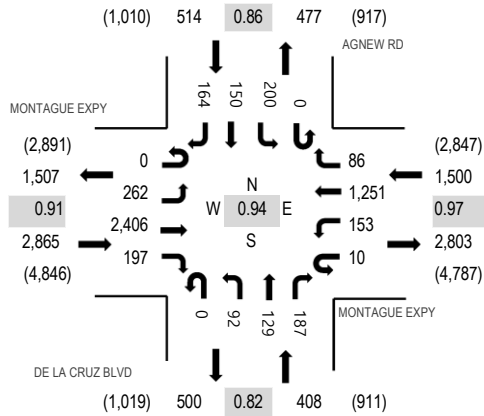
Location: 11 DE LA CRUZ BLVD & MONTAGUE EXPY PM

Date and Start Time: Tuesday, November 7, 2017

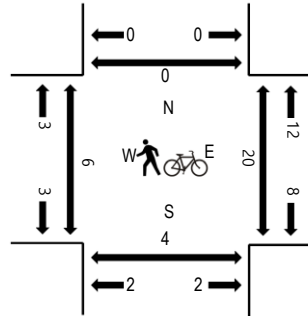
Peak Hour: 03:00 PM - 04:00 PM

Peak 15-Minutes: 03:30 PM - 03:45 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	MONTAGUE EXPY Eastbound				MONTAGUE EXPY Westbound				DE LA CRUZ BLVD Northbound				AGNEW RD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	1	59	342	45	2	49	277	32	0	23	35	45	0	47	39	54	1,050	4,327	2	6	0	0
2:15 PM	1	55	391	59	2	50	230	15	0	25	36	69	0	34	41	57	1,065	4,489	3	8	1	0
2:30 PM	0	51	409	41	2	46	304	17	0	33	41	79	0	35	35	47	1,140	4,706	5	3	2	0
2:45 PM	3	49	434	41	1	37	271	12	0	21	38	58	0	34	36	37	1,072	4,971	5	13	7	0
3:00 PM	0	66	518	41	4	32	318	19	0	19	22	48	0	50	29	46	1,212	5,287	3	5	0	0
3:15 PM	0	62	596	50	2	29	296	28	0	24	37	43	0	44	32	39	1,282		1	2	0	0
3:30 PM	0	64	670	51	2	47	311	24	0	25	40	47	0	43	47	34	1,405		2	6	1	0
3:45 PM	0	70	622	55	2	45	326	15	0	24	30	49	0	63	42	45	1,388		0	6	2	0

**Peak Rolling Hour Flow Rates**

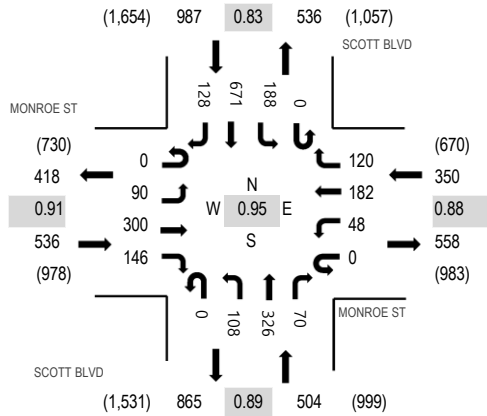
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	9	0	0	2	8	0	0	1	0	1	0	0	1	1	24
Lights	0	260	2,326	188	10	147	1,209	84	0	89	125	177	0	197	144	161	5,117
Mediums	0	1	71	9	0	4	34	2	0	2	4	9	0	3	5	2	146
Total	0	262	2,406	197	10	153	1,251	86	0	92	129	187	0	200	150	164	5,287



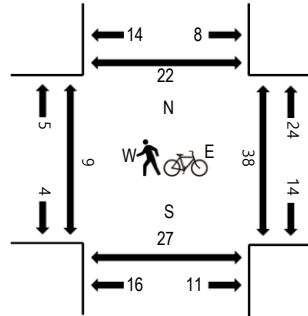
(303) 216-2439  
www.alltrafficdata.net

Location: 12 SCOTT BLVD & MONROE ST PM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 03:00 PM - 04:00 PM  
Peak 15-Minutes: 03:30 PM - 03:45 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	MONROE ST Eastbound				MONROE ST Westbound				SCOTT BLVD Northbound				SCOTT BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	12	50	32	0	16	40	24	0	15	98	15	0	29	83	20	434	1,924	1	3	5	2
2:15 PM	0	19	54	34	0	20	50	30	0	24	96	16	0	22	107	20	492	2,081	2	12	11	3
2:30 PM	0	17	70	32	0	13	35	22	0	23	89	17	0	35	137	18	508	2,140	1	9	10	2
2:45 PM	0	24	62	36	0	14	34	22	0	17	68	17	0	38	142	16	490	2,258	0	21	8	3
3:00 PM	0	30	83	34	0	15	52	33	0	32	92	19	0	38	127	36	591	2,377	3	14	17	12
3:15 PM	0	28	64	28	0	13	42	36	0	17	83	21	0	39	146	34	551		1	4	3	2
3:30 PM	0	18	75	36	0	8	45	25	0	30	72	20	0	50	214	33	626		2	11	5	4
3:45 PM	0	14	78	48	0	12	43	26	0	29	79	10	0	61	184	25	609		1	9	2	2

**Peak Rolling Hour Flow Rates**

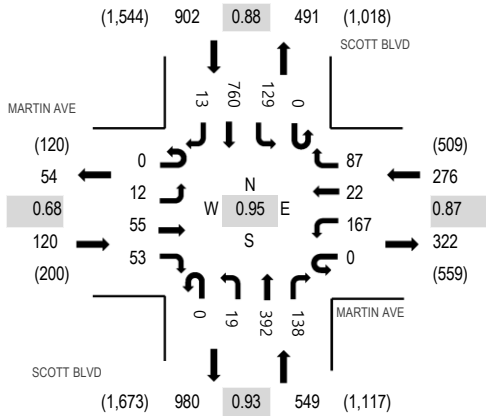
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	3
Lights	0	85	290	145	0	48	175	112	0	108	311	67	0	185	670	122	2,318
Mediums	0	5	10	1	0	0	7	8	0	0	12	3	0	3	1	6	56
Total	0	90	300	146	0	48	182	120	0	108	326	70	0	188	671	128	2,377



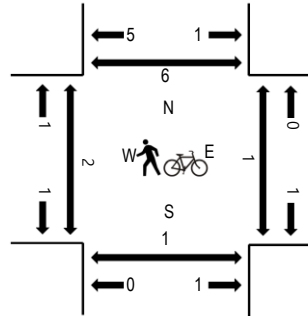
(303) 216-2439  
www.alltrafficdata.net

Location: 13 SCOTT BLVD & MARTIN AVE PM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 03:00 PM - 04:00 PM  
Peak 15-Minutes: 03:45 PM - 04:00 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	MARTIN AVE Eastbound				MARTIN AVE Westbound				SCOTT BLVD Northbound				SCOTT BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	4	10	8	0	22	8	14	0	1	113	28	0	17	105	9	339	1,523	2	0	1	2
2:15 PM	0	5	11	4	0	34	7	21	0	4	122	30	0	24	104	3	369	1,613	0	0	0	1
2:30 PM	0	2	4	13	0	39	9	22	0	5	100	29	0	23	146	4	396	1,699	2	2	0	1
2:45 PM	0	3	9	7	0	28	10	19	0	4	102	30	0	22	183	2	419	1,781	0	2	0	2
3:00 PM	0	1	11	9	0	37	4	26	0	5	104	44	0	33	151	4	429	1,847	2	0	0	3
3:15 PM	0	4	15	7	0	46	5	20	0	4	106	36	0	35	174	3	455		0	1	0	0
3:30 PM	0	4	12	13	0	50	7	22	0	4	93	26	0	27	215	5	478		0	0	1	2
3:45 PM	0	3	17	24	0	34	6	19	0	6	89	32	0	34	220	1	485		0	0	0	0

**Peak Rolling Hour Flow Rates**

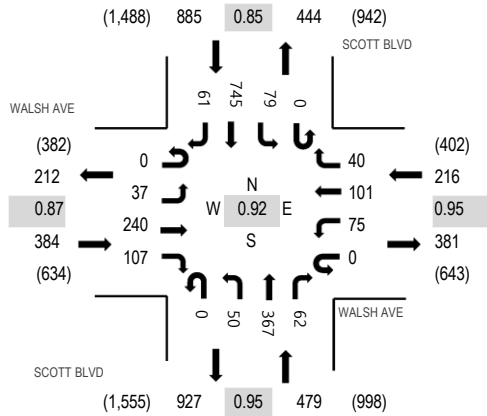
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	0	0	1	0	0	3	0	0	2	0	2	9
Lights	0	10	49	53	0	162	22	81	0	19	378	124	0	110	756	11	1,775
Mediums	0	2	5	0	0	5	0	5	0	0	11	14	0	17	4	0	63
Total	0	12	55	53	0	167	22	87	0	19	392	138	0	129	760	13	1,847



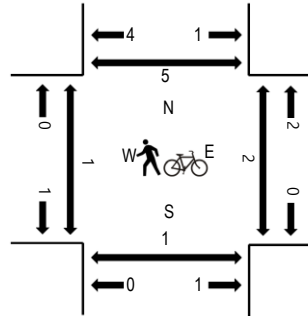
(303) 216-2439  
www.alltrafficdata.net

Location: 14 SCOTT BLVD & WALSH AVE PM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 03:00 PM - 04:00 PM  
Peak 15-Minutes: 03:30 PM - 03:45 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	WALSH AVE Eastbound				WALSH AVE Westbound				SCOTT BLVD Northbound				SCOTT BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	13	37	7	0	8	21	15	0	12	103	10	0	12	119	15	372	1,558	0	0	1	1
2:15 PM	0	9	39	16	0	22	20	10	0	20	107	9	0	13	94	12	371	1,659	0	0	0	0
2:30 PM	0	6	26	23	0	13	12	16	0	21	94	22	0	20	138	5	396	1,767	1	2	0	1
2:45 PM	0	12	37	25	0	12	17	20	0	10	93	18	0	19	151	5	419	1,902	0	4	2	2
3:00 PM	0	11	58	20	0	15	29	7	0	16	96	15	0	20	167	19	473	1,964	1	0	1	1
3:15 PM	0	8	56	16	0	19	27	9	0	16	100	18	0	16	183	11	479		0	0	0	2
3:30 PM	0	12	65	28	0	13	28	12	0	11	91	11	0	28	213	19	531		0	1	0	0
3:45 PM	0	6	61	43	0	28	17	12	0	7	80	18	0	15	182	12	481		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	4	0	0	1	0	0	0	0	2	0	0	2	2	1	12
Lights	0	36	227	103	0	73	95	37	0	48	353	56	0	72	726	57	1,883
Mediums	0	1	9	4	0	1	6	3	0	2	12	6	0	5	17	3	69
Total	0	37	240	107	0	75	101	40	0	50	367	62	0	79	745	61	1,964

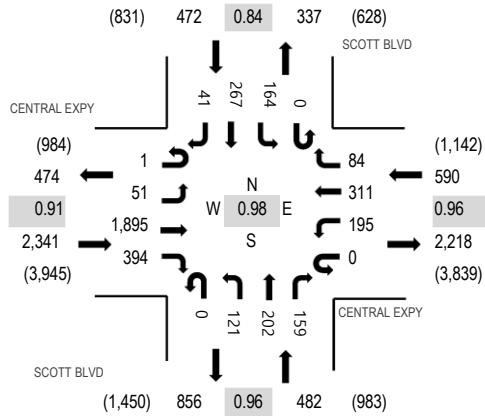




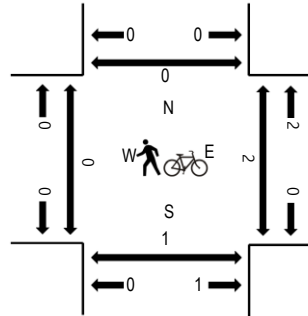
(303) 216-2439  
www.alltrafficdata.net

Location: 15 SCOTT BLVD & CENTRAL EXPY PM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 03:00 PM - 04:00 PM  
Peak 15-Minutes: 03:45 PM - 04:00 PM

**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				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	14	214	47	0	47	71	17	0	41	43	45	0	23	50	15	627	3,016	1	2	0	0
2:15 PM	0	11	287	49	0	36	75	13	0	27	42	62	0	24	40	11	677	3,347	0	0	0	0
2:30 PM	0	12	350	55	0	43	92	11	0	31	45	52	0	35	51	17	794	3,626	1	1	0	0
2:45 PM	0	21	451	93	0	44	83	20	0	31	42	40	0	38	39	16	918	3,816	0	0	0	0
3:00 PM	0	13	465	95	0	47	67	33	0	26	65	38	0	39	61	9	958	3,885	0	0	0	0
3:15 PM	0	21	452	87	0	42	77	20	0	38	52	39	0	44	71	13	956		0	0	0	0
3:30 PM	1	8	438	116	0	56	88	9	0	35	50	42	0	48	80	13	984		0	2	0	0
3:45 PM	0	9	540	96	0	50	79	22	0	22	35	40	0	33	55	6	987		0	0	1	0

**Peak Rolling Hour Flow Rates**

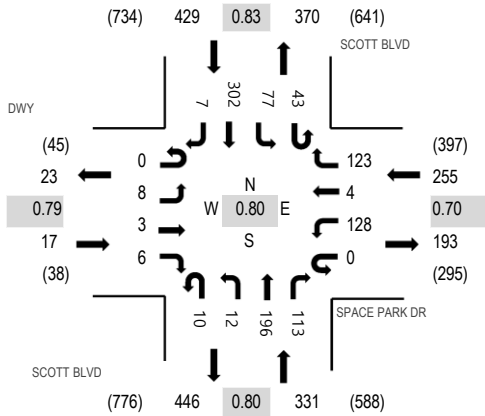
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	7	0	0	0	5	0	0	0	0	0	0	0	2	0	14
Lights	1	51	1,823	391	0	192	291	81	0	120	195	150	0	155	255	38	3,743
Mediums	0	0	65	3	0	3	15	3	0	1	7	9	0	9	10	3	128
Total	1	51	1,895	394	0	195	311	84	0	121	202	159	0	164	267	41	3,885



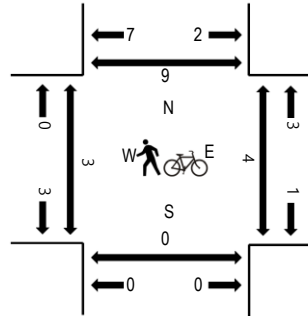
(303) 216-2439  
www.alltrafficdata.net

Location: 16 SCOTT BLVD & SPACE PARK DR PM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 02:45 PM - 03:45 PM  
Peak 15-Minutes: 03:15 PM - 03:30 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	DWY Eastbound				SPACE PARK DR Westbound				SCOTT BLVD Northbound				SCOTT BLVD Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	2	0	4	0	19	0	25	2	10	41	13	4	21	51	0	192	736	0	2	0	2
2:15 PM	0	2	0	2	0	16	1	17	3	6	40	12	3	12	50	2	166	812	1	2	0	1
2:30 PM	0	2	1	2	0	23	0	16	4	2	38	16	2	4	61	0	171	968	1	1	0	1
2:45 PM	0	2	2	0	0	19	0	29	4	4	41	22	0	17	66	1	207	1,032	1	1	0	1
3:00 PM	0	1	0	2	0	27	0	19	3	2	54	45	20	21	72	2	268	1,021	2	0	0	1
3:15 PM	0	2	0	2	0	44	2	45	2	3	56	33	18	32	81	2	322		0	0	0	2
3:30 PM	0	3	1	2	0	38	2	30	1	3	45	13	5	7	83	2	235		0	3	0	5
3:45 PM	0	4	0	2	0	17	0	8	3	1	52	14	15	9	71	0	196		2	2	0	5

**Peak Rolling Hour Flow Rates**

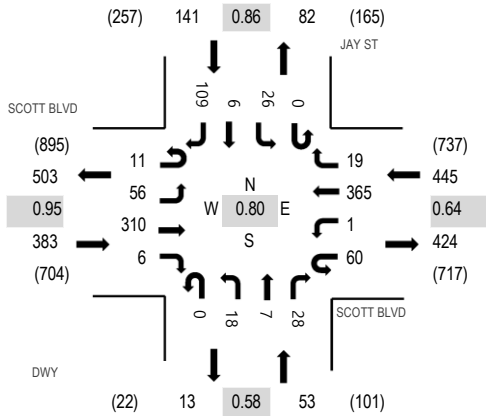
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	1	0	0	0	2	0	4
Lights	0	8	2	6	0	121	3	121	10	12	184	107	42	74	290	7	987
Mediums	0	0	1	0	0	7	1	1	0	0	11	6	1	3	10	0	41
Total	0	8	3	6	0	128	4	123	10	12	196	113	43	77	302	7	1,032



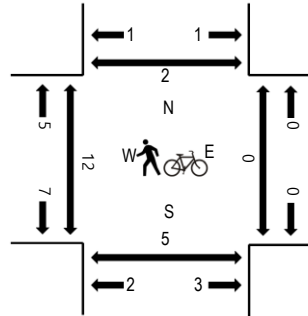
(303) 216-2439  
www.alltrafficdata.net

Location: 17 DWY & SCOTT BLVD PM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 03:00 PM - 04:00 PM  
Peak 15-Minutes: 03:15 PM - 03:30 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	SCOTT BLVD Eastbound				SCOTT BLVD Westbound				DWY Northbound				JAY ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	6	20	59	1	4	2	77	3	0	2	2	2	0	10	0	18	206	777	1	0	1	1
2:15 PM	3	10	45	0	1	1	58	5	0	6	0	4	0	6	2	25	166	808	0	0	3	1
2:30 PM	6	18	60	0	2	0	65	3	0	11	2	5	0	8	2	16	198	963	2	0	2	0
2:45 PM	3	14	76	0	2	0	65	4	0	10	2	2	0	7	1	21	207	995	3	0	4	0
3:00 PM	0	15	87	0	11	0	75	5	0	4	2	2	0	6	0	30	237	1,022	5	0	0	0
3:15 PM	2	16	78	1	37	1	131	4	0	2	0	8	0	3	4	34	321		1	0	3	0
3:30 PM	6	16	69	4	7	0	84	6	0	4	3	5	0	7	1	18	230		4	0	0	2
3:45 PM	3	9	76	1	5	0	75	4	0	8	2	13	0	10	1	27	234		2	0	2	0

**Peak Rolling Hour Flow Rates**

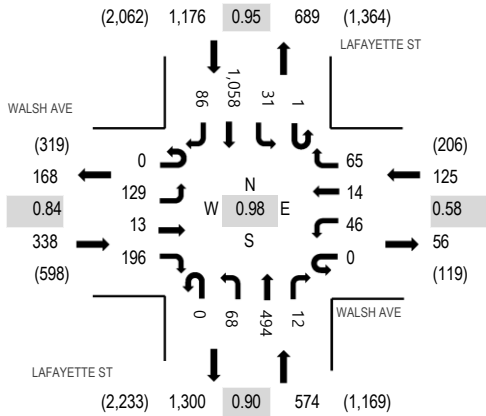
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	3	0	0	0	1	0	0	0	0	0	0	1	0	0	5
Lights	11	55	295	6	60	1	358	16	0	17	6	27	0	24	6	107	989
Mediums	0	1	12	0	0	0	6	3	0	1	1	1	0	1	0	2	28
Total	11	56	310	6	60	1	365	19	0	18	7	28	0	26	6	109	1,022



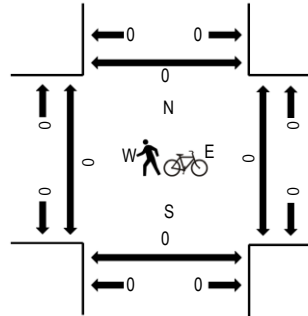
(303) 216-2439  
www.alltrafficdata.net

Location: 18 LAFAYETTE ST & WALSH AVE PM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 03:00 PM - 04:00 PM  
Peak 15-Minutes: 03:15 PM - 03:30 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	WALSH AVE Eastbound				WALSH AVE Westbound				LAFAYETTE ST Northbound				LAFAYETTE ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	24	7	40	0	6	3	9	0	19	128	5	0	5	165	13	424	1,822	0	0	0	0
2:15 PM	0	33	2	26	0	7	2	6	0	9	137	4	0	7	181	21	435	1,924	0	0	0	0
2:30 PM	0	31	3	28	0	10	2	11	0	13	134	6	0	12	210	33	493	2,053	0	0	0	0
2:45 PM	0	24	2	40	0	8	4	13	0	13	125	2	0	8	212	19	470	2,122	0	0	0	0
3:00 PM	0	28	1	34	0	8	1	9	0	19	149	3	0	7	250	17	526	2,213	0	0	0	0
3:15 PM	0	32	3	46	0	15	5	34	0	22	106	3	0	6	268	24	564		0	0	0	0
3:30 PM	0	35	3	55	0	13	5	10	0	17	127	3	0	10	262	22	562		0	0	0	0
3:45 PM	0	34	6	61	0	10	3	12	0	10	112	3	1	8	278	23	561		0	0	0	0

**Peak Rolling Hour Flow Rates**

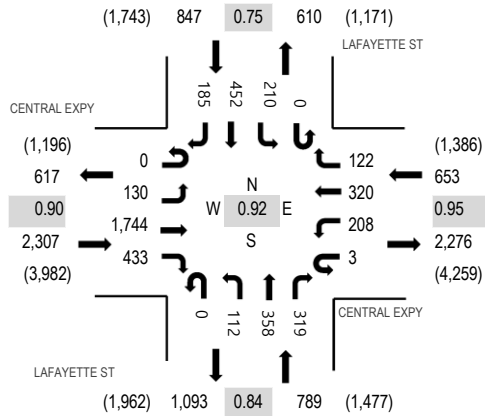
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	1	4	0	0	0	0	0	2	6	0	0	3	12	0	30
Lights	0	122	12	187	0	44	13	56	0	63	465	12	1	26	1,011	81	2,093
Mediums	0	5	0	5	0	2	1	9	0	3	23	0	0	2	35	5	90
Total	0	129	13	196	0	46	14	65	0	68	494	12	1	31	1,058	86	2,213



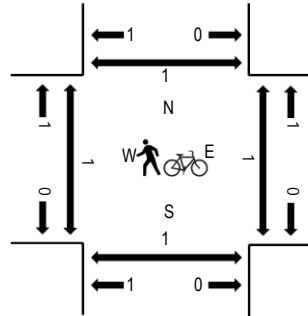
(303) 216-2439  
www.alltrafficdata.net

Location: 19 LAFAYETTE ST & CENTRAL EXPY PM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 03:00 PM - 04:00 PM  
Peak 15-Minutes: 03:00 PM - 03:15 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	CENTRAL EXPY Eastbound				CENTRAL EXPY Westbound				LAFAYETTE ST Northbound			LAFAYETTE ST Southbound				Total	Rolling Hour	Pedestrian Crossings				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South	North
2:00 PM	1	27	280	37	1	46	73	52	0	26	67	81	0	89	91	37	908	3,992	1	0	0	0
2:15 PM	1	39	273	54	0	72	74	39	0	15	81	79	0	73	97	32	929	4,327	0	0	0	0
2:30 PM	0	28	340	59	0	63	87	34	0	22	80	98	0	107	150	45	1,113	4,492	0	0	1	0
2:45 PM	2	26	434	74	0	50	98	44	2	21	44	72	0	56	74	45	1,042	4,484	0	0	0	0
3:00 PM	0	24	490	99	0	52	85	25	0	26	117	92	0	52	134	47	1,243	4,596	0	0	0	0
3:15 PM	0	38	415	113	1	50	79	26	0	25	65	86	0	57	112	27	1,094		1	0	1	0
3:30 PM	0	26	353	110	0	48	76	36	0	33	106	75	0	58	130	54	1,105		0	1	0	1
3:45 PM	0	42	486	111	2	58	80	35	0	28	70	66	0	43	76	57	1,154		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	4	4	0	0	7	5	8	0	1	3	3	0	4	2	2	43
Lights	0	120	1,707	424	3	184	303	108	0	102	332	302	0	198	422	177	4,382
Mediums	0	6	33	9	0	17	12	6	0	9	23	14	0	8	28	6	171
Total	0	130	1,744	433	3	208	320	122	0	112	358	319	0	210	452	185	4,596



(303) 216-2439  
www.alltrafficdata.net

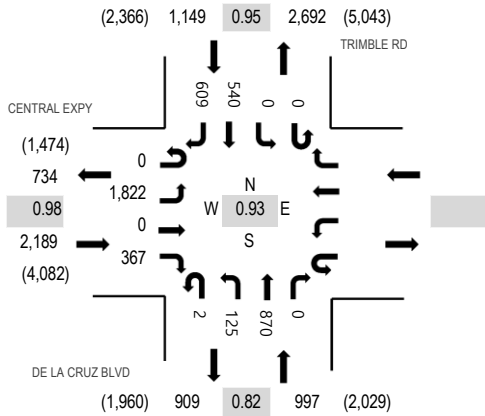
Location: 20 DE LA CRUZ BLVD & CENTRAL EXPY PM

Date and Start Time: Tuesday, November 7, 2017

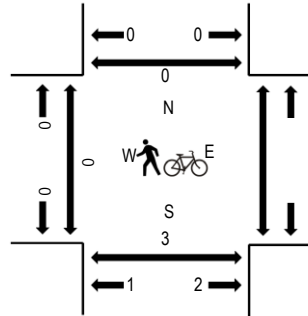
Peak Hour: 02:30 PM - 03:30 PM

Peak 15-Minutes: 02:30 PM - 02:45 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	CENTRAL EXPY				DE LA CRUZ BLVD			TRIMBLE RD				Total	Rolling Hour	Pedestrian Crossings								
	Eastbound		Westbound		Northbound			Southbound						West	East	South	North					
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right										
2:00 PM	0	368	0	56					1	41	275	0	0	0	175	146	1,062	4,255	0	0	0	0
2:15 PM	0	357	0	71					0	47	209	0	0	0	149	161	994	4,311	1	0	0	0
2:30 PM	0	443	0	80					1	32	305	0	0	0	157	152	1,170	4,335	0	0	0	0
2:45 PM	0	477	0	77					1	30	169	0	0	0	107	168	1,029	4,138	0	0	0	0
3:00 PM	0	451	0	107					0	29	230	0	0	0	163	138	1,118	4,222	0	1	0	0
3:15 PM	0	451	0	103					0	34	166	0	0	0	113	151	1,018		0	0	0	0
3:30 PM	0	345	0	117					1	31	211	0	0	0	138	130	973		1	0	0	0
3:45 PM	0	411	0	168					0	41	175	0	0	0	175	143	1,113		0	0	0	0

**Peak Rolling Hour Flow Rates**

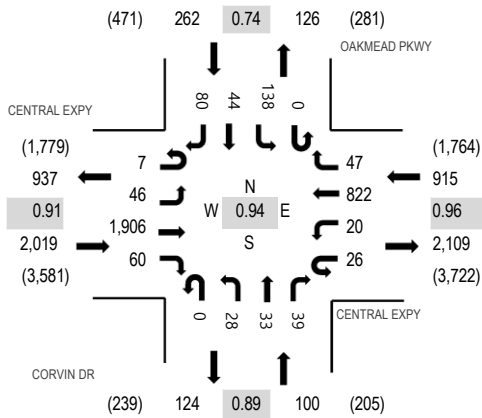
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	16	0	0					0	1	8	0	0	0	9	11	45
Lights	0	1,754	0	356					2	118	828	0	0	0	501	558	4,117
Mediums	0	52	0	11					0	6	34	0	0	0	30	40	173
Total	0	1,822	0	367					2	125	870	0	0	0	540	609	4,335



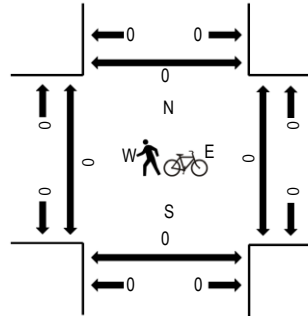
(303) 216-2439  
www.alltrafficdata.net

Location: 21 CORVIN DR & CENTRAL EXPY PM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 02:45 PM - 03:45 PM  
Peak 15-Minutes: 03:00 PM - 03:15 PM

### 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				CORVIN DR Northbound				OAKMEAD PKWY Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	2	19	291	9	6	10	173	13	0	13	7	4	0	16	12	16	591	2,728	0	0	0	0
2:15 PM	1	19	297	9	6	2	188	20	0	10	4	10	0	22	18	11	617	3,011	0	0	0	0
2:30 PM	2	18	424	6	3	6	177	12	0	5	10	12	0	30	14	12	731	3,190	1	0	0	1
2:45 PM	2	19	447	16	5	7	206	15	0	8	8	7	0	22	14	13	789	3,296	0	0	0	0
3:00 PM	3	10	533	11	6	1	203	10	0	4	10	16	0	43	7	17	874	3,293	0	0	0	0
3:15 PM	1	10	466	21	6	4	206	8	0	5	8	6	0	30	6	19	796		0	0	0	0
3:30 PM	1	7	460	12	9	8	207	14	0	11	7	10	0	43	17	31	837		0	0	0	0
3:45 PM	2	9	445	9	4	7	208	14	0	10	10	10	0	33	13	12	786		2	0	0	2

### Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	1	1	0	2	0	0	0	1	1	0	1	0	0	8
Lights	7	45	1,871	55	24	20	798	47	0	27	31	38	0	134	40	79	3,216
Mediums	0	1	34	4	1	0	22	0	0	1	1	0	0	3	4	1	72
Total	7	46	1,906	60	26	20	822	47	0	28	33	39	0	138	44	80	3,296



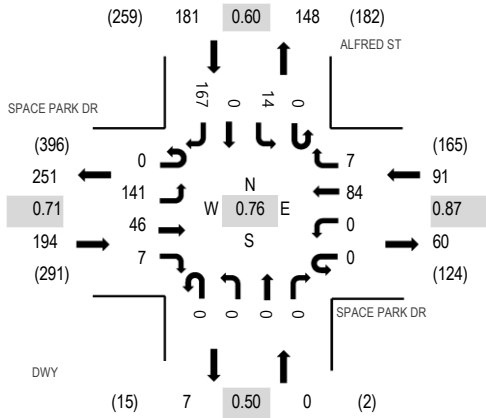




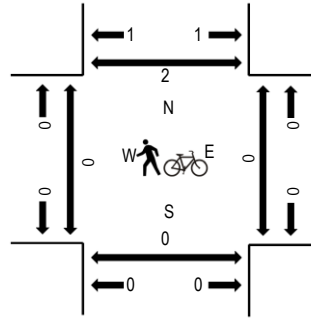
(303) 216-2439  
www.alltrafficdata.net

Location: 23 DWY & SPACE PARK DR PM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 02:45 PM - 03:45 PM  
Peak 15-Minutes: 03:15 PM - 03:30 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	SPACE PARK DR Eastbound				SPACE PARK DR Westbound				DWY Northbound				ALFRED ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			West	East	South	North
2:00 PM	0	6	20	2	0	0	20	0	0	0	0	0	0	2	0	26	76	303	0	0	0	0
2:15 PM	1	9	15	0	0	0	20	1	0	1	0	0	0	1	0	11	59	352	2	1	0	2
2:30 PM	0	9	12	2	0	0	22	2	0	1	0	0	0	2	0	19	69	446	0	2	0	1
2:45 PM	0	31	13	1	0	0	22	2	0	0	0	0	0	3	0	27	99	466	0	0	0	1
3:00 PM	0	57	10	1	0	0	26	2	0	0	0	0	0	6	0	23	125	414	0	0	0	0
3:15 PM	0	44	12	2	0	0	18	2	0	0	0	0	0	3	0	72	153		0	0	0	0
3:30 PM	0	9	11	3	0	0	18	1	0	0	0	0	0	2	0	45	89		0	0	0	1
3:45 PM	1	6	10	4	0	0	8	1	0	0	0	0	0	2	0	15	47		1	0	1	1

**Peak Rolling Hour Flow Rates**

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Lights	0	135	42	7	0	0	80	5	0	0	0	0	0	12	0	164	445
Mediums	0	5	4	0	0	0	4	2	0	0	0	0	0	2	0	3	20
Total	0	141	46	7	0	0	84	7	0	0	0	0	0	14	0	167	466

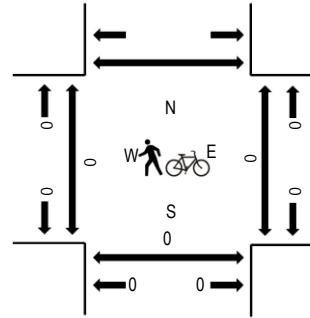
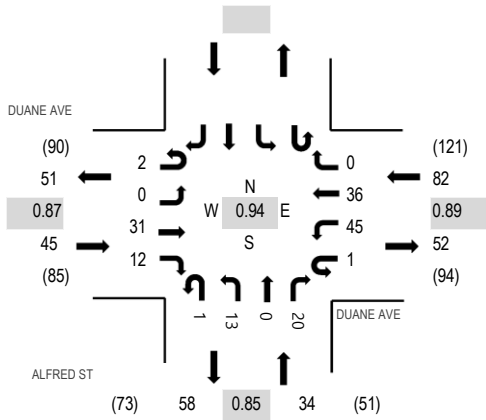


(303) 216-2439  
www.alltrafficdata.net

Location: 24 ALFRED ST & DUANE AVE PM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 02:45 PM - 03:45 PM  
Peak 15-Minutes: 03:15 PM - 03:30 PM

**Peak Hour - All Vehicles**

**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	DUANE AVE Eastbound				DUANE AVE Westbound				ALFRED ST Northbound			Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South
2:00 PM	0	0	4	2	0	2	6	0	0	2	0	3	0	0	0	0	19	115	0	0	0
2:15 PM	0	0	7	4	0	0	5	0	0	1	0	3	0	0	0	0	20	136	1	0	0
2:30 PM	0	0	13	2	0	2	11	0	0	2	0	4	0	0	0	0	34	159	0	0	0
2:45 PM	0	0	12	2	0	12	6	0	1	3	0	6	0	0	0	0	42	161	0	0	0
3:00 PM	0	0	4	6	1	14	7	0	0	4	0	4	0	0	0	0	40	142	0	0	0
3:15 PM	1	0	9	3	0	11	12	0	0	3	0	4	0	0	0	0	43	0	0	0	0
3:30 PM	1	0	6	1	0	8	11	0	0	3	0	6	0	0	0	0	36	0	0	0	0
3:45 PM	0	0	7	1	0	1	12	0	1	0	0	1	0	0	0	0	23	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	1	0	0	0	0	0	2	0	0	0	0	0	0	3
Lights	2	0	30	11	1	37	36	0	1	11	0	18	0	0	0	0	147
Mediums	0	0	1	0	0	8	0	0	0	0	0	2	0	0	0	0	11
<b>Total</b>	<b>2</b>	<b>0</b>	<b>31</b>	<b>12</b>	<b>1</b>	<b>45</b>	<b>36</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>161</b>



6

1

Project Site (3003 Scott Blvd)

5

4

3

2



### 3003 Scott Boulevard Driveway Counts

Tuesday, Nov 7, 2017

Traffic Counts - All Vehicles	Driveway 1		Driveway 2		Driveways 3 & 4		Driveway 5		Driveway 6		Combined		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
7:00 AM	3	3	7	0	0	2	1	0	0	0	11	5	16
7:15 AM	14	3	36	3	0	7	2	3	2	0	54	16	70
7:30 AM	56	12	25	8	0	30	20	20	14	3	115	73	188
7:45 AM	62	37	34	10	2	54	24	20	21	25	143	146	289
8:00 AM	0	15	15	18	0	2	0	11	0	3	15	49	64
8:15 AM	2	3	6	1	1	0	1	3	0	1	10	8	18
8:30 AM	0	3	3	1	0	0	0	0	0	0	3	4	7
8:45 AM	0	2	1	0	0	0	0	0	0	0	1	2	3
	137	78	127	41	3	95	48	57	37	32	352	303	655

Peak Hour			
Period	In	Out	Total
7-8AM	323	240	563
<b>7:15-8:15AM</b>	<b>327</b>	<b>284</b>	<b>611</b>
7:30-8:30AM	283	276	559
7:45-8:45AM	171	207	378
8-9AM	29	63	92

Wednesday, Nov 8, 2017

Traffic Counts - All Vehicles	Driveway 1		Driveway 2		Driveways 3 & 4		Driveway 5		Driveway 6		Combined		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
7:00 AM	2	4	6	0	0	0	0	0	0	0	8	4	12
7:15 AM	10	0	31	3	0	8	1	0	1	0	43	11	54
7:30 AM	69	15	21	10	0	19	19	14	13	2	122	60	182
7:45 AM	62	53	27	7	0	38	22	32	29	22	140	152	292
8:00 AM	0	4	15	13	0	0	0	3	0	0	15	20	35
8:15 AM	1	3	11	5	0	1	0	1	0	0	12	10	22
8:30 AM	0	3	4	2	0	0	0	0	0	0	4	5	9
8:45 AM	3	1	3	1	0	0	0	0	0	0	6	2	8
	147	83	118	41	0	66	42	50	43	24	350	264	614

Peak Hour			
Period	In	Out	Total
7-8AM	313	227	540
<b>7:15-8:15AM</b>	<b>320</b>	<b>243</b>	<b>563</b>
7:30-8:30AM	289	242	531
7:45-8:45AM	171	187	358
8-9AM	37	37	74

Thursday, Nov 9, 2017

Traffic Counts - All Vehicles	Driveway 1		Driveway 2		Driveways 3 & 4		Driveway 5		Driveway 6		Combined		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
7:00 AM	2	4	4	0	0	2	1	1	0	0	7	7	14
7:15 AM	17	2	25	5	1	10	1	1	0	0	44	18	62
7:30 AM	67	11	24	8	0	22	22	13	15	1	128	55	183
7:45 AM	57	34	30	15	0	41	18	36	24	17	129	143	272
8:00 AM	0	10	14	12	0	0	1	5	0	1	15	28	43
8:15 AM	1	1	5	2	0	0	1	2	0	0	7	5	12
8:30 AM	0	2	6	3	0	0	0	0	0	1	6	6	12
8:45 AM	1	4	1	0	0	0	1	1	1	1	4	6	10
	145	68	109	45	1	75	45	59	40	21	340	268	608

Peak Hour			
Period	In	Out	Total
7-8AM	308	223	531
<b>7:15-8:15AM</b>	<b>316</b>	<b>244</b>	<b>560</b>
7:30-8:30AM	279	231	510
7:45-8:45AM	157	182	339
8-9AM	32	45	77

### 3003 Scott Boulevard Driveway Counts

Tuesday, Nov 7, 2017

Traffic Counts - All Vehicles	Driveway 1		Driveway 2		Driveways 3 & 4		Driveway 5		Driveway 6		Combined			Peak Hour			
	Time	In	Out	In	Out	In	Out	In	Out	In	Out	Total	Period	In	Out	Total	
2:00 PM	0	3	4	4	0	0	0	2	0	1	4	10	14				
2:15 PM	11	5	14	4	0	0	0	1	1	0	26	10	36				
2:30 PM	13	7	12	3	0	0	2	2	1	0	28	12	40				
2:45 PM	19	8	12	4	0	0	2	2	1	0	34	14	48	2-3PM	92	46	138
3:00 PM	49	9	44	4	0	13	5	0	5	1	103	27	130	2:15-3:15PM	191	63	254
3:15 PM	39	59	42	13	0	43	8	13	9	3	98	131	229	2:30-3:30PM	263	184	447
3:30 PM	6	19	24	17	0	16	3	8	0	0	33	60	93	2:45-3:45PM	268	232	500
3:45 PM	5	12	15	14	0	4	2	2	0	1	22	33	55	<b>3-4PM</b>	<b>256</b>	<b>251</b>	<b>507</b>
	142	122	167	63	0	76	22	30	17	6	348	297	645				

Wednesday, Nov 8, 2017

Traffic Counts - All Vehicles	Driveway 1		Driveway 2		Driveways 3 & 4		Driveway 5		Driveway 6		Combined			Peak Hour			
	Time	In	Out	In	Out	In	Out	In	Out	In	Out	Total	Period	In	Out	Total	
2:00 PM	34	51	22	10	1	46	7	9	9	0	73	116	189				
2:15 PM	15	22	14	9	0	3	1	5	0	1	30	40	70				
2:30 PM	7	12	7	5	0	0	0	1	0	1	14	19	33				
2:45 PM	5	14	6	7	0	0	2	1	0	0	13	22	35	<b>2-3PM</b>	<b>130</b>	<b>197</b>	<b>327</b>
3:00 PM	20	15	19	5	0	0	1	2	1	1	41	23	64	2:15-3:15PM	98	104	202
3:15 PM	6	40	13	13	1	5	3	5	0	0	23	63	86	2:30-3:30PM	91	127	218
3:30 PM	0	3	7	6	0	6	0	0	0	0	7	15	22	2:45-3:45PM	84	123	207
3:45 PM	2	11	3	13	2	4	0	3	0	0	7	31	38	3-4PM	78	132	210
	89	168	91	68	4	64	14	26	10	3	208	329	537				

Thursday, Nov 9, 2017

Traffic Counts - All Vehicles	Driveway 1		Driveway 2		Driveways 3 & 4		Driveway 5		Driveway 6		Combined			Peak Hour			
	Time	In	Out	In	Out	In	Out	In	Out	In	Out	Total	Period	In	Out	Total	
2:00 PM	2	8	8	5	0	0	0	0	0	0	10	13	23				
2:15 PM	3	6	10	4	0	0	0	0	0	0	13	10	23				
2:30 PM	3	6	9	7	0	0	1	1	0	0	13	14	27				
2:45 PM	28	13	14	1	0	0	0	0	1	0	43	14	57	2-3PM	79	51	130
3:00 PM	37	13	31	6	16	3	4	3	2	1	90	26	116	2:15-3:15PM	159	64	223
3:15 PM	22	30	31	17	15	43	0	3	1	0	69	93	162	2:30-3:30PM	215	147	362
3:30 PM	3	16	19	10	6	21	1	1	0	1	29	49	78	<b>2:45-3:45PM</b>	<b>231</b>	<b>182</b>	<b>413</b>
3:45 PM	1	6	11	9	5	12	2	0	0	0	19	27	46	3-4PM	207	195	402
	99	98	133	59	42	79	8	8	4	2	286	246	532				

### 3100 Alfred Street Driveway Counts

Time	Driveway 1		Driveway 2		Driveway 1		Driveway 2		Peak Hour	All Driveways		
	Left In	Right In	Left In	Right In	Left Out	Right Out	Left Out	Right Out		In	Out	Total
7:00 AM	0	0	5	0	0	2	0	0				
7:15 AM	0	0	11	3	0	7	0	1				
7:30 AM	0	0	3	1	0	7	0	0				
7:45 AM	2	1	4	2	0	5	1	0	7-8AM	32	23	55
8:00 AM	0	0	7	2	2	7	0	1	<b>7:15-8:15AM</b>	<b>36</b>	<b>31</b>	<b>67</b>
8:15 AM	0	0	2	2	0	9	0	1	7:30-8:30AM	26	33	59
8:30 AM	0	0	2	0	0	8	0	1	7:45-8:45AM	24	35	59
8:45 AM	0	0	2	0	1	1	0	0	8-9AM	17	31	48

### 3100 Alfred Street Driveway Counts

Time	Driveway 1		Driveway 2		Driveway 1		Driveway 2		Peak Hour	All Driveways		
	Left In	Right In	Left In	Right In	Left Out	Right Out	Left Out	Right Out		In	Out	Total
2:00 PM	0	0	4	3	0	12	0	0				
2:15 PM	1	0	2	0	1	4	1	0				
2:30 PM	1	0	1	0	0	2	0	0				
2:45 PM	2	1	0	2	0	4	0	0	2-3PM	17	24	41
3:00 PM	4	4	0	1	0	1	1	3	2:15-3:15PM	19	17	36
3:15 PM	0	0	2	1	0	8	0	0	2:30-3:30PM	19	19	38
3:30 PM	0	2	2	1	1	8	0	0	<b>2:45-3:45PM</b>	<b>22</b>	<b>26</b>	<b>48</b>
3:45 PM	1	0	1	0	0	5	0	0	3-4PM	19	27	46







(303) 216-2439  
www.alltrafficdata.net

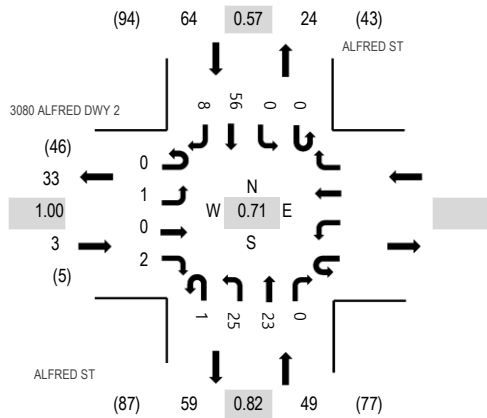
Location: 26 ALFRED ST & 3080 ALFRED DWY 2 AM

Date and Start Time: Tuesday, November 7, 2017

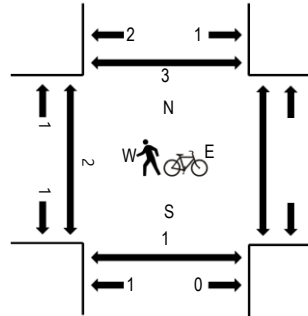
Peak Hour: 07:15 AM - 08:15 AM

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	3080 ALFRED DWY 2				ALFRED ST				ALFRED ST				Total	Rolling Hour	Pedestrian Crossings			
	Eastbound		Westbound		Northbound		Southbound		Northbound		Southbound				West	East	South	North
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right						
7:00 AM	0	0	0	0	0	5	4	0	0	1	0	6	0	16	105	1	0	8
7:15 AM	0	0	0	1	0	11	3	0	0	0	7	3	25	116	0	0	0	
7:30 AM	0	0	0	0	0	3	5	0	0	0	14	1	23	102	0	0	0	
7:45 AM	0	1	0	0	0	4	8	0	0	0	26	2	41	94	2	1	1	
8:00 AM	0	0	0	1	1	7	7	0	0	0	9	2	27	71	0	0	2	
8:15 AM	0	0	0	1	0	2	2	0	0	0	4	2	11		1	0	1	
8:30 AM	0	0	0	1	0	2	6	0	1	0	5	0	15		0	0	0	
8:45 AM	0	0	0	0	0	2	5	0	0	0	11	0	18		0	0	0	

**Peak Rolling Hour Flow Rates**

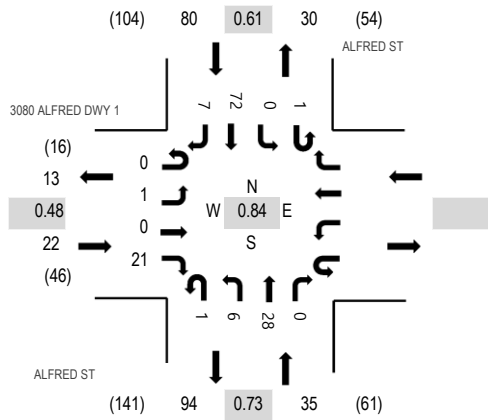
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	0	0	0	0	0	0	0
Lights	0	0	0	0					1	25	20	0	0	0	54	8	108
Mediums	0	1	0	2					0	0	3	0	0	0	2	0	8
Total	0	1	0	2					1	25	23	0	0	0	56	8	116



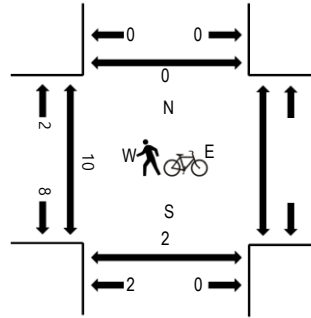
(303) 216-2439  
www.alltrafficdata.net

Location: 25 ALFRED ST & 3080 ALFRED DWY 1 PM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 02:45 PM - 03:45 PM  
Peak 15-Minutes: 03:15 PM - 03:30 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	3080 ALFRED DWY 1				ALFRED ST				ALFRED ST				Total	Rolling Hour	Pedestrian Crossings						
	Eastbound		Westbound		Northbound		Southbound		Northbound		Southbound				West	East	South	North			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right									
2:00 PM	0	0	0	12					0	0	7	0	0	0	6	0	25	82	3	0	0
2:15 PM	0	1	0	4					0	1	6	0	0	0	5	0	17	97	0	0	0
2:30 PM	0	0	0	2					0	1	5	0	0	0	8	0	16	121	0	1	0
2:45 PM	0	0	0	4					0	2	4	0	0	0	13	1	24	137	1	2	0
3:00 PM	0	0	0	1					0	4	2	0	0	0	29	4	40	129	1	0	0
3:15 PM	0	0	0	8					1	0	10	0	0	0	22	0	41	137	4	0	0
3:30 PM	0	1	0	8					0	0	12	0	1	0	8	2	32	129	4	0	0
3:45 PM	0	0	0	5					0	1	5	0	0	0	5	0	16	121	1	0	0

**Peak Rolling Hour Flow Rates**

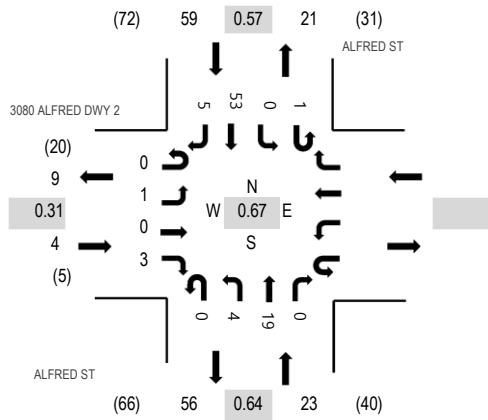
Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0					0	0	1	0	0	0	0	0	1
Lights	0	1	0	19					1	1	25	0	1	0	71	1	120
Mediums	0	0	0	2					0	5	2	0	0	0	1	6	16
Total	0	1	0	21					1	6	28	0	1	0	72	7	137



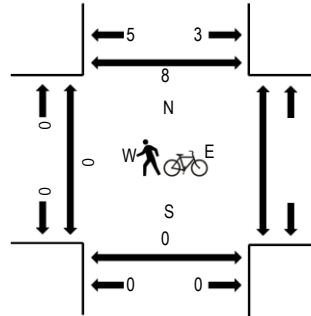
(303) 216-2439  
www.alltrafficdata.net

Location: 26 ALFRED ST & 3080 ALFRED DWY 2 PM  
Date and Start Time: Tuesday, November 7, 2017  
Peak Hour: 02:45 PM - 03:45 PM  
Peak 15-Minutes: 03:00 PM - 03:15 PM

**Peak Hour - All Vehicles**



**Peak Hour - Pedestrians/Bicycles in Crosswalk**



Note: Total study counts contained in parentheses.

**Traffic Counts**

Interval Start Time	3080 ALFRED DWY 2 Eastbound				Westbound			ALFRED ST Northbound				ALFRED ST Southbound				Total	Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru			Right	West	East	South
2:00 PM	0	0	0	0	0	0	0	0	4	2	0	0	0	3	3	12	45	0	0	0	0
2:15 PM	0	1	0	0	0	0	0	0	2	5	0	0	0	4	0	12	65	0	0	0	1
2:30 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	2	0	3	75	0	0	0	2
2:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	12	2	18	86	0	0	0	3
3:00 PM	0	1	0	3	0	0	0	0	0	2	0	0	0	25	1	32	72	0	0	0	3
3:15 PM	0	0	0	0	0	0	0	0	2	6	0	1	0	12	1	22	0	0	0	0	2
3:30 PM	0	0	0	0	0	0	0	0	2	7	0	0	0	4	1	14	0	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	1	0	4	0	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	0	0	0	0	0	1	2
Lights	0	0	0	3	0	0	0	0	0	4	18	0	1	0	45	3	74
Mediums	0	0	0	0	0	0	0	0	0	0	1	0	0	0	8	1	10
Total	0	1	0	3	0	0	0	0	0	4	19	0	1	0	53	5	86

**Appendix B**  
**Volume Summary Tables**

Intersection Number: 1  
 Trafix Node Number: 205  
 Intersection Name: Bowers Avenue and Monroe Street  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>24</b>	<b>120</b>	<b>36</b>	<b>159</b>	<b>587</b>	<b>42</b>	<b>123</b>	<b>888</b>	<b>43</b>	<b>38</b>	<b>449</b>	<b>84</b>	<b>2593</b>
<b>Approved Project Trips</b>													
Santa Clara Approved Project Trips (TFX)	23	112	9	16	14	0	4	195	0	0	19	33	425
Great America Parkway	0	6	0	0	0	0	0	41	0	0	0	0	47
3000 Bowers	0	5	0	3	0	0	0	37	0	0	0	3	48
City Place (Phases 1, 2, 3)	8	2	6	8	8	7	1	29	5	9	1	4	88
3226 Scott	0	1	0	0	0	0	0	10	0	0	0	0	11
Great America MP	0	2	0	0	0	0	0	2	0	0	0	0	4
Lawrence Station Area Plan - Phase 1	0	23	7	0	0	0	0	7	0	0	0	0	37
3375 Scott	0	1	0	0	0	0	0	7	0	0	0	0	8
Santa Clara Approved Project Trips	31	152	22	27	22	7	5	328	5	9	20	40	668
NSJ Phase I Project Trips	0	0	0	2	7	0	5	38	2	3	17	2	77
Total Approved Project Trips	31	152	22	29	29	7	10	366	7	12	37	42	745
<b>Background Conditions</b>	<b>55</b>	<b>272</b>	<b>58</b>	<b>188</b>	<b>616</b>	<b>49</b>	<b>133</b>	<b>1254</b>	<b>50</b>	<b>50</b>	<b>486</b>	<b>126</b>	<b>3338</b>
Proposed Project Trips	1	0	0	0	4	0	0	0	0	0	4	1	10
<b>Existing Plus Project Conditions</b>	<b>25</b>	<b>120</b>	<b>36</b>	<b>159</b>	<b>591</b>	<b>42</b>	<b>123</b>	<b>888</b>	<b>43</b>	<b>38</b>	<b>453</b>	<b>85</b>	<b>2603</b>
<b>Background Plus Project Conditions</b>	<b>56</b>	<b>272</b>	<b>58</b>	<b>188</b>	<b>620</b>	<b>49</b>	<b>133</b>	<b>1254</b>	<b>50</b>	<b>50</b>	<b>490</b>	<b>127</b>	<b>3348</b>
<b>Pending Project Trips</b>													
Santa Clara Pending Project Trips (TFX)	0	23	1	7	1	0	0	62	0	0	3	-1	96
1250 Coleman	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby Office	0	1	0	0	0	0	0	9	0	0	0	0	10
ISC Swim Center	0	8	0	0	0	0	0	14	0	0	0	0	22
3402 ECR	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Full)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry	0	15	0	0	0	0	0	4	0	0	0	0	19
3069 Lawrence Expressway	0	6	2	0	0	0	0	1	0	0	0	0	9
Santa Clara Pending Project Trips	0	53	3	7	1	0	0	90	0	0	3	-1	156
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	53	3	7	1	0	0	90	0	0	3	-1	156
<b>Cumulative No Project Conditions</b>	<b>55</b>	<b>325</b>	<b>61</b>	<b>195</b>	<b>617</b>	<b>49</b>	<b>133</b>	<b>1344</b>	<b>50</b>	<b>50</b>	<b>489</b>	<b>125</b>	<b>3494</b>
<b>Cumulative Plus Project Conditions</b>	<b>56</b>	<b>325</b>	<b>61</b>	<b>195</b>	<b>621</b>	<b>49</b>	<b>133</b>	<b>1344</b>	<b>50</b>	<b>50</b>	<b>493</b>	<b>126</b>	<b>3504</b>

Intersection Number: 2  
 Traffix Node Number: 202  
 Intersection Name: Bowers Avenue and Walsh Avenue/Kifer Road  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>211</b>	<b>250</b>	<b>69</b>	<b>157</b>	<b>699</b>	<b>70</b>	<b>44</b>	<b>1018</b>	<b>229</b>	<b>27</b>	<b>119</b>	<b>122</b>	<b>3015</b>
<b>Approved Project Trips</b>													
Santa Clara Approved Project Trips (TFX)	57	195	20	22	43	3	20	242	3	0	18	25	648
Great America Parkway	2	6	0	0	0	0	0	41	0	0	0	12	61
3000 Bowers	0	4	7	0	10	0	0	0	47	2	3	9	82
City Place (Phases 1, 2, 3)	7	1	2	8	3	6	0	43	4	6	6	2	88
3226 Scott	0	1	0	0	0	0	0	10	0	0	0	0	11
Great America MP	0	2	0	0	0	0	0	2	0	0	0	0	4
Lawrence Station Area Plan - Phase 2	7	0	0	0	7	0	0	0	13	30	19	21	97
3375 Scott	0	1	0	0	0	0	0	7	0	0	0	0	8
Santa Clara Approved Project Trips	73	210	29	30	63	9	20	345	67	38	46	69	999
NSJ Phase I Project Trips	0	46	0	0	0	0	0	44	0	0	0	0	90
Total Approved Project Trips	73	256	29	30	63	9	20	389	67	38	46	69	1089
<b>Background Conditions</b>	<b>284</b>	<b>506</b>	<b>98</b>	<b>187</b>	<b>762</b>	<b>79</b>	<b>64</b>	<b>1407</b>	<b>296</b>	<b>65</b>	<b>165</b>	<b>191</b>	<b>4104</b>
Proposed Project Trips	0	1	0	0	2	0	0	1	0	0	2	0	6
<b>Existing Plus Project Conditions</b>	<b>211</b>	<b>251</b>	<b>69</b>	<b>157</b>	<b>701</b>	<b>70</b>	<b>44</b>	<b>1019</b>	<b>229</b>	<b>27</b>	<b>121</b>	<b>122</b>	<b>3021</b>
<b>Background Plus Project Conditions</b>	<b>284</b>	<b>507</b>	<b>98</b>	<b>187</b>	<b>764</b>	<b>79</b>	<b>64</b>	<b>1408</b>	<b>296</b>	<b>65</b>	<b>167</b>	<b>191</b>	<b>4110</b>
<b>Pending Project Trips</b>													
Santa Clara Pending Project Trips (TFX)	3	31	1	3	3	0	0	73	7	1	11	4	137
1250 Coleman	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby Office	0	1	0	3	0	0	0	9	0	0	0	0	13
ISC Swim Center	0	7	0	0	0	0	0	12	0	0	0	0	19
3402 ECR	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Full)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry	0	15	0	0	0	0	0	4	0	0	0	0	19
3069 Lawrence Expressway	1	0	0	0	1	0	0	0	2	8	5	6	23
Santa Clara Pending Project Trips	4	54	1	6	4	0	0	98	9	9	16	10	211
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	4	54	1	6	4	0	0	98	9	9	16	10	211
<b>Cumulative No Project Conditions</b>	<b>288</b>	<b>560</b>	<b>99</b>	<b>193</b>	<b>766</b>	<b>79</b>	<b>64</b>	<b>1505</b>	<b>305</b>	<b>74</b>	<b>181</b>	<b>201</b>	<b>4315</b>
<b>Cumulative Plus Project Conditions</b>	<b>288</b>	<b>561</b>	<b>99</b>	<b>193</b>	<b>768</b>	<b>79</b>	<b>64</b>	<b>1506</b>	<b>305</b>	<b>74</b>	<b>183</b>	<b>201</b>	<b>4321</b>

Intersection Number: 3  
 Traffix Node Number: 5329  
 Intersection Name: Bowers Avenue and Central Expressway  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>156</b>	<b>330</b>	<b>64</b>	<b>190</b>	<b>2544</b>	<b>147</b>	<b>106</b>	<b>826</b>	<b>322</b>	<b>82</b>	<b>1137</b>	<b>411</b>	<b>6315</b>
<b>Approved Project Trips</b>													
Santa Clara Approved Project Trips (TFX)	71	265	62	53	32	6	16	269	4	0	170	128	1076
Great America Parkway	6	7	2	16	0	0	0	53	0	0	0	41	125
3000 Bowers	0	140	0	0	0	70	1	14	0	0	5	7	237
City Place (Phases 1, 2, 3)	6	2	5	30	2	9	9	47	3	3	3	4	123
3226 Scott	0	0	0	0	3	1	0	10	0	0	7	15	36
Great America MP	2	2	1	1	0	0	0	2	0	0	0	3	11
Lawrence Station Area Plan - Phase 3	7	7	0	0	13	0	4	17	0	0	44	11	103
3375 Scott	0	1	0	0	17	0	0	3	3	0	0	0	24
Santa Clara Approved Project Trips	92	424	70	100	67	86	30	415	10	3	229	209	1735
NSJ Phase I Project Trips	8	36	5	3	30	3	3	29	12	6	100	19	254
Total Approved Project Trips	100	460	75	103	97	89	33	444	22	9	329	228	1989
<b>Background Conditions</b>	<b>256</b>	<b>790</b>	<b>139</b>	<b>293</b>	<b>2641</b>	<b>236</b>	<b>139</b>	<b>1270</b>	<b>344</b>	<b>91</b>	<b>1466</b>	<b>639</b>	<b>8304</b>
Proposed Project Trips	0	0	0	0	12	1	1	0	0	0	14	0	28
<b>Existing Plus Project Conditions</b>	<b>156</b>	<b>330</b>	<b>64</b>	<b>190</b>	<b>2556</b>	<b>148</b>	<b>107</b>	<b>826</b>	<b>322</b>	<b>82</b>	<b>1151</b>	<b>411</b>	<b>6343</b>
<b>Background Plus Project Conditions</b>	<b>256</b>	<b>790</b>	<b>139</b>	<b>293</b>	<b>2653</b>	<b>237</b>	<b>140</b>	<b>1270</b>	<b>344</b>	<b>91</b>	<b>1480</b>	<b>639</b>	<b>8332</b>
<b>Pending Project Trips</b>													
Santa Clara Pending Project Trips (TFX)	24	34	0	0	25	0	0	77	3	1	20	30	214
1250 Coleman	0	0	0	0	33	0	0	0	0	0	12	0	45
Bixby Office	0	2	0	1	0	0	0	12	0	0	0	0	15
ISC Swim Center	0	3	0	0	0	0	0	6	4	2	0	0	15
3402 ECR	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Full)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry	23	15	24	6	0	0	0	4	0	0	0	6	78
3069 Lawrence Expressway	1	1	0	0	2	0	1	5	0	0	11	3	24
Santa Clara Pending Project Trips	48	55	24	7	60	0	1	104	7	3	43	39	391
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	48	55	24	7	60	0	1	104	7	3	43	39	391
<b>Cumulative No Project Conditions</b>	<b>304</b>	<b>845</b>	<b>163</b>	<b>300</b>	<b>2701</b>	<b>236</b>	<b>140</b>	<b>1374</b>	<b>351</b>	<b>94</b>	<b>1509</b>	<b>678</b>	<b>8695</b>
<b>Cumulative Plus Project Conditions</b>	<b>304</b>	<b>845</b>	<b>163</b>	<b>300</b>	<b>2713</b>	<b>237</b>	<b>141</b>	<b>1374</b>	<b>351</b>	<b>94</b>	<b>1523</b>	<b>678</b>	<b>8723</b>

Intersection Number: 4  
 Traffix Node Number: 1200  
 Intersection Name: Bowers Avenue and Scott Boulevard  
 Peak Hour: AM  
 Count Date: 11/15/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>182</b>	<b>517</b>	<b>102</b>	<b>142</b>	<b>821</b>	<b>121</b>	<b>131</b>	<b>873</b>	<b>125</b>	<b>47</b>	<b>122</b>	<b>75</b>	<b>3258</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	97	215	130	116	73	166	95	326	29	17	58	77	1399
<i>Great America Parkway</i>	4	15	0	0	0	0	0	110	0	0	0	29	158
<i>3000 Bowers</i>	0	137	0	0	0	0	0	18	0	3	0	0	158
<i>City Place (Phases 1, 2, 3)</i>	0	6	13	3	1	3	0	88	7	0	0	7	128
<i>3226 Scott</i>	0	0	9	1	1	0	24	0	0	0	5	0	40
<i>Great America MP</i>	1	5	0	0	0	0	0	6	0	0	0	1	13
<i>Lawrence Station Area Plan - Phase 4</i>	13	7	0	0	0	0	0	27	0	0	7	42	96
<i>3375 Scott</i>	69	0	0	0	17	0	0	0	3	1	5	10	105
Santa Clara Approved Project Trips	184	385	152	120	92	169	119	575	39	21	75	166	2097
NSJ Phase I Project Trips	11	65	13	1	3	1	1	5	1	16	70	38	225
Total Approved Project Trips	195	450	165	121	95	170	120	580	40	37	145	204	2322
<b>Background Conditions</b>	<b>377</b>	<b>967</b>	<b>267</b>	<b>263</b>	<b>916</b>	<b>291</b>	<b>251</b>	<b>1453</b>	<b>165</b>	<b>84</b>	<b>267</b>	<b>279</b>	<b>5580</b>
Proposed Project Trips	0	0	9	8	9	0	0	0	0	0	10	0	36
<b>Existing Plus Project Conditions</b>	<b>182</b>	<b>517</b>	<b>111</b>	<b>150</b>	<b>830</b>	<b>121</b>	<b>131</b>	<b>873</b>	<b>125</b>	<b>47</b>	<b>132</b>	<b>75</b>	<b>3294</b>
<b>Background Plus Project Conditions</b>	<b>377</b>	<b>967</b>	<b>276</b>	<b>271</b>	<b>925</b>	<b>291</b>	<b>251</b>	<b>1453</b>	<b>165</b>	<b>84</b>	<b>277</b>	<b>279</b>	<b>5616</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	177	62	20	0	44	0	0	72	35	6	10	65	491
<i>1250 Coleman</i>	0	0	0	0	13	0	0	0	0	0	5	0	18
<i>Bixby Office</i>	0	2	2	13	0	0	0	13	0	0	0	1	31
<i>ISC Swim Center</i>	0	3	0	0	0	0	0	6	0	0	0	0	9
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	11	63	10	2	0	0	0	16	0	0	0	3	105
<i>3069 Lawrence Expressway</i>	2	1	0	0	0	0	0	7	0	0	2	11	23
Santa Clara Pending Project Trips	190	131	32	15	57	0	0	114	35	6	17	80	677
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	190	131	32	15	57	0	0	114	35	6	17	80	677
<b>Cumulative No Project Conditions</b>	<b>567</b>	<b>1098</b>	<b>299</b>	<b>278</b>	<b>973</b>	<b>291</b>	<b>251</b>	<b>1567</b>	<b>200</b>	<b>90</b>	<b>284</b>	<b>359</b>	<b>6257</b>
<b>Cumulative Plus Project Conditions</b>	<b>567</b>	<b>1098</b>	<b>308</b>	<b>286</b>	<b>982</b>	<b>291</b>	<b>251</b>	<b>1567</b>	<b>200</b>	<b>90</b>	<b>294</b>	<b>359</b>	<b>6293</b>



Intersection Number: 5  
 Traffix Node Number: 5416  
 Intersection Name: San Tomas Expressway and El Camino Real  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>511</b>	<b>961</b>	<b>98</b>	<b>168</b>	<b>868</b>	<b>131</b>	<b>56</b>	<b>2746</b>	<b>230</b>	<b>93</b>	<b>464</b>	<b>455</b>	<b>6781</b>
<b>Approved Project Trips</b>													
Santa Clara Approved Project Trips (TFX)	18	78	2	16	2	0	0	400	2	7	4	34	563
Great America Parkway	0	6	0	0	0	0	0	41	0	0	0	0	47
3000 Bowers	0	3	0	0	7	0	0	20	0	0	1	0	31
City Place (Phases 1, 2, 3)	6	0	2	6	0	1	0	27	2	4	0	9	57
3226 Scott	0	0	0	0	0	0	0	2	0	0	0	0	2
Great America MP	0	2	0	0	0	0	0	2	0	0	0	0	4
Lawrence Station Area Plan - Phase 5	0	7	12	7	7	0	0	0	0	0	14	0	47
3375 Scott	0	2	0	0	0	0	0	13	0	0	0	0	15
Santa Clara Approved Project Trips	24	98	16	29	16	1	0	505	4	11	19	43	766
NSJ Phase I Project Trips	6	22	4	0	0	0	-2	-69	-3	3	27	9	-4
Total Approved Project Trips	30	120	20	29	16	1	-2	436	1	14	46	52	763
<b>Background Conditions</b>	<b>541</b>	<b>1081</b>	<b>118</b>	<b>197</b>	<b>884</b>	<b>132</b>	<b>54</b>	<b>3182</b>	<b>231</b>	<b>107</b>	<b>510</b>	<b>507</b>	<b>7544</b>
Proposed Project Trips	3	18	0	0	0	0	0	20	0	0	0	4	45
<b>Existing Plus Project Conditions</b>	<b>514</b>	<b>979</b>	<b>98</b>	<b>168</b>	<b>868</b>	<b>131</b>	<b>56</b>	<b>2766</b>	<b>230</b>	<b>93</b>	<b>464</b>	<b>459</b>	<b>6826</b>
<b>Background Plus Project Conditions</b>	<b>544</b>	<b>1099</b>	<b>118</b>	<b>197</b>	<b>884</b>	<b>132</b>	<b>54</b>	<b>3202</b>	<b>231</b>	<b>107</b>	<b>510</b>	<b>511</b>	<b>7589</b>
<b>Pending Project Trips</b>													
Santa Clara Pending Project Trips (TFX)	107	50	11	28	50	8	3	73	43	61	57	155	646
1250 Coleman	0	0	0	0	33	0	0	0	0	0	11	0	44
Bixby Office	0	1	0	0	0	0	0	9	0	0	0	0	10
ISC Swim Center	0	7	0	0	0	8	24	15	0	0	0	0	54
3402 ECR	0	0	0	0	4	0	0	0	0	0	11	0	15
City Place (Full)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry	0	19	0	0	0	0	0	5	0	0	0	0	24
3069 Lawrence Expressway	0	2	3	1	1	0	0	0	0	0	4	0	11
Santa Clara Pending Project Trips	107	79	14	29	88	16	27	102	43	61	83	155	804
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	107	79	14	29	88	16	27	102	43	61	83	155	804
<b>Cumulative No Project Conditions</b>	<b>648</b>	<b>1160</b>	<b>132</b>	<b>226</b>	<b>972</b>	<b>148</b>	<b>81</b>	<b>3284</b>	<b>274</b>	<b>168</b>	<b>593</b>	<b>662</b>	<b>8348</b>
<b>Cumulative Plus Project Conditions</b>	<b>651</b>	<b>1178</b>	<b>132</b>	<b>226</b>	<b>972</b>	<b>148</b>	<b>81</b>	<b>3304</b>	<b>274</b>	<b>168</b>	<b>593</b>	<b>666</b>	<b>8393</b>

Intersection Number: 6  
 Traffix Node Number: 808  
 Intersection Name: San Tomas Expressway and Cabrillo Avenue  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>116</b>	<b>1403</b>	<b>16</b>	<b>295</b>	<b>241</b>	<b>73</b>	<b>22</b>	<b>3181</b>	<b>49</b>	<b>98</b>	<b>101</b>	<b>152</b>	<b>5747</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	1	98	1	11	4	0	0	450	0	0	1	7	573
<i>Great America Parkway</i>	0	6	0	0	0	0	0	41	0	0	0	0	47
<i>3000 Bowers</i>	0	3	0	0	0	0	0	20	0	0	0	0	23
<i>City Place (Phases 1, 2, 3)</i>	0	16	0	0	0	0	0	36	0	0	0	0	52
<i>3226 Scott</i>	0	0	0	0	0	0	0	2	0	0	0	0	2
<i>Great America MP</i>	0	2	0	0	0	0	0	2	0	0	0	0	4
<i>Lawrence Station Area Plan - Phase 6</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3375 Scott</i>	0	2	0	0	0	0	0	13	0	0	0	0	15
Santa Clara Approved Project Trips	1	127	1	11	4	0	0	564	0	0	1	7	716
NSJ Phase I Project Trips	0	-8	0	0	0	0	0	-31	0	0	0	0	-39
Total Approved Project Trips	1	119	1	11	4	0	0	533	0	0	1	7	677
<b>Background Conditions</b>	<b>117</b>	<b>1522</b>	<b>17</b>	<b>306</b>	<b>245</b>	<b>73</b>	<b>22</b>	<b>3714</b>	<b>49</b>	<b>98</b>	<b>102</b>	<b>159</b>	<b>6424</b>
Proposed Project Trips	2	21	0	0	0	0	0	24	0	0	0	2	49
<b>Existing Plus Project Conditions</b>	<b>118</b>	<b>1424</b>	<b>16</b>	<b>295</b>	<b>241</b>	<b>73</b>	<b>22</b>	<b>3205</b>	<b>49</b>	<b>98</b>	<b>101</b>	<b>154</b>	<b>5796</b>
<b>Background Plus Project Conditions</b>	<b>119</b>	<b>1543</b>	<b>17</b>	<b>306</b>	<b>245</b>	<b>73</b>	<b>22</b>	<b>3738</b>	<b>49</b>	<b>98</b>	<b>102</b>	<b>161</b>	<b>6473</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	0	168	0	0	3	0	0	236	0	0	1	0	408
<i>1250 Coleman</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bixby Office</i>	0	1	0	0	0	0	0	9	0	0	0	0	10
<i>ISC Swim Center</i>	0	7	0	0	0	0	0	15	0	0	0	0	22
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	0	19	0	0	0	0	0	5	0	0	0	0	24
<i>3069 Lawrence Expressway</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	195	0	0	3	0	0	265	0	0	1	0	464
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	195	0	0	3	0	0	265	0	0	1	0	464
<b>Cumulative No Project Conditions</b>	<b>117</b>	<b>1717</b>	<b>17</b>	<b>306</b>	<b>248</b>	<b>73</b>	<b>22</b>	<b>3979</b>	<b>49</b>	<b>98</b>	<b>103</b>	<b>159</b>	<b>6888</b>
<b>Cumulative Plus Project Conditions</b>	<b>119</b>	<b>1738</b>	<b>17</b>	<b>306</b>	<b>248</b>	<b>73</b>	<b>22</b>	<b>4003</b>	<b>49</b>	<b>98</b>	<b>103</b>	<b>161</b>	<b>6937</b>

Intersection Number: 7  
 Traffix Node Number: 5414  
 Intersection Name: San Tomas Expressway and Monroe Street  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>200</b>	<b>1385</b>	<b>65</b>	<b>248</b>	<b>506</b>	<b>69</b>	<b>97</b>	<b>3260</b>	<b>109</b>	<b>119</b>	<b>281</b>	<b>292</b>	<b>6631</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	10	100	24	28	2	0	0	460	8	1	0	28	661
<i>Great America Parkway</i>	0	6	0	0	0	0	0	41	0	0	0	0	47
<i>3000 Bowers</i>	0	3	0	0	3	0	0	20	0	0	0	0	26
<i>City Place (Phases 1, 2, 3)</i>	5	7	5	5	7	6	0	32	4	3	4	4	82
<i>3226 Scott</i>	1	7	0	2	0	0	0	49	0	0	0	5	64
<i>Great America MP</i>	0	2	0	0	0	0	0	2	0	0	0	0	4
<i>Lawrence Station Area Plan - Phase 7</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3375 Scott</i>	0	2	0	0	0	0	0	13	0	0	0	0	15
Santa Clara Approved Project Trips	16	127	29	35	12	6	0	617	12	4	4	37	899
NSJ Phase I Project Trips	-2	-12	-1	3	2	1	0	-30	-1	3	18	19	0
Total Approved Project Trips	14	115	28	38	14	7	0	587	11	7	22	56	900
<b>Background Conditions</b>	<b>214</b>	<b>1500</b>	<b>93</b>	<b>286</b>	<b>520</b>	<b>76</b>	<b>97</b>	<b>3847</b>	<b>120</b>	<b>126</b>	<b>303</b>	<b>348</b>	<b>7531</b>
Proposed Project Trips	3	23	0	0	0	0	0	26	0	0	1	4	57
<b>Existing Plus Project Conditions</b>	<b>203</b>	<b>1408</b>	<b>65</b>	<b>248</b>	<b>506</b>	<b>69</b>	<b>97</b>	<b>3286</b>	<b>109</b>	<b>119</b>	<b>282</b>	<b>296</b>	<b>6688</b>
<b>Background Plus Project Conditions</b>	<b>217</b>	<b>1523</b>	<b>93</b>	<b>286</b>	<b>520</b>	<b>76</b>	<b>97</b>	<b>3873</b>	<b>120</b>	<b>126</b>	<b>304</b>	<b>352</b>	<b>7588</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	0	168	1	2	4	0	0	236	0	0	1	3	415
<i>1250 Coleman</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bixby Office</i>	0	1	0	0	0	0	0	9	0	0	0	0	10
<i>ISC Swim Center</i>	0	7	0	0	0	0	0	15	0	0	0	0	22
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	0	19	0	0	0	0	0	5	0	0	0	0	24
<i>3069 Lawrence Expressway</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	195	1	2	4	0	0	265	0	0	1	3	471
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	195	1	2	4	0	0	265	0	0	1	3	471
<b>Cumulative No Project Conditions</b>	<b>214</b>	<b>1695</b>	<b>94</b>	<b>288</b>	<b>524</b>	<b>76</b>	<b>97</b>	<b>4112</b>	<b>120</b>	<b>126</b>	<b>304</b>	<b>351</b>	<b>8002</b>
<b>Cumulative Plus Project Conditions</b>	<b>217</b>	<b>1718</b>	<b>94</b>	<b>288</b>	<b>524</b>	<b>76</b>	<b>97</b>	<b>4138</b>	<b>120</b>	<b>126</b>	<b>305</b>	<b>355</b>	<b>8059</b>

Intersection Number: 8  
 Traffix Node Number: 115  
 Intersection Name: San Tomas Expressway and Walsh Avenue  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>442</b>	<b>1453</b>	<b>125</b>	<b>122</b>	<b>763</b>	<b>31</b>	<b>84</b>	<b>3214</b>	<b>441</b>	<b>40</b>	<b>50</b>	<b>97</b>	<b>6862</b>
<b>Approved Project Trips</b>													
Santa Clara Approved Project Trips (TFX)	166	120	21	2	108	2	2	279	236	12	9	18	975
Great America Parkway	0	6	0	0	0	0	0	41	0	0	0	0	47
3000 Bowers	0	0	0	0	0	0	0	10	10	3	1	1	25
City Place (Phases 1, 2, 3)	7	8	3	5	27	10	5	137	3	4	8	0	217
3226 Scott	0	8	0	0	0	0	0	56	0	0	0	0	64
Great America MP	0	2	0	0	0	0	0	2	0	0	0	0	4
Lawrence Station Area Plan - Phase 8	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott	0	2	0	0	0	0	0	13	0	0	0	0	15
Santa Clara Approved Project Trips	173	146	24	7	135	12	7	538	249	19	18	19	1347
NSJ Phase I Project Trips	4	7	1	17	91	4	-1	-26	-2	2	3	5	105
Total Approved Project Trips	177	153	25	24	226	16	6	512	247	21	21	24	1452
<b>Background Conditions</b>	<b>619</b>	<b>1606</b>	<b>150</b>	<b>146</b>	<b>989</b>	<b>47</b>	<b>90</b>	<b>3726</b>	<b>688</b>	<b>61</b>	<b>71</b>	<b>121</b>	<b>8314</b>
Proposed Project Trips	2	26	0	0	0	0	0	30	0	0	0	2	60
<b>Existing Plus Project Conditions</b>	<b>444</b>	<b>1479</b>	<b>125</b>	<b>122</b>	<b>763</b>	<b>31</b>	<b>84</b>	<b>3244</b>	<b>441</b>	<b>40</b>	<b>50</b>	<b>99</b>	<b>6922</b>
<b>Background Plus Project Conditions</b>	<b>621</b>	<b>1632</b>	<b>150</b>	<b>146</b>	<b>989</b>	<b>47</b>	<b>90</b>	<b>3756</b>	<b>688</b>	<b>61</b>	<b>71</b>	<b>123</b>	<b>8374</b>
<b>Pending Project Trips</b>													
Santa Clara Pending Project Trips (TFX)	1	163	0	0	4	1	4	235	2	6	3	3	422
1250 Coleman	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby Office	0	1	0	0	3	0	0	9	0	0	0	0	13
ISC Swim Center	0	7	0	0	0	0	0	15	0	0	0	0	22
3402 ECR	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Full)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry	0	19	0	0	0	0	0	5	0	0	0	0	24
3069 Lawrence Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	1	190	0	0	7	1	4	264	2	6	3	3	481
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	1	190	0	0	7	1	4	264	2	6	3	3	481
<b>Cumulative No Project Conditions</b>	<b>620</b>	<b>1796</b>	<b>150</b>	<b>146</b>	<b>996</b>	<b>48</b>	<b>94</b>	<b>3990</b>	<b>690</b>	<b>67</b>	<b>74</b>	<b>124</b>	<b>8795</b>
<b>Cumulative Plus Project Conditions</b>	<b>622</b>	<b>1822</b>	<b>150</b>	<b>146</b>	<b>996</b>	<b>48</b>	<b>94</b>	<b>4020</b>	<b>690</b>	<b>67</b>	<b>74</b>	<b>126</b>	<b>8855</b>

Intersection Number: 9  
 Traffix Node Number: 5408  
 Intersection Name: San Tomas Expressway and Scott Boulevard  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>852</b>	<b>1968</b>	<b>187</b>	<b>274</b>	<b>519</b>	<b>63</b>	<b>80</b>	<b>3299</b>	<b>382</b>	<b>35</b>	<b>129</b>	<b>84</b>	<b>7872</b>
<b>Approved Project Trips</b>													
Santa Clara Approved Project Trips (TFX)	145	351	74	14	78	0	0	173	126	77	44	55	1137
Great America Parkway	0	6	0	0	0	0	0	41	0	0	0	0	47
3000 Bowers	0	33	0	0	0	0	0	5	0	0	0	0	38
City Place (Phases 1, 2, 3)	38	1	8	0	3	4	8	23	5	0	5	2	97
3226 Scott	82	42	0	0	0	0	0	0	13	-1	0	17	153
Great America MP	0	2	0	0	0	0	0	2	0	0	0	0	4
Lawrence Station Area Plan - Phase 9	0	7	0	0	0	0	0	11	0	0	0	7	25
3375 Scott	0	0	0	0	10	0	0	0	7	2	3	0	22
Santa Clara Approved Project Trips	265	442	82	14	91	4	8	255	151	78	52	81	1523
NSJ Phase I Project Trips	7	18	4	29	27	3	0	9	4	17	10	10	137
Total Approved Project Trips	272	460	86	43	118	7	8	264	155	95	62	91	1660
<b>Background Conditions</b>	<b>1124</b>	<b>2428</b>	<b>273</b>	<b>317</b>	<b>637</b>	<b>70</b>	<b>88</b>	<b>3563</b>	<b>537</b>	<b>130</b>	<b>191</b>	<b>175</b>	<b>9532</b>
Proposed Project Trips	0	0	70	61	17	28	31	0	0	0	20	0	227
<b>Existing Plus Project Conditions</b>	<b>852</b>	<b>1968</b>	<b>257</b>	<b>335</b>	<b>536</b>	<b>91</b>	<b>111</b>	<b>3299</b>	<b>382</b>	<b>35</b>	<b>149</b>	<b>84</b>	<b>8099</b>
<b>Background Plus Project Conditions</b>	<b>1124</b>	<b>2428</b>	<b>343</b>	<b>378</b>	<b>654</b>	<b>98</b>	<b>119</b>	<b>3563</b>	<b>537</b>	<b>130</b>	<b>211</b>	<b>175</b>	<b>9759</b>
<b>Pending Project Trips</b>													
Santa Clara Pending Project Trips (TFX)	21	163	9	13	7	0	0	222	17	3	1	6	462
1250 Coleman	0	0	0	0	13	0	0	0	0	0	5	0	18
Bixby Office	0	0	0	0	4	0	0	0	9	1	1	0	15
ISC Swim Center	0	7	0	0	0	0	0	15	0	0	0	0	22
3402 ECR	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Full)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry	0	19	0	0	1	0	0	5	0	0	5	0	30
3069 Lawrence Expressway	0	1	0	0	0	0	0	3	0	0	0	2	6
Santa Clara Pending Project Trips	21	190	9	13	25	0	0	245	26	4	12	8	553
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	21	190	9	13	25	0	0	245	26	4	12	8	553
<b>Cumulative No Project Conditions</b>	<b>1145</b>	<b>2618</b>	<b>282</b>	<b>330</b>	<b>662</b>	<b>70</b>	<b>88</b>	<b>3808</b>	<b>563</b>	<b>134</b>	<b>203</b>	<b>183</b>	<b>10085</b>
<b>Cumulative Plus Project Conditions</b>	<b>1145</b>	<b>2618</b>	<b>352</b>	<b>391</b>	<b>679</b>	<b>98</b>	<b>119</b>	<b>3808</b>	<b>563</b>	<b>134</b>	<b>223</b>	<b>183</b>	<b>10312</b>

Intersection Number: 10  
 Traffix Node Number: 5805  
 Intersection Name: Mission College Boulevard/Thomas Road and Montague Expressway  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>339</b>	<b>29</b>	<b>60</b>	<b>744</b>	<b>2576</b>	<b>53</b>	<b>13</b>	<b>207</b>	<b>197</b>	<b>289</b>	<b>2500</b>	<b>929</b>	<b>7936</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	63	4	20	80	252	0	0	4	2	6	69	249	749
<i>Great America Parkway</i>	6	0	14	103	0	0	0	0	0	0	0	41	164
<i>3000 Bowers</i>	0	0	0	0	33	0	0	0	0	0	5	0	38
<i>City Place (Phases 1, 2, 3)</i>	7	6	2	23	0	9	6	2	7	2	3	220	287
<i>3226 Scott</i>	0	0	0	0	32	0	0	0	0	0	4	0	36
<i>Great America MP</i>	2	0	5	6	0	0	0	0	0	0	0	2	15
<i>Lawrence Station Area Plan - Phase 10</i>	0	0	0	0	7	0	0	0	0	0	19	0	26
<i>3375 Scott</i>	0	0	0	0	13	0	0	0	0	0	2	0	15
Santa Clara Approved Project Trips	78	10	41	212	337	9	6	6	9	8	102	512	1330
NSJ Phase I Project Trips	21	2	11	95	337	12	0	1	1	66	375	137	1060
Total Approved Project Trips	99	12	52	307	674	21	6	7	10	74	477	649	2390
<b>Background Conditions</b>	<b>438</b>	<b>41</b>	<b>112</b>	<b>1051</b>	<b>3250</b>	<b>74</b>	<b>19</b>	<b>214</b>	<b>207</b>	<b>363</b>	<b>2977</b>	<b>1578</b>	<b>10326</b>
Proposed Project Trips	0	0	0	0	26	0	0	0	0	0	23	0	49
<b>Existing Plus Project Conditions</b>	<b>339</b>	<b>29</b>	<b>60</b>	<b>744</b>	<b>2602</b>	<b>53</b>	<b>13</b>	<b>207</b>	<b>197</b>	<b>289</b>	<b>2523</b>	<b>929</b>	<b>7985</b>
<b>Background Plus Project Conditions</b>	<b>438</b>	<b>41</b>	<b>112</b>	<b>1051</b>	<b>3276</b>	<b>74</b>	<b>19</b>	<b>214</b>	<b>207</b>	<b>363</b>	<b>3000</b>	<b>1578</b>	<b>10375</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	142	0	69	91	26	0	0	0	0	0	25	157	510
<i>1250 Coleman</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bixby Office</i>	0	0	1	5	0	0	0	0	0	0	0	0	6
<i>ISC Swim Center</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	19	6	37	9	0	0	0	2	0	0	0	5	78
<i>3069 Lawrence Expressway</i>	0	0	0	0	1	0	0	0	0	0	5	0	6
Santa Clara Pending Project Trips	161	6	107	105	27	0	0	2	0	0	30	162	600
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	161	6	107	105	27	0	0	2	0	0	30	162	600
<b>Cumulative No Project Conditions</b>	<b>599</b>	<b>47</b>	<b>219</b>	<b>1156</b>	<b>3277</b>	<b>74</b>	<b>19</b>	<b>216</b>	<b>207</b>	<b>363</b>	<b>3007</b>	<b>1740</b>	<b>10926</b>
<b>Cumulative Plus Project Conditions</b>	<b>599</b>	<b>47</b>	<b>219</b>	<b>1156</b>	<b>3303</b>	<b>74</b>	<b>19</b>	<b>216</b>	<b>207</b>	<b>363</b>	<b>3030</b>	<b>1740</b>	<b>10975</b>

Intersection Number: 11  
 Traffix Node Number: 5806  
 Intersection Name: De La Cruz Boulevard/Agnew Road and Montague Expressway  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>213</b>	<b>154</b>	<b>135</b>	<b>203</b>	<b>3158</b>	<b>169</b>	<b>205</b>	<b>402</b>	<b>213</b>	<b>97</b>	<b>2269</b>	<b>153</b>	<b>7371</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	0	0	0	0	317	0	0	0	1	3	83	0	404
<i>Great America Parkway</i>	0	0	1	6	54	0	0	0	8	1	7	0	77
<i>3000 Bowers</i>	0	0	0	0	33	0	0	0	0	0	5	0	38
<i>City Place (Phases 1, 2, 3)</i>	3	2	5	1	9	4	3	4	5	7	7	2	52
<i>3226 Scott</i>	0	0	0	0	32	0	0	0	0	0	4	0	36
<i>Great America MP</i>	0	0	0	0	4	0	0	0	0	0	3	0	7
<i>Lawrence Station Area Plan - Phase 11</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3375 Scott</i>	0	0	0	0	13	0	0	0	0	0	2	0	15
Santa Clara Approved Project Trips	3	2	6	7	462	4	3	4	14	11	111	2	629
NSJ Phase I Project Trips	51	0	0	1	379	35	27	0	43	20	573	0	1130
Total Approved Project Trips	54	2	6	8	841	39	30	4	57	31	684	2	1759
<b>Background Conditions</b>	<b>267</b>	<b>156</b>	<b>141</b>	<b>211</b>	<b>3999</b>	<b>208</b>	<b>235</b>	<b>406</b>	<b>270</b>	<b>128</b>	<b>2953</b>	<b>155</b>	<b>9130</b>
Proposed Project Trips	0	0	0	0	26	0	0	0	0	0	23	0	49
<b>Existing Plus Project Conditions</b>	<b>213</b>	<b>154</b>	<b>135</b>	<b>203</b>	<b>3184</b>	<b>169</b>	<b>205</b>	<b>402</b>	<b>213</b>	<b>97</b>	<b>2292</b>	<b>153</b>	<b>7420</b>
<b>Background Plus Project Conditions</b>	<b>267</b>	<b>156</b>	<b>141</b>	<b>211</b>	<b>4025</b>	<b>208</b>	<b>235</b>	<b>406</b>	<b>270</b>	<b>128</b>	<b>2976</b>	<b>155</b>	<b>9179</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	0	0	0	0	85	0	0	0	12	8	73	0	178
<i>1250 Coleman</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bixby Office</i>	0	0	0	0	0	0	0	0	2	0	0	0	2
<i>ISC Swim Center</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	0	0	0	0	8	0	0	0	0	0	31	0	39
<i>3069 Lawrence Expressway</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	93	0	0	0	14	8	104	0	219
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	93	0	0	0	14	8	104	0	219
<b>Cumulative No Project Conditions</b>	<b>267</b>	<b>156</b>	<b>141</b>	<b>211</b>	<b>4092</b>	<b>208</b>	<b>235</b>	<b>406</b>	<b>284</b>	<b>136</b>	<b>3057</b>	<b>155</b>	<b>9349</b>
<b>Cumulative Plus Project Conditions</b>	<b>267</b>	<b>156</b>	<b>141</b>	<b>211</b>	<b>4118</b>	<b>208</b>	<b>235</b>	<b>406</b>	<b>284</b>	<b>136</b>	<b>3080</b>	<b>155</b>	<b>9398</b>

Intersection Number: 12  
 Traffix Node Number: 504  
 Intersection Name: Scott Boulevard and Monroe Street  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>89</b>	<b>222</b>	<b>62</b>	<b>378</b>	<b>370</b>	<b>52</b>	<b>50</b>	<b>1305</b>	<b>232</b>	<b>103</b>	<b>185</b>	<b>138</b>	<b>3186</b>
<b>Approved Project Trips</b>													
Santa Clara Approved Project Trips (TFX)	0	9	8	20	17	0	0	60	3	0	10	0	127
Great America Parkway	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers	0	0	0	0	3	0	0	3	0	0	0	0	6
City Place (Phases 1, 2, 3)	0	41	0	0	0	0	0	9	0	0	0	0	50
3226 Scott	0	0	0	0	0	0	0	2	0	0	0	0	2
Great America MP	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Station Area Plan - Phase 12	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Approved Project Trips	0	50	8	20	20	0	0	74	3	0	10	0	185
NSJ Phase I Project Trips	0	0	0	0	6	0	0	0	0	0	17	0	23
Total Approved Project Trips	0	50	8	20	26	0	0	74	3	0	27	0	208
<b>Background Conditions</b>	<b>89</b>	<b>272</b>	<b>70</b>	<b>398</b>	<b>396</b>	<b>52</b>	<b>50</b>	<b>1379</b>	<b>235</b>	<b>103</b>	<b>212</b>	<b>138</b>	<b>3394</b>
Proposed Project Trips	0	11	3	4	0	0	0	13	0	0	0	1	32
<b>Existing Plus Project Conditions</b>	<b>89</b>	<b>233</b>	<b>65</b>	<b>382</b>	<b>370</b>	<b>52</b>	<b>50</b>	<b>1318</b>	<b>232</b>	<b>103</b>	<b>185</b>	<b>139</b>	<b>3218</b>
<b>Background Plus Project Conditions</b>	<b>89</b>	<b>283</b>	<b>73</b>	<b>402</b>	<b>396</b>	<b>52</b>	<b>50</b>	<b>1392</b>	<b>235</b>	<b>103</b>	<b>212</b>	<b>139</b>	<b>3426</b>
<b>Pending Project Trips</b>													
Santa Clara Pending Project Trips (TFX)	1	4	0	0	2	0	0	8	0	0	1	0	16
1250 Coleman	0	6	0	0	0	0	0	2	0	0	0	0	8
Bixby Office	0	0	0	0	0	0	0	0	0	0	0	0	0
ISC Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
3402 ECR	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Full)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	1	10	0	0	2	0	0	10	0	0	1	0	24
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	1	10	0	0	2	0	0	10	0	0	1	0	24
<b>Cumulative No Project Conditions</b>	<b>90</b>	<b>282</b>	<b>70</b>	<b>398</b>	<b>398</b>	<b>52</b>	<b>50</b>	<b>1389</b>	<b>235</b>	<b>103</b>	<b>213</b>	<b>138</b>	<b>3418</b>
<b>Cumulative Plus Project Conditions</b>	<b>90</b>	<b>293</b>	<b>73</b>	<b>402</b>	<b>398</b>	<b>52</b>	<b>50</b>	<b>1402</b>	<b>235</b>	<b>103</b>	<b>213</b>	<b>139</b>	<b>3450</b>



Intersection Number: 13  
 Traffix Node Number: 804  
 Intersection Name: Scott Boulevard and Martin Avenue  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>14</b>	<b>214</b>	<b>37</b>	<b>310</b>	<b>119</b>	<b>128</b>	<b>138</b>	<b>1684</b>	<b>64</b>	<b>18</b>	<b>18</b>	<b>9</b>	<b>2753</b>
<b>Approved Project Trips</b>													
Santa Clara Approved Project Trips (TFX)	0	18	1	28	0	0	0	80	0	0	0	0	127
Great America Parkway	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers	0	0	0	0	0	0	0	3	0	0	0	0	3
City Place (Phases 1, 2, 3)	0	41	0	0	0	0	0	9	0	0	0	0	50
3226 Scott	0	0	0	0	0	0	0	2	0	0	0	0	2
Great America MP	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Station Area Plan - Phase 13	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Approved Project Trips	0	59	1	28	0	0	0	94	0	0	0	0	182
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	59	1	28	0	0	0	94	0	0	0	0	182
<b>Background Conditions</b>	<b>14</b>	<b>273</b>	<b>38</b>	<b>338</b>	<b>119</b>	<b>128</b>	<b>138</b>	<b>1778</b>	<b>64</b>	<b>18</b>	<b>18</b>	<b>9</b>	<b>2935</b>
Proposed Project Trips	0	15	0	0	0	0	0	17	0	0	0	0	32
<b>Existing Plus Project Conditions</b>	<b>14</b>	<b>229</b>	<b>37</b>	<b>310</b>	<b>119</b>	<b>128</b>	<b>138</b>	<b>1701</b>	<b>64</b>	<b>18</b>	<b>18</b>	<b>9</b>	<b>2785</b>
<b>Background Plus Project Conditions</b>	<b>14</b>	<b>288</b>	<b>38</b>	<b>338</b>	<b>119</b>	<b>128</b>	<b>138</b>	<b>1795</b>	<b>64</b>	<b>18</b>	<b>18</b>	<b>9</b>	<b>2967</b>
<b>Pending Project Trips</b>													
Santa Clara Pending Project Trips (TFX)	0	4	0	0	0	0	0	8	0	0	0	0	12
1250 Coleman	0	3	0	0	0	3	1	1	0	0	0	0	8
Bixby Office	0	0	0	0	0	0	0	0	0	0	0	0	0
ISC Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
3402 ECR	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Full)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	7	0	0	0	3	1	9	0	0	0	0	20
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	7	0	0	0	3	1	9	0	0	0	0	20
<b>Cumulative No Project Conditions</b>	<b>14</b>	<b>280</b>	<b>38</b>	<b>338</b>	<b>119</b>	<b>131</b>	<b>139</b>	<b>1787</b>	<b>64</b>	<b>18</b>	<b>18</b>	<b>9</b>	<b>2955</b>
<b>Cumulative Plus Project Conditions</b>	<b>14</b>	<b>295</b>	<b>38</b>	<b>338</b>	<b>119</b>	<b>131</b>	<b>139</b>	<b>1804</b>	<b>64</b>	<b>18</b>	<b>18</b>	<b>9</b>	<b>2987</b>

Intersection Number: 14  
 Trafix Node Number: 501  
 Intersection Name: Scott Boulevard and Walsh Avenue  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>118</b>	<b>221</b>	<b>27</b>	<b>70</b>	<b>324</b>	<b>48</b>	<b>71</b>	<b>1554</b>	<b>342</b>	<b>23</b>	<b>63</b>	<b>34</b>	<b>2895</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	0	15	2	3	39	0	0	38	71	3	9	0	180
<i>Great America Parkway</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3000 Bowers</i>	0	0	0	0	0	0	0	3	0	0	0	0	3
<i>City Place (Phases 1, 2, 3)</i>	0	41	0	0	42	0	0	9	0	0	16	0	108
<i>3226 Scott</i>	0	0	0	0	0	0	0	2	0	0	0	0	2
<i>Great America MP</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Lawrence Station Area Plan - Phase 14</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3375 Scott</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Approved Project Trips	0	56	2	3	81	0	0	52	71	3	25	0	293
NSJ Phase I Project Trips	0	0	0	0	112	0	0	0	0	0	4	0	116
Total Approved Project Trips	0	56	2	3	193	0	0	52	71	3	29	0	409
<b>Background Conditions</b>	<b>118</b>	<b>277</b>	<b>29</b>	<b>73</b>	<b>517</b>	<b>48</b>	<b>71</b>	<b>1606</b>	<b>413</b>	<b>26</b>	<b>92</b>	<b>34</b>	<b>3304</b>
Proposed Project Trips	0	15	0	0	0	0	0	17	0	0	0	0	32
<b>Existing Plus Project Conditions</b>	<b>118</b>	<b>236</b>	<b>27</b>	<b>70</b>	<b>324</b>	<b>48</b>	<b>71</b>	<b>1571</b>	<b>342</b>	<b>23</b>	<b>63</b>	<b>34</b>	<b>2927</b>
<b>Background Plus Project Conditions</b>	<b>118</b>	<b>292</b>	<b>29</b>	<b>73</b>	<b>517</b>	<b>48</b>	<b>71</b>	<b>1623</b>	<b>413</b>	<b>26</b>	<b>92</b>	<b>34</b>	<b>3336</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	0	3	1	1	4	0	0	4	3	1	2	0	19
<i>1250 Coleman</i>	0	3	0	0	0	0	0	1	0	0	0	0	4
<i>Bixby Office</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>ISC Swim Center</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3069 Lawrence Expressway</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	6	1	1	4	0	0	5	3	1	2	0	23
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	6	1	1	4	0	0	5	3	1	2	0	23
<b>Cumulative No Project Conditions</b>	<b>118</b>	<b>283</b>	<b>30</b>	<b>74</b>	<b>521</b>	<b>48</b>	<b>71</b>	<b>1611</b>	<b>416</b>	<b>27</b>	<b>94</b>	<b>34</b>	<b>3327</b>
<b>Cumulative Plus Project Conditions</b>	<b>118</b>	<b>298</b>	<b>30</b>	<b>74</b>	<b>521</b>	<b>48</b>	<b>71</b>	<b>1628</b>	<b>416</b>	<b>27</b>	<b>94</b>	<b>34</b>	<b>3359</b>

Intersection Number: 15  
 Traffix Node Number: 5332  
 Intersection Name: Scott Boulevard and Central Expressway  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>17</b>	<b>93</b>	<b>32</b>	<b>349</b>	<b>1705</b>	<b>257</b>	<b>381</b>	<b>490</b>	<b>539</b>	<b>170</b>	<b>898</b>	<b>134</b>	<b>5065</b>
<b>Approved Project Trips</b>													
Santa Clara Approved Project Trips (TFX)	0	15	16	50	174	0	0	36	4	3	31	0	329
Great America Parkway	0	0	0	0	16	0	0	0	0	0	2	0	18
3000 Bowers	0	0	0	0	23	0	0	0	3	0	3	0	29
City Place (Phases 1, 2, 3)	1	4	0	5	1	37	0	1	8	0	1	3	61
3226 Scott	0	0	0	0	16	0	0	0	2	0	2	0	20
Great America MP	0	0	0	0	1	0	0	0	0	0	1	0	2
Lawrence Station Area Plan - Phase 15	0	0	0	0	13	0	0	0	0	0	37	0	50
3375 Scott	0	0	3	10	10	0	0	0	0	0	0	0	23
Santa Clara Approved Project Trips	1	19	19	65	254	37	0	37	17	3	77	3	532
NSJ Phase I Project Trips	2	6	16	-4	-20	-4	-3	-5	-5	9	35	8	35
Total Approved Project Trips	3	25	35	61	234	33	-3	32	12	12	112	11	567
<b>Background Conditions</b>	<b>20</b>	<b>118</b>	<b>67</b>	<b>410</b>	<b>1939</b>	<b>290</b>	<b>378</b>	<b>522</b>	<b>551</b>	<b>182</b>	<b>1010</b>	<b>145</b>	<b>5632</b>
Proposed Project Trips	13	15	27	31	0	0	0	17	0	0	0	15	118
<b>Existing Plus Project Conditions</b>	<b>30</b>	<b>108</b>	<b>59</b>	<b>380</b>	<b>1705</b>	<b>257</b>	<b>381</b>	<b>507</b>	<b>539</b>	<b>170</b>	<b>898</b>	<b>149</b>	<b>5183</b>
<b>Background Plus Project Conditions</b>	<b>33</b>	<b>133</b>	<b>94</b>	<b>441</b>	<b>1939</b>	<b>290</b>	<b>378</b>	<b>539</b>	<b>551</b>	<b>182</b>	<b>1010</b>	<b>160</b>	<b>5750</b>
<b>Pending Project Trips</b>													
Santa Clara Pending Project Trips (TFX)	0	3	7	16	16	0	0	4	1	1	12	0	60
1250 Coleman	0	0	5	13	33	3	1	0	0	0	12	0	67
Bixby Office	0	0	1	4	1	0	0	0	0	0	0	0	6
ISC Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
3402 ECR	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Full)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry	0	0	5	1	5	0	0	0	0	0	20	0	31
3069 Lawrence Expressway	0	0	0	0	2	0	0	0	0	0	10	0	12
Santa Clara Pending Project Trips	0	3	18	34	57	3	1	4	1	1	54	0	176
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	3	18	34	57	3	1	4	1	1	54	0	176
<b>Cumulative No Project Conditions</b>	<b>20</b>	<b>121</b>	<b>85</b>	<b>444</b>	<b>1996</b>	<b>293</b>	<b>379</b>	<b>526</b>	<b>552</b>	<b>183</b>	<b>1064</b>	<b>145</b>	<b>5808</b>
<b>Cumulative Plus Project Conditions</b>	<b>33</b>	<b>136</b>	<b>112</b>	<b>475</b>	<b>1996</b>	<b>293</b>	<b>379</b>	<b>543</b>	<b>552</b>	<b>183</b>	<b>1064</b>	<b>160</b>	<b>5926</b>

Intersection Number: 16  
 Traffix Node Number: 2600  
 Intersection Name: Scott Boulevard and Space Park Drive  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>7</b>	<b>127</b>	<b>85</b>	<b>74</b>	<b>1</b>	<b>95</b>	<b>143</b>	<b>778</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1339</b>
<b>Approved Project Trips</b>													
Santa Clara Approved Project Trips (TFX)	0	118	0	0	0	0	0	92	0	0	0	0	210
Great America Parkway	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Phases 1, 2, 3)	0	5	0	0	0	0	0	9	0	0	0	0	14
3226 Scott	0	9	0	0	0	0	0	0	0	0	0	0	9
Great America MP	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Station Area Plan - Phase 16	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott	0	3	0	0	0	0	0	10	0	0	0	0	13
Santa Clara Approved Project Trips	0	135	0	0	0	0	0	111	0	0	0	0	246
NSJ Phase I Project Trips	0	23	0	0	0	0	0	-1	0	0	0	0	22
Total Approved Project Trips	0	158	0	0	0	0	0	110	0	0	0	0	268
<b>Background Conditions</b>	<b>7</b>	<b>285</b>	<b>85</b>	<b>74</b>	<b>1</b>	<b>95</b>	<b>143</b>	<b>888</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1607</b>
Proposed Project Trips	0	0	121	106	0	55	63	0	0	0	0	0	345
<b>Existing Plus Project Conditions</b>	<b>7</b>	<b>127</b>	<b>206</b>	<b>180</b>	<b>1</b>	<b>150</b>	<b>206</b>	<b>778</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1684</b>
<b>Background Plus Project Conditions</b>	<b>7</b>	<b>285</b>	<b>206</b>	<b>180</b>	<b>1</b>	<b>150</b>	<b>206</b>	<b>888</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1952</b>
<b>Pending Project Trips</b>													
Santa Clara Pending Project Trips (TFX)	0	10	0	0	0	0	0	20	0	0	0	0	30
1250 Coleman	0	5	0	0	0	0	0	13	0	0	0	0	18
Bixby Office	0	1	0	0	0	0	0	4	0	0	0	0	5
ISC Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
3402 ECR	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Full)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry	0	5	0	0	0	0	0	1	0	0	0	0	6
3069 Lawrence Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	21	0	0	0	0	0	38	0	0	0	0	59
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	21	0	0	0	0	0	38	0	0	0	0	59
<b>Cumulative No Project Conditions</b>	<b>7</b>	<b>306</b>	<b>85</b>	<b>74</b>	<b>1</b>	<b>95</b>	<b>143</b>	<b>926</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>1666</b>
<b>Cumulative Plus Project Conditions</b>	<b>7</b>	<b>306</b>	<b>206</b>	<b>180</b>	<b>1</b>	<b>150</b>	<b>206</b>	<b>926</b>	<b>25</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2011</b>

Intersection Number: 17  
 Traffix Node Number: 2700  
 Intersection Name: Jay Street and Scott Boulevard  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>116</b>	<b>6</b>	<b>20</b>	<b>99</b>	<b>725</b>	<b>84</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>90</b>	<b>153</b>	<b>185</b>	<b>1497</b>
<b>Approved Project Trips</b>													
Santa Clara Approved Project Trips (TFX)	0	0	0	0	92	0	0	0	0	0	118	0	210
Great America Parkway	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Phases 1, 2, 3)	0	0	0	0	7	0	0	0	0	0	21	0	28
3226 Scott	0	0	0	0	0	0	0	0	0	0	9	0	9
Great America MP	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Station Area Plan - Phase 17	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott	0	0	0	0	10	0	0	0	0	0	3	0	13
Santa Clara Approved Project Trips	0	0	0	0	109	0	0	0	0	0	151	0	260
NSJ Phase I Project Trips	0	0	0	0	23	0	0	0	0	0	-1	0	22
Total Approved Project Trips	0	0	0	0	132	0	0	0	0	0	150	0	282
<b>Background Conditions</b>	<b>116</b>	<b>6</b>	<b>20</b>	<b>99</b>	<b>857</b>	<b>84</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>90</b>	<b>303</b>	<b>185</b>	<b>1779</b>
Proposed Project Trips	0	0	0	0	106	0	0	0	0	0	121	0	227
<b>Existing Plus Project Conditions</b>	<b>116</b>	<b>6</b>	<b>20</b>	<b>99</b>	<b>831</b>	<b>84</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>90</b>	<b>274</b>	<b>185</b>	<b>1724</b>
<b>Background Plus Project Conditions</b>	<b>116</b>	<b>6</b>	<b>20</b>	<b>99</b>	<b>963</b>	<b>84</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>90</b>	<b>424</b>	<b>185</b>	<b>2006</b>
<b>Pending Project Trips</b>													
Santa Clara Pending Project Trips (TFX)	0	0	0	0	20	0	0	0	0	0	10	0	30
1250 Coleman	0	0	0	0	13	0	0	0	0	0	5	0	18
Bixby Office	0	0	0	0	4	0	0	0	0	0	1	0	5
ISC Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
3402 ECR	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Full)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry	0	0	0	0	1	0	0	0	0	0	5	0	6
3069 Lawrence Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	38	0	0	0	0	0	21	0	59
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	38	0	0	0	0	0	21	0	59
<b>Cumulative No Project Conditions</b>	<b>116</b>	<b>6</b>	<b>20</b>	<b>99</b>	<b>895</b>	<b>84</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>90</b>	<b>324</b>	<b>185</b>	<b>1838</b>
<b>Cumulative Plus Project Conditions</b>	<b>116</b>	<b>6</b>	<b>20</b>	<b>99</b>	<b>1001</b>	<b>84</b>	<b>8</b>	<b>7</b>	<b>4</b>	<b>90</b>	<b>445</b>	<b>185</b>	<b>2065</b>

Intersection Number: 18  
 Trafix Node Number: 304  
 Intersection Name: Lafayette Street and Walsh Avenue  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>113</b>	<b>514</b>	<b>15</b>	<b>13</b>	<b>9</b>	<b>14</b>	<b>37</b>	<b>1448</b>	<b>404</b>	<b>54</b>	<b>5</b>	<b>83</b>	<b>2709</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	8	1	0	0	0	0	0	11	31	8	0	1	60
<i>Great America Parkway</i>	0	6	0	0	0	0	0	41	0	0	0	0	47
<i>3000 Bowers</i>	0	0	0	0	0	0	0	7	0	0	0	0	7
<i>City Place (Phases 1, 2, 3)</i>	0	2	0	5	0	4	4	146	4	0	2	4	171
<i>3226 Scott</i>	0	0	0	0	0	0	0	2	0	0	0	0	2
<i>Great America MP</i>	0	2	0	0	0	0	0	2	0	0	0	0	4
<i>Lawrence Station Area Plan - Phase 18</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3375 Scott</i>	0	2	0	0	0	0	0	13	0	0	0	0	15
Santa Clara Approved Project Trips	8	13	0	5	0	4	4	222	35	8	2	5	306
NSJ Phase I Project Trips	0	11	0	0	0	0	0	32	0	0	0	0	43
Total Approved Project Trips	8	24	0	5	0	4	4	254	35	8	2	5	349
<b>Background Conditions</b>	<b>121</b>	<b>538</b>	<b>15</b>	<b>18</b>	<b>9</b>	<b>18</b>	<b>41</b>	<b>1702</b>	<b>439</b>	<b>62</b>	<b>7</b>	<b>88</b>	<b>3058</b>
Proposed Project Trips	0	10	0	0	0	0	0	11	0	0	0	0	21
<b>Existing Plus Project Conditions</b>	<b>113</b>	<b>524</b>	<b>15</b>	<b>13</b>	<b>9</b>	<b>14</b>	<b>37</b>	<b>1459</b>	<b>404</b>	<b>54</b>	<b>5</b>	<b>83</b>	<b>2730</b>
<b>Background Plus Project Conditions</b>	<b>121</b>	<b>548</b>	<b>15</b>	<b>18</b>	<b>9</b>	<b>18</b>	<b>41</b>	<b>1713</b>	<b>439</b>	<b>62</b>	<b>7</b>	<b>88</b>	<b>3079</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	11	9	0	0	0	0	0	4	5	2	0	9	40
<i>1250 Coleman</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bixby Office</i>	0	1	0	0	0	0	0	6	3	0	0	0	10
<i>ISC Swim Center</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	0	6	0	0	0	0	0	2	0	0	0	0	8
<i>3069 Lawrence Expressway</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	11	16	0	0	0	0	0	12	8	2	0	9	58
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	11	16	0	0	0	0	0	12	8	2	0	9	58
<b>Cumulative No Project Conditions</b>	<b>132</b>	<b>554</b>	<b>15</b>	<b>18</b>	<b>9</b>	<b>18</b>	<b>41</b>	<b>1714</b>	<b>447</b>	<b>64</b>	<b>7</b>	<b>97</b>	<b>3116</b>
<b>Cumulative Plus Project Conditions</b>	<b>132</b>	<b>564</b>	<b>15</b>	<b>18</b>	<b>9</b>	<b>18</b>	<b>41</b>	<b>1725</b>	<b>447</b>	<b>64</b>	<b>7</b>	<b>97</b>	<b>3137</b>

Intersection Number: 19  
 Traffix Node Number: 5334  
 Intersection Name: Lafayette Street and Central Expressway  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>185</b>	<b>370</b>	<b>172</b>	<b>346</b>	<b>1950</b>	<b>196</b>	<b>199</b>	<b>868</b>	<b>391</b>	<b>131</b>	<b>835</b>	<b>171</b>	<b>5814</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	5	2	0	0	208	5	1	0	11	1	41	0	274
<i>Great America Parkway</i>	0	6	0	0	16	0	0	41	0	0	2	0	65
<i>3000 Bowers</i>	0	0	0	0	17	0	0	0	7	0	2	0	26
<i>City Place (Phases 1, 2, 3)</i>	4	3	5	16	24	2	6	134	9	0	2	2	207
<i>3226 Scott</i>	1	0	0	0	10	0	0	0	5	1	1	0	18
<i>Great America MP</i>	0	2	0	0	1	0	0	2	0	0	1	0	6
<i>Lawrence Station Area Plan - Phase 19</i>	0	0	0	0	13	0	0	0	0	0	37	0	50
<i>3375 Scott</i>	0	0	0	0	7	0	0	0	13	2	1	0	23
Santa Clara Approved Project Trips	10	13	5	16	296	7	7	177	45	4	87	2	669
NSJ Phase I Project Trips	-3	-9	-4	10	28	11	17	11	5	9	68	20	162
Total Approved Project Trips	7	4	1	26	324	18	24	188	50	13	155	22	831
<b>Background Conditions</b>	<b>192</b>	<b>374</b>	<b>173</b>	<b>372</b>	<b>2274</b>	<b>214</b>	<b>223</b>	<b>1056</b>	<b>441</b>	<b>144</b>	<b>990</b>	<b>193</b>	<b>6645</b>
Proposed Project Trips	0	0	0	0	20	0	0	0	11	10	18	0	59
<b>Existing Plus Project Conditions</b>	<b>185</b>	<b>370</b>	<b>172</b>	<b>346</b>	<b>1970</b>	<b>196</b>	<b>199</b>	<b>868</b>	<b>402</b>	<b>141</b>	<b>853</b>	<b>171</b>	<b>5873</b>
<b>Background Plus Project Conditions</b>	<b>192</b>	<b>374</b>	<b>173</b>	<b>372</b>	<b>2294</b>	<b>214</b>	<b>223</b>	<b>1056</b>	<b>452</b>	<b>154</b>	<b>1008</b>	<b>193</b>	<b>6704</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	0	9	0	9	31	11	9	5	-1	0	10	0	83
<i>1250 Coleman</i>	0	0	2	7	49	0	0	0	0	0	17	0	75
<i>Bixby Office</i>	0	1	0	0	4	0	0	6	1	0	1	0	13
<i>ISC Swim Center</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	0	6	0	0	4	0	0	2	0	0	15	0	27
<i>3069 Lawrence Expressway</i>	0	0	0	0	2	0	0	0	0	0	10	0	12
Santa Clara Pending Project Trips	0	16	2	16	90	11	9	13	0	0	53	0	210
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	16	2	16	90	11	9	13	0	0	53	0	210
<b>Cumulative No Project Conditions</b>	<b>192</b>	<b>390</b>	<b>175</b>	<b>388</b>	<b>2364</b>	<b>225</b>	<b>232</b>	<b>1069</b>	<b>441</b>	<b>144</b>	<b>1043</b>	<b>193</b>	<b>6855</b>
<b>Cumulative Plus Project Conditions</b>	<b>192</b>	<b>390</b>	<b>175</b>	<b>388</b>	<b>2384</b>	<b>225</b>	<b>232</b>	<b>1069</b>	<b>452</b>	<b>154</b>	<b>1061</b>	<b>193</b>	<b>6914</b>

Intersection Number: 20  
 Trafix Node Number: 5335  
 Intersection Name: De La Cruz Boulevard/Trimble Road and Central Expressway  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>1702</b>	<b>588</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1269</b>	<b>944</b>	<b>154</b>	<b>0</b>	<b>1040</b>	<b>5697</b>
<b>Approved Project Trips</b>													
Santa Clara Approved Project Trips (TFX)	104	0	0	0	0	0	0	3	109	28	0	14	258
Great America Parkway	0	0	0	0	0	0	0	0	16	2	0	0	18
3000 Bowers	17	0	0	0	0	0	0	0	0	0	0	2	19
City Place (Phases 1, 2, 3)	23	6	0	0	0	0	0	9	23	0	0	4	65
3226 Scott	0	0	0	0	0	0	0	0	0	9	0	0	9
Great America MP	0	0	0	0	0	0	0	0	1	1	0	0	2
Lawrence Station Area Plan - Phase 20	13	0	0	0	0	0	0	0	0	7	0	29	49
3375 Scott	0	0	0	0	0	0	0	0	7	1	0	0	8
Santa Clara Approved Project Trips	157	6	0	0	0	0	0	12	156	48	0	49	428
NSJ Phase I Project Trips	12	6	0	0	0	0	0	36	11	4	0	59	127
Total Approved Project Trips	169	12	0	0	0	0	0	48	167	52	0	108	555
<b>Background Conditions</b>	<b>1871</b>	<b>600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1317</b>	<b>1111</b>	<b>206</b>	<b>0</b>	<b>1148</b>	<b>6252</b>
Proposed Project Trips	20	0	0	0	0	0	0	0	0	0	0	18	38
<b>Existing Plus Project Conditions</b>	<b>1722</b>	<b>588</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1269</b>	<b>944</b>	<b>154</b>	<b>0</b>	<b>1058</b>	<b>5735</b>
<b>Background Plus Project Conditions</b>	<b>1891</b>	<b>600</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1317</b>	<b>1111</b>	<b>206</b>	<b>0</b>	<b>1166</b>	<b>6290</b>
<b>Pending Project Trips</b>													
Santa Clara Pending Project Trips (TFX)	24	1	0	0	0	0	0	3	26	8	0	11	73
1250 Coleman	0	62	0	0	0	0	0	176	55	20	0	0	313
Bixby Office	0	0	0	0	0	0	0	0	4	1	0	0	5
ISC Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
3402 ECR	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Full)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry	0	0	0	0	0	0	0	0	4	15	0	0	19
3069 Lawrence Expressway	2	0	0	0	0	0	0	0	0	2	0	8	12
Santa Clara Pending Project Trips	26	63	0	0	0	0	0	179	89	46	0	19	422
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	26	63	0	0	0	0	0	179	89	46	0	19	422
<b>Cumulative No Project Conditions</b>	<b>1897</b>	<b>663</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1496</b>	<b>1200</b>	<b>252</b>	<b>0</b>	<b>1167</b>	<b>6674</b>
<b>Cumulative Plus Project Conditions</b>	<b>1917</b>	<b>663</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1496</b>	<b>1200</b>	<b>252</b>	<b>0</b>	<b>1185</b>	<b>6712</b>



Intersection Number: 21  
 Traffix Node Number: 5325  
 Intersection Name: Corvin Drive/Oakmead Parkway and Central Expressway  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>52</b>	<b>17</b>	<b>30</b>	<b>307</b>	<b>2383</b>	<b>51</b>	<b>41</b>	<b>86</b>	<b>87</b>	<b>103</b>	<b>1471</b>	<b>270</b>	<b>4898</b>
				0									
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	5	0	2	3	97	0	0	3	0	0	295	11	416
<i>Great America Parkway</i>	0	0	0	0	6	0	0	0	0	0	41	0	47
<i>3000 Bowers</i>	0	0	3	0	2	0	0	0	1	0	37	0	43
<i>City Place (Phases 1, 2, 3)</i>	0	0	0	0	11	0	0	0	0	0	10	0	21
<i>3226 Scott</i>	0	0	0	0	3	0	0	0	0	0	22	0	25
<i>Great America MP</i>	0	0	0	0	2	0	0	0	0	0	3	0	5
<i>Lawrence Station Area Plan - Phase 21</i>	0	13	0	0	0	20	9	7	0	0	46	43	138
<i>3375 Scott</i>	3	0	0	0	0	0	0	0	0	0	0	19	22
Santa Clara Approved Project Trips	8	13	5	3	121	20	9	10	1	0	454	73	717
Sunnyvale Approved Project Trips	0	6	20	9	84	0	0	0	-3	0	61	0	177
NSJ Phase I Project Trips	9	23	14	-1	-4	0	5	23	16	2	31	6	125
Total Approved Project Trips	17	42	39	11	201	20	14	33	14	2	546	79	1019
<b>Background Conditions</b>	<b>69</b>	<b>59</b>	<b>69</b>	<b>318</b>	<b>2584</b>	<b>71</b>	<b>55</b>	<b>119</b>	<b>101</b>	<b>105</b>	<b>2017</b>	<b>349</b>	<b>5917</b>
				0									
Proposed Project Trips	0	0	0	0	12	0	0	0	0	0	14	0	26
<b>Existing Plus Project Conditions</b>	<b>52</b>	<b>17</b>	<b>30</b>	<b>307</b>	<b>2395</b>	<b>51</b>	<b>41</b>	<b>86</b>	<b>87</b>	<b>103</b>	<b>1485</b>	<b>270</b>	<b>4924</b>
				0									
<b>Background Plus Project Conditions</b>	<b>69</b>	<b>59</b>	<b>69</b>	<b>318</b>	<b>2596</b>	<b>71</b>	<b>55</b>	<b>119</b>	<b>101</b>	<b>105</b>	<b>2031</b>	<b>349</b>	<b>5943</b>
				0									
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	3	5	1	7	29	0	0	24	0	0	47	20	136
<i>1250 Coleman</i>	0	0	0	0	33	0	0	0	0	0	12	0	45
<i>Bixby Office</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>ISC Swim Center</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	0	0	0	0	23	0	0	0	0	0	6	0	29
<i>3069 Lawrence Expressway</i>	0	2	0	0	0	3	3	2	0	0	12	11	33
Santa Clara Pending Project Trips	3	7	1	7	85	3	3	26	0	0	77	31	243
Sunnyvale Pending Project Trips	0	0	8	5	217	0	0	0	0	0	30	0	260
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	3	7	9	12	302	3	3	26	0	0	107	31	503
<b>Cumulative No Project Conditions</b>	<b>72</b>	<b>66</b>	<b>78</b>	<b>330</b>	<b>2886</b>	<b>74</b>	<b>58</b>	<b>145</b>	<b>101</b>	<b>105</b>	<b>2124</b>	<b>380</b>	<b>6420</b>
				0									
<b>Cumulative Plus Project Conditions</b>	<b>72</b>	<b>66</b>	<b>78</b>	<b>330</b>	<b>2898</b>	<b>74</b>	<b>58</b>	<b>145</b>	<b>101</b>	<b>105</b>	<b>2138</b>	<b>380</b>	<b>6446</b>
				0									

Intersection Number: 22  
 Traffix Node Number: 2300  
 Intersection Name: Lafayette Street and Duane Avenue  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>50</b>	<b>699</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>1204</b>	<b>91</b>	<b>30</b>	<b>0</b>	<b>32</b>	<b>2115</b>
<b>Approved Project Trips</b>													
Santa Clara Approved Project Trips (TFX)	0	7	0	0	0	0	0	0	0	0	0	0	7
Great America Parkway	0	6	0	0	0	0	0	41	0	0	0	0	47
3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Phases 1, 2, 3)	0	12	0	0	0	0	0	152	0	0	0	0	164
3226 Scott	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America MP	0	2	0	0	0	0	0	2	0	0	0	0	4
Lawrence Station Area Plan - Phase 22	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Approved Project Trips	0	27	0	0	0	0	0	195	0	0	0	0	222
NSJ Phase I Project Trips	0	-17	0	0	0	0	0	41	0	0	0	0	24
Total Approved Project Trips	0	11	0	0	0	0	0	236	0	0	0	0	246
<b>Background Conditions</b>	<b>50</b>	<b>710</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>1440</b>	<b>91</b>	<b>30</b>	<b>0</b>	<b>32</b>	<b>2361</b>
Proposed Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Existing Plus Project Conditions</b>	<b>50</b>	<b>699</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>1204</b>	<b>91</b>	<b>30</b>	<b>0</b>	<b>32</b>	<b>2115</b>
<b>Background Plus Project Conditions</b>	<b>50</b>	<b>710</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>1440</b>	<b>91</b>	<b>30</b>	<b>0</b>	<b>32</b>	<b>2361</b>
<b>Pending Project Trips</b>													
Santa Clara Pending Project Trips (TFX)	0	9	0	0	0	0	0	14	0	0	0	0	23
1250 Coleman	0	2	0	0	0	0	0	7	0	0	0	0	9
Bixby Office	0	1	0	0	0	0	0	6	0	0	0	0	7
ISC Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
3402 ECR	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Full)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry	0	6	0	0	0	0	0	2	0	0	0	0	8
3069 Lawrence Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	18	0	0	0	0	0	29	0	0	0	0	47
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	18	0	0	0	0	0	29	0	0	0	0	47
<b>Cumulative No Project Conditions</b>	<b>50</b>	<b>728</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>1469</b>	<b>91</b>	<b>30</b>	<b>0</b>	<b>32</b>	<b>2408</b>
<b>Cumulative Plus Project Conditions</b>	<b>50</b>	<b>728</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>1469</b>	<b>91</b>	<b>30</b>	<b>0</b>	<b>32</b>	<b>2408</b>

Intersection Number: 23  
 Traffix Node Number: 2400  
 Intersection Name: Alfred Street and Space Park Drive  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>113</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>161</b>	<b>396</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Great America Parkway</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3000 Bowers</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Phases 1, 2, 3)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3226 Scott</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Great America MP</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Lawrence Station Area Plan - Phase 23</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3375 Scott</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara 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 Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Background Conditions</b>	<b>113</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>161</b>	<b>396</b>
Proposed Project Trips	161	0	0	0	0	0	0	0	0	0	0	184	345
<b>Existing Plus Project Conditions</b>	<b>274</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>345</b>	<b>741</b>
<b>Background Plus Project Conditions</b>	<b>274</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>345</b>	<b>741</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>1250 Coleman</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bixby Office</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>ISC Swim Center</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3069 Lawrence Expressway</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Cumulative No Project Conditions</b>	<b>113</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>161</b>	<b>396</b>
<b>Cumulative Plus Project Conditions</b>	<b>274</b>	<b>0</b>	<b>11</b>	<b>2</b>	<b>42</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>	<b>47</b>	<b>345</b>	<b>741</b>

Intersection Number: 24  
 Traffix Node Number: 2500  
 Intersection Name: Alfred Street and Duane Avenue  
 Peak Hour: AM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>50</b>	<b>19</b>	<b>0</b>	<b>9</b>	<b>12</b>	<b>26</b>	<b>0</b>	<b>197</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Great America Parkway</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3000 Bowers</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Phases 1, 2, 3)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3226 Scott</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Great America MP</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Lawrence Station Area Plan - Phase 24</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3375 Scott</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara 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 Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Background Conditions</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>50</b>	<b>19</b>	<b>0</b>	<b>9</b>	<b>12</b>	<b>26</b>	<b>0</b>	<b>197</b>
Proposed Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Existing Plus Project Conditions</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>50</b>	<b>19</b>	<b>0</b>	<b>9</b>	<b>12</b>	<b>26</b>	<b>0</b>	<b>197</b>
<b>Background Plus Project Conditions</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>50</b>	<b>19</b>	<b>0</b>	<b>9</b>	<b>12</b>	<b>26</b>	<b>0</b>	<b>197</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>1250 Coleman</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bixby Office</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>ISC Swim Center</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3069 Lawrence Expressway</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Cumulative No Project Conditions</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>50</b>	<b>19</b>	<b>0</b>	<b>9</b>	<b>12</b>	<b>26</b>	<b>0</b>	<b>197</b>
<b>Cumulative Plus Project Conditions</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>81</b>	<b>50</b>	<b>19</b>	<b>0</b>	<b>9</b>	<b>12</b>	<b>26</b>	<b>0</b>	<b>197</b>

Intersection Number: 1  
 Traffix Node Number: 205  
 Intersection Name: Bowers Avenue and Monroe Street  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>25</b>	<b>368</b>	<b>109</b>	<b>29</b>	<b>281</b>	<b>57</b>	<b>70</b>	<b>169</b>	<b>34</b>	<b>44</b>	<b>433</b>	<b>15</b>	<b>1634</b>
<b>Approved Project Trips</b>													
Santa Clara Approved Project Trips (TFX)	26	146	12	8	16	2	1	75	0	0	10	20	315
Great America Parkway	0	26	0	0	0	0	0	6	0	0	0	0	31
3000 Bowers	1	21	2	1	0	0	0	4	0	0	0	1	30
City Place (Phases 1, 2, 3)	1	37	5	6	1	1	4	3	5	5	0	1	67
3226 Scott	0	6	0	0	0	0	0	1	0	0	0	0	8
Great America MP	0	3	0	0	0	0	0	6	0	0	0	0	8
Lawrence Station Area Plan - Phase 1	0	13	5	6	0	0	0	19	0	0	0	0	43
3375 Scott	0	4	0	0	0	0	0	1	0	0	0	0	5
Santa Clara Approved Project Trips	28	256	23	20	17	3	5	113	5	5	10	21	507
NSJ Phase I Project Trips	1	15	3	3	29	4	0	1	0	6	28	2	92
Total Approved Project Trips	29	271	26	23	46	6	5	114	5	11	39	23	599
<b>Background Conditions</b>	<b>54</b>	<b>639</b>	<b>135</b>	<b>52</b>	<b>327</b>	<b>63</b>	<b>75</b>	<b>283</b>	<b>39</b>	<b>55</b>	<b>472</b>	<b>38</b>	<b>2233</b>
Proposed Project Trips	1	0	0	0	5	0	0	0	0	0	5	1	12
<b>Existing Plus Project Conditions</b>	<b>26</b>	<b>368</b>	<b>109</b>	<b>29</b>	<b>286</b>	<b>57</b>	<b>70</b>	<b>169</b>	<b>34</b>	<b>44</b>	<b>438</b>	<b>16</b>	<b>1646</b>
<b>Background Plus Project Conditions</b>	<b>55</b>	<b>639</b>	<b>135</b>	<b>52</b>	<b>332</b>	<b>63</b>	<b>75</b>	<b>283</b>	<b>39</b>	<b>55</b>	<b>477</b>	<b>39</b>	<b>2245</b>
<b>Pending Project Trips</b>													
Santa Clara Pending Project Trips (TFX)	-1	49	5	1	2	0	0	16	0	0	1	0	72
1250 Coleman	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby Office	0	6	0	0	0	0	0	1	0	0	0	0	7
ISC Swim Center	0	14	0	0	0	0	0	14	0	0	0	0	28
3402 ECR	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Full)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry	0	6	0	0	0	0	0	10	0	0	0	0	16
3069 Lawrence Expressway	0	2	1	1	0	0	0	4	0	0	0	0	8
Santa Clara Pending Project Trips	-1	76	6	2	2	0	0	46	0	0	1	0	131
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	-1	76	6	2	2	0	0	46	0	0	1	0	131
<b>Cumulative No Project Conditions</b>	<b>53</b>	<b>715</b>	<b>141</b>	<b>54</b>	<b>329</b>	<b>63</b>	<b>75</b>	<b>329</b>	<b>39</b>	<b>55</b>	<b>472</b>	<b>38</b>	<b>2365</b>
<b>Cumulative Plus Project Conditions</b>	<b>54</b>	<b>715</b>	<b>141</b>	<b>54</b>	<b>334</b>	<b>63</b>	<b>75</b>	<b>329</b>	<b>39</b>	<b>55</b>	<b>477</b>	<b>39</b>	<b>2377</b>

Intersection Number: 2  
 Traffix Node Number: 202  
 Intersection Name: Bowers Avenue and Walsh Avenue/Kifer Road  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>112</b>	<b>521</b>	<b>85</b>	<b>130</b>	<b>125</b>	<b>50</b>	<b>29</b>	<b>306</b>	<b>43</b>	<b>106</b>	<b>346</b>	<b>248</b>	<b>2101</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	20	189	12	42	17	20	3	139	0	1	28	37	509
<i>Great America Parkway</i>	8	26	0	0	0	0	0	6	0	0	0	1	40
<i>3000 Bowers</i>	0	17	29	0	1	0	0	0	6	10	14	40	117
<i>City Place (Phases 1, 2, 3)</i>	6	35	0	4	3	1	0	10	0	6	0	3	68
<i>3226 Scott</i>	0	6	0	0	0	0	0	1	0	0	0	0	8
<i>Great America MP</i>	0	3	0	0	0	0	0	6	0	0	0	0	8
<i>Lawrence Station Area Plan - Phase 2</i>	17	0	0	0	16	0	0	0	24	18	11	12	97
<i>3375 Scott</i>	0	4	0	0	0	0	0	1	0	0	0	0	5
Santa Clara Approved Project Trips	50	279	41	46	37	21	3	162	30	36	52	92	851
NSJ Phase I Project Trips	0	33	0	0	0	0	0	19	0	0	0	0	52
Total Approved Project Trips	50	312	41	46	37	21	3	181	30	36	52	92	904
<b>Background Conditions</b>	<b>162</b>	<b>833</b>	<b>126</b>	<b>176</b>	<b>162</b>	<b>71</b>	<b>32</b>	<b>487</b>	<b>73</b>	<b>142</b>	<b>398</b>	<b>340</b>	<b>3005</b>
Proposed Project Trips	0	1	0	0	2	0	0	1	0	0	2	0	6
<b>Existing Plus Project Conditions</b>	<b>112</b>	<b>522</b>	<b>85</b>	<b>130</b>	<b>127</b>	<b>50</b>	<b>29</b>	<b>307</b>	<b>43</b>	<b>106</b>	<b>348</b>	<b>248</b>	<b>2107</b>
<b>Background Plus Project Conditions</b>	<b>162</b>	<b>834</b>	<b>126</b>	<b>176</b>	<b>164</b>	<b>71</b>	<b>32</b>	<b>488</b>	<b>73</b>	<b>142</b>	<b>400</b>	<b>340</b>	<b>3011</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	3	57	2	1	8	0	0	20	1	5	5	1	103
<i>1250 Coleman</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bixby Office</i>	0	6	1	1	0	0	0	1	0	0	0	0	9
<i>ISC Swim Center</i>	0	12	0	0	0	0	0	12	0	0	0	0	24
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	0	6	0	0	0	0	0	10	0	0	0	0	16
<i>3069 Lawrence Expressway</i>	3	0	0	0	3	0	0	0	5	3	2	2	19
Santa Clara Pending Project Trips	6	81	3	1	12	0	0	43	6	8	7	3	170
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	6	81	3	1	12	0	0	43	6	8	7	3	170
<b>Cumulative No Project Conditions</b>	<b>169</b>	<b>914</b>	<b>130</b>	<b>178</b>	<b>174</b>	<b>71</b>	<b>32</b>	<b>530</b>	<b>78</b>	<b>149</b>	<b>405</b>	<b>344</b>	<b>3175</b>
<b>Cumulative Plus Project Conditions</b>	<b>169</b>	<b>915</b>	<b>130</b>	<b>178</b>	<b>176</b>	<b>71</b>	<b>32</b>	<b>531</b>	<b>78</b>	<b>149</b>	<b>407</b>	<b>344</b>	<b>3181</b>

Intersection Number: 3  
 Traffix Node Number: 5329  
 Intersection Name: Bowers Avenue and Central Expressway  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>132</b>	<b>474</b>	<b>243</b>	<b>58</b>	<b>630</b>	<b>114</b>	<b>169</b>	<b>397</b>	<b>103</b>	<b>130</b>	<b>2493</b>	<b>118</b>	<b>5061</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	82	194	40	28	113	27	2	196	19	1	37	61	799
<i>Great America Parkway</i>	26	33	10	2	0	0	0	7	0	0	0	6	83
<i>3000 Bowers</i>	0	17	0	0	0	8	5	59	0	0	22	30	141
<i>City Place (Phases 1, 2, 3)</i>	2	60	59	6	57	1	0	17	3	3	4	2	213
<i>3226 Scott</i>	0	0	0	0	14	6	0	1	0	0	1	2	24
<i>Great America MP</i>	3	3	1	1	0	0	0	6	0	0	0	6	19
<i>Lawrence Station Area Plan - Phase 3</i>	10	14	0	0	36	3	3	10	0	0	25	6	106
<i>3375 Scott</i>	0	4	0	0	2	0	0	1	1	0	0	0	8
Santa Clara Approved Project Trips	123	324	110	37	221	46	10	295	23	4	88	112	1393
NSJ Phase I Project Trips	8	24	6	4	64	9	4	11	4	1	5	0	139
Total Approved Project Trips	131	348	115	40	285	54	13	307	27	5	93	113	1532
<b>Background Conditions</b>	<b>263</b>	<b>822</b>	<b>358</b>	<b>98</b>	<b>915</b>	<b>168</b>	<b>182</b>	<b>704</b>	<b>130</b>	<b>135</b>	<b>2586</b>	<b>231</b>	<b>6593</b>
Proposed Project Trips	0	0	0	0	14	1	1	0	0	0	15	0	31
<b>Existing Plus Project Conditions</b>	<b>132</b>	<b>474</b>	<b>243</b>	<b>58</b>	<b>644</b>	<b>115</b>	<b>170</b>	<b>397</b>	<b>103</b>	<b>130</b>	<b>2508</b>	<b>118</b>	<b>5092</b>
<b>Background Plus Project Conditions</b>	<b>263</b>	<b>822</b>	<b>358</b>	<b>98</b>	<b>929</b>	<b>169</b>	<b>183</b>	<b>704</b>	<b>130</b>	<b>135</b>	<b>2601</b>	<b>231</b>	<b>6624</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	22	60	0	0	14	0	0	21	1	2	21	13	155
<i>1250 Coleman</i>	0	0	0	0	14	0	0	0	0	0	23	0	37
<i>Bixby Office</i>	0	8	1	0	0	0	0	1	0	0	0	0	10
<i>ISC Swim Center</i>	0	6	0	0	0	0	0	6	3	3	0	0	18
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	8	6	9	17	0	0	0	10	0	0	0	16	66
<i>3069 Lawrence Expressway</i>	2	3	0	0	8	1	1	1	0	0	4	1	21
Santa Clara Pending Project Trips	32	81	10	17	36	1	1	40	4	6	48	30	306
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	32	81	10	17	36	1	1	40	4	6	48	30	306
<b>Cumulative No Project Conditions</b>	<b>296</b>	<b>904</b>	<b>368</b>	<b>115</b>	<b>951</b>	<b>169</b>	<b>183</b>	<b>744</b>	<b>134</b>	<b>140</b>	<b>2634</b>	<b>261</b>	<b>6898</b>
<b>Cumulative Plus Project Conditions</b>	<b>296</b>	<b>904</b>	<b>368</b>	<b>115</b>	<b>965</b>	<b>170</b>	<b>184</b>	<b>744</b>	<b>134</b>	<b>140</b>	<b>2649</b>	<b>261</b>	<b>6929</b>

Intersection Number: 4  
 Traffix Node Number: 1200  
 Intersection Name: Bowers Avenue and Scott Boulevard  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>75</b>	<b>732</b>	<b>170</b>	<b>144</b>	<b>144</b>	<b>76</b>	<b>71</b>	<b>450</b>	<b>27</b>	<b>77</b>	<b>419</b>	<b>171</b>	<b>2556</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	46	181	79	108	64	124	26	255	3	11	29	82	1008
<i>Great America Parkway</i>	18	69	0	0	0	0	0	14	0	0	0	3	105
<i>3000 Bowers</i>	0	16	0	0	0	0	0	80	0	1	0	0	97
<i>City Place (Phases 1, 2, 3)</i>	3	115	39	17	3	3	3	21	6	5	0	0	214
<i>3226 Scott</i>	0	0	1	6	3	0	3	0	0	0	1	0	13
<i>Great America MP</i>	1	7	0	1	0	0	0	13	0	0	0	3	25
<i>Lawrence Station Area Plan - Phase 4</i>	35	23	0	0	6	0	0	15	0	0	5	23	108
<i>3375 Scott</i>	9	0	0	0	2	0	0	0	1	4	21	43	79
Santa Clara Approved Project Trips	112	411	119	130	78	126	32	400	10	21	55	155	1649
NSJ Phase I Project Trips	5	62	9	6	6	4	4	49	5	4	12	8	175
Total Approved Project Trips	117	474	129	136	84	130	36	448	15	25	67	163	1824
<b>Background Conditions</b>	<b>192</b>	<b>1206</b>	<b>299</b>	<b>280</b>	<b>228</b>	<b>206</b>	<b>107</b>	<b>898</b>	<b>42</b>	<b>102</b>	<b>486</b>	<b>334</b>	<b>4380</b>
Proposed Project Trips	0	0	10	9	10	0	0	0	0	0	11	0	40
<b>Existing Plus Project Conditions</b>	<b>75</b>	<b>732</b>	<b>180</b>	<b>153</b>	<b>154</b>	<b>76</b>	<b>71</b>	<b>450</b>	<b>27</b>	<b>77</b>	<b>430</b>	<b>171</b>	<b>2596</b>
<b>Background Plus Project Conditions</b>	<b>192</b>	<b>1206</b>	<b>309</b>	<b>289</b>	<b>238</b>	<b>206</b>	<b>107</b>	<b>898</b>	<b>42</b>	<b>102</b>	<b>497</b>	<b>334</b>	<b>4420</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	36	57	0	0	8	0	0	30	5	26	32	126	319
<i>1250 Coleman</i>	0	0	0	0	6	0	0	0	0	0	9	0	14
<i>Bixby Office</i>	1	8	8	1	0	0	0	1	0	0	0	0	20
<i>ISC Swim Center</i>	0	6	0	0	0	0	0	6	0	0	0	0	11
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	4	23	3	6	0	0	0	43	0	0	0	8	88
<i>3069 Lawrence Expressway</i>	8	5	0	0	1	0	0	3	0	0	1	3	21
Santa Clara Pending Project Trips	48	99	12	8	15	0	0	82	5	26	42	137	473
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	48	99	12	8	15	0	0	82	5	26	42	137	473
<b>Cumulative No Project Conditions</b>	<b>240</b>	<b>1304</b>	<b>310</b>	<b>288</b>	<b>244</b>	<b>206</b>	<b>107</b>	<b>981</b>	<b>47</b>	<b>127</b>	<b>528</b>	<b>470</b>	<b>4852</b>
<b>Cumulative Plus Project Conditions</b>	<b>240</b>	<b>1304</b>	<b>320</b>	<b>297</b>	<b>254</b>	<b>206</b>	<b>107</b>	<b>981</b>	<b>47</b>	<b>127</b>	<b>539</b>	<b>470</b>	<b>4892</b>



Intersection Number: 5  
 Traffix Node Number: 5416  
 Intersection Name: San Tomas Expressway and El Camino Real  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>313</b>	<b>1745</b>	<b>201</b>	<b>149</b>	<b>605</b>	<b>138</b>	<b>168</b>	<b>823</b>	<b>123</b>	<b>202</b>	<b>713</b>	<b>312</b>	<b>5492</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	28	290	15	3	3	0	0	99	4	3	3	18	466
<i>Great America Parkway</i>	0	26	0	0	0	0	0	6	0	0	0	0	31
<i>3000 Bowers</i>	0	12	0	0	1	0	0	2	0	0	4	0	19
<i>City Place (Phases 1, 2, 3)</i>	2	5	5	1	8	4	1	12	0	6	10	0	54
<i>3226 Scott</i>	0	0	0	0	0	0	0	10	0	0	0	0	10
<i>Great America MP</i>	0	3	0	0	0	0	0	6	0	0	0	0	8
<i>Lawrence Station Area Plan - Phase 5</i>	0	5	8	10	12	0	0	6	0	0	8	0	48
<i>3375 Scott</i>	0	8	0	0	0	0	0	2	0	0	0	0	10
Santa Clara Approved Project Trips	30	348	28	14	23	4	1	143	4	9	25	18	647
NSJ Phase I Project Trips	2	12	1	0	0	0	7	34	9	13	44	10	132
Total Approved Project Trips	32	360	29	14	23	4	9	177	13	22	69	28	779
<b>Background Conditions</b>	<b>345</b>	<b>2105</b>	<b>230</b>	<b>163</b>	<b>628</b>	<b>142</b>	<b>177</b>	<b>1000</b>	<b>136</b>	<b>224</b>	<b>782</b>	<b>340</b>	<b>6271</b>
Proposed Project Trips	4	21	0	0	0	0	0	22	0	0	0	4	51
<b>Existing Plus Project Conditions</b>	<b>317</b>	<b>1766</b>	<b>201</b>	<b>149</b>	<b>605</b>	<b>138</b>	<b>168</b>	<b>845</b>	<b>123</b>	<b>202</b>	<b>713</b>	<b>316</b>	<b>5543</b>
<b>Background Plus Project Conditions</b>	<b>349</b>	<b>2126</b>	<b>230</b>	<b>163</b>	<b>628</b>	<b>142</b>	<b>177</b>	<b>1022</b>	<b>136</b>	<b>224</b>	<b>782</b>	<b>344</b>	<b>6322</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	180	51	21	12	76	3	6	28	77	72	76	206	808
<i>1250 Coleman</i>	0	0	0	0	14	0	0	0	0	0	23	0	37
<i>Bixby Office</i>	0	6	0	0	0	0	0	1	0	0	0	0	7
<i>ISC Swim Center</i>	0	15	0	0	0	23	16	13	0	0	0	0	68
<i>3402 ECR</i>	0	0	0	0	8	0	0	0	0	0	6	0	14
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	0	7	0	0	0	0	0	12	0	0	0	0	19
<i>3069 Lawrence Expressway</i>	0	1	1	2	3	0	0	1	0	0	1	0	10
Santa Clara Pending Project Trips	180	79	22	14	101	27	22	57	77	72	106	206	963
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	180	79	22	14	101	27	22	57	77	72	106	206	963
<b>Cumulative No Project Conditions</b>	<b>525</b>	<b>2184</b>	<b>252</b>	<b>177</b>	<b>729</b>	<b>169</b>	<b>199</b>	<b>1056</b>	<b>213</b>	<b>296</b>	<b>888</b>	<b>546</b>	<b>7233</b>
<b>Cumulative Plus Project Conditions</b>	<b>529</b>	<b>2205</b>	<b>252</b>	<b>177</b>	<b>729</b>	<b>169</b>	<b>199</b>	<b>1078</b>	<b>213</b>	<b>296</b>	<b>888</b>	<b>550</b>	<b>7284</b>

Intersection Number: 6  
 Traffix Node Number: 808  
 Intersection Name: San Tomas Expressway and Cabrillo Avenue  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>95</b>	<b>2106</b>	<b>45</b>	<b>46</b>	<b>89</b>	<b>18</b>	<b>43</b>	<b>1078</b>	<b>70</b>	<b>68</b>	<b>95</b>	<b>79</b>	<b>3832</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	8	333	7	1	1	0	0	120	0	0	3	1	475
<i>Great America Parkway</i>	0	26	0	0	0	0	0	6	0	0	0	0	31
<i>3000 Bowers</i>	0	12	0	0	0	0	0	2	0	0	0	0	14
<i>City Place (Phases 1, 2, 3)</i>	0	12	0	0	0	0	0	14	0	0	0	0	27
<i>3226 Scott</i>	0	0	0	0	0	0	0	10	0	0	0	0	10
<i>Great America MP</i>	0	3	0	0	0	0	0	6	0	0	0	0	8
<i>Lawrence Station Area Plan - Phase 6</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3375 Scott</i>	0	8	0	0	0	0	0	2	0	0	0	0	10
Santa Clara Approved Project Trips	8	394	7	1	1	0	0	159	0	0	3	1	575
NSJ Phase I Project Trips	0	26	0	0	0	0	0	41	0	0	0	0	67
Total Approved Project Trips	8	420	7	1	1	0	0	200	0	0	3	1	642
<b>Background Conditions</b>	<b>103</b>	<b>2526</b>	<b>52</b>	<b>47</b>	<b>90</b>	<b>18</b>	<b>43</b>	<b>1278</b>	<b>70</b>	<b>68</b>	<b>98</b>	<b>80</b>	<b>4474</b>
Proposed Project Trips	2	24	0	0	0	0	0	25	0	0	0	2	53
<b>Existing Plus Project Conditions</b>	<b>97</b>	<b>2130</b>	<b>45</b>	<b>46</b>	<b>89</b>	<b>18</b>	<b>43</b>	<b>1103</b>	<b>70</b>	<b>68</b>	<b>95</b>	<b>81</b>	<b>3885</b>
<b>Background Plus Project Conditions</b>	<b>105</b>	<b>2550</b>	<b>52</b>	<b>47</b>	<b>90</b>	<b>18</b>	<b>43</b>	<b>1303</b>	<b>70</b>	<b>68</b>	<b>98</b>	<b>82</b>	<b>4527</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	0	252	0	0	1	0	0	213	0	0	2	0	467
<i>1250 Coleman</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bixby Office</i>	0	6	0	0	0	0	0	1	0	0	0	0	7
<i>ISC Swim Center</i>	0	15	0	0	0	0	0	13	0	0	0	0	28
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	0	7	0	0	0	0	0	12	0	0	0	0	19
<i>3069 Lawrence Expressway</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	279	0	0	1	0	0	239	0	0	2	0	522
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	279	0	0	1	0	0	239	0	0	2	0	522
<b>Cumulative No Project Conditions</b>	<b>103</b>	<b>2806</b>	<b>52</b>	<b>47</b>	<b>90</b>	<b>18</b>	<b>43</b>	<b>1518</b>	<b>70</b>	<b>68</b>	<b>100</b>	<b>80</b>	<b>4995</b>
<b>Cumulative Plus Project Conditions</b>	<b>105</b>	<b>2830</b>	<b>52</b>	<b>47</b>	<b>90</b>	<b>18</b>	<b>43</b>	<b>1543</b>	<b>70</b>	<b>68</b>	<b>100</b>	<b>82</b>	<b>5048</b>

Intersection Number: 7  
 Traffix Node Number: 5414  
 Intersection Name: San Tomas Expressway and Monroe Street  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>200</b>	<b>2050</b>	<b>251</b>	<b>70</b>	<b>219</b>	<b>59</b>	<b>38</b>	<b>1148</b>	<b>68</b>	<b>119</b>	<b>356</b>	<b>145</b>	<b>4723</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	22	343	35	20	1	0	0	121	1	5	1	10	558
<i>Great America Parkway</i>	0	26	0	0	0	0	0	6	0	0	0	0	31
<i>3000 Bowers</i>	0	12	0	0	1	0	0	2	0	0	2	0	17
<i>City Place (Phases 1, 2, 3)</i>	4	3	2	6	4	5	3	6	6	4	1	0	43
<i>3226 Scott</i>	3	30	1	0	0	0	0	6	0	0	0	1	41
<i>Great America MP</i>	0	3	0	0	0	0	0	6	0	0	0	0	8
<i>Lawrence Station Area Plan - Phase 7</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3375 Scott</i>	0	8	0	0	0	0	0	2	0	0	0	0	10
Santa Clara Approved Project Trips	29	425	38	26	6	5	3	148	7	9	3	10	709
NSJ Phase I Project Trips	1	14	2	7	20	7	2	36	3	5	19	3	118
Total Approved Project Trips	30	439	40	32	25	12	5	184	10	14	23	13	827
<b>Background Conditions</b>	<b>230</b>	<b>2489</b>	<b>291</b>	<b>102</b>	<b>244</b>	<b>71</b>	<b>43</b>	<b>1332</b>	<b>78</b>	<b>133</b>	<b>379</b>	<b>158</b>	<b>5550</b>
Proposed Project Trips	4	26	0	0	1	0	0	27	0	0	1	4	63
<b>Existing Plus Project Conditions</b>	<b>204</b>	<b>2076</b>	<b>251</b>	<b>70</b>	<b>220</b>	<b>59</b>	<b>38</b>	<b>1175</b>	<b>68</b>	<b>119</b>	<b>357</b>	<b>149</b>	<b>4786</b>
<b>Background Plus Project Conditions</b>	<b>234</b>	<b>2515</b>	<b>291</b>	<b>102</b>	<b>245</b>	<b>71</b>	<b>43</b>	<b>1359</b>	<b>78</b>	<b>133</b>	<b>380</b>	<b>162</b>	<b>5613</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	0	252	1	1	2	0	0	213	0	0	2	1	471
<i>1250 Coleman</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bixby Office</i>	0	6	0	0	0	0	0	1	0	0	0	0	7
<i>ISC Swim Center</i>	0	15	0	0	0	0	0	13	0	0	0	0	28
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	0	7	0	0	0	0	0	12	0	0	0	0	19
<i>3069 Lawrence Expressway</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	279	1	1	2	0	0	239	0	0	2	1	526
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	279	1	1	2	0	0	239	0	0	2	1	526
<b>Cumulative No Project Conditions</b>	<b>230</b>	<b>2768</b>	<b>292</b>	<b>103</b>	<b>246</b>	<b>71</b>	<b>43</b>	<b>1571</b>	<b>78</b>	<b>133</b>	<b>381</b>	<b>159</b>	<b>6076</b>
<b>Cumulative Plus Project Conditions</b>	<b>234</b>	<b>2794</b>	<b>292</b>	<b>103</b>	<b>247</b>	<b>71</b>	<b>43</b>	<b>1598</b>	<b>78</b>	<b>133</b>	<b>382</b>	<b>163</b>	<b>6139</b>

Intersection Number: 8  
 Traffix Node Number: 115  
 Intersection Name: San Tomas Expressway and Walsh Avenue  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>85</b>	<b>2332</b>	<b>110</b>	<b>108</b>	<b>88</b>	<b>113</b>	<b>74</b>	<b>1315</b>	<b>57</b>	<b>165</b>	<b>222</b>	<b>192</b>	<b>4861</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	28	322	99	5	19	1	4	107	41	76	40	108	850
<i>Great America Parkway</i>	0	26	0	0	0	0	0	6	0	0	0	0	31
<i>3000 Bowers</i>	0	0	0	0	0	0	0	1	1	12	3	5	22
<i>City Place (Phases 1, 2, 3)</i>	0	158	12	5	3	0	3	5	1	6	2	6	199
<i>3226 Scott</i>	0	35	0	0	0	0	0	7	0	0	0	0	42
<i>Great America MP</i>	0	3	0	0	0	0	0	6	0	0	0	0	8
<i>Lawrence Station Area Plan - Phase 8</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3375 Scott</i>	0	8	0	0	0	0	0	2	0	0	0	0	10
Santa Clara Approved Project Trips	28	552	111	10	21	1	7	133	43	93	45	119	1163
NSJ Phase I Project Trips	0	13	0	2	1	2	1	21	1	1	1	0	45
Total Approved Project Trips	28	565	112	12	23	3	8	154	45	94	46	119	1209
<b>Background Conditions</b>	<b>113</b>	<b>2897</b>	<b>222</b>	<b>120</b>	<b>111</b>	<b>116</b>	<b>82</b>	<b>1469</b>	<b>102</b>	<b>259</b>	<b>268</b>	<b>311</b>	<b>6070</b>
Proposed Project Trips	2	30	0	0	0	0	0	32	0	0	0	2	66
<b>Existing Plus Project Conditions</b>	<b>87</b>	<b>2362</b>	<b>110</b>	<b>108</b>	<b>88</b>	<b>113</b>	<b>74</b>	<b>1347</b>	<b>57</b>	<b>165</b>	<b>222</b>	<b>194</b>	<b>4927</b>
<b>Background Plus Project Conditions</b>	<b>115</b>	<b>2927</b>	<b>222</b>	<b>120</b>	<b>111</b>	<b>116</b>	<b>82</b>	<b>1501</b>	<b>102</b>	<b>259</b>	<b>268</b>	<b>313</b>	<b>6136</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	2	251	0	0	2	0	1	210	4	3	3	1	477
<i>1250 Coleman</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bixby Office</i>	0	6	0	0	1	0	0	1	0	0	1	0	9
<i>ISC Swim Center</i>	0	15	0	0	0	0	0	13	0	0	0	0	28
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	0	7	0	0	0	0	0	12	0	0	0	0	19
<i>3069 Lawrence Expressway</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	2	279	0	0	3	0	1	237	4	3	5	1	534
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	2	279	0	0	3	0	1	237	4	3	5	1	534
<b>Cumulative No Project Conditions</b>	<b>115</b>	<b>3176</b>	<b>222</b>	<b>120</b>	<b>113</b>	<b>116</b>	<b>83</b>	<b>1706</b>	<b>106</b>	<b>262</b>	<b>273</b>	<b>312</b>	<b>6604</b>
<b>Cumulative Plus Project Conditions</b>	<b>117</b>	<b>3206</b>	<b>222</b>	<b>120</b>	<b>113</b>	<b>116</b>	<b>83</b>	<b>1738</b>	<b>106</b>	<b>262</b>	<b>273</b>	<b>314</b>	<b>6670</b>

Intersection Number: 9  
 Traffix Node Number: 5408  
 Intersection Name: San Tomas Expressway and Scott Boulevard  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>112</b>	<b>2030</b>	<b>125</b>	<b>377</b>	<b>84</b>	<b>70</b>	<b>3</b>	<b>1686</b>	<b>49</b>	<b>254</b>	<b>211</b>	<b>372</b>	<b>5373</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	44	128	15	37	34	0	0	306	81	100	63	101	909
<i>Great America Parkway</i>	0	26	0	0	0	0	0	6	0	0	0	0	31
<i>3000 Bowers</i>	0	4	0	0	0	0	0	19	0	0	0	0	23
<i>City Place (Phases 1, 2, 3)</i>	6	21	10	1	1	0	6	4	6	10	8	3	78
<i>3226 Scott</i>	10	6	0	0	0	0	0	0	1	-4	1	78	92
<i>Great America MP</i>	0	3	0	0	1	0	0	6	0	0	0	0	9
<i>Lawrence Station Area Plan - Phase 9</i>	6	10	0	0	0	0	0	6	0	0	0	5	27
<i>3375 Scott</i>	0	0	0	0	1	0	0	0	1	8	12	0	23
Santa Clara Approved Project Trips	67	197	26	38	37	0	6	346	89	115	84	188	1192
NSJ Phase I Project Trips	4	82	7	2	0	0	4	77	15	14	12	9	224
Total Approved Project Trips	71	278	32	39	38	0	10	423	104	128	97	196	1416
<b>Background Conditions</b>	<b>183</b>	<b>2308</b>	<b>157</b>	<b>416</b>	<b>122</b>	<b>70</b>	<b>13</b>	<b>2109</b>	<b>153</b>	<b>382</b>	<b>308</b>	<b>568</b>	<b>6789</b>
Proposed Project Trips	0	0	74	71	20	32	34	0	0	0	21	0	252
<b>Existing Plus Project Conditions</b>	<b>112</b>	<b>2030</b>	<b>199</b>	<b>448</b>	<b>104</b>	<b>102</b>	<b>37</b>	<b>1686</b>	<b>49</b>	<b>254</b>	<b>232</b>	<b>372</b>	<b>5625</b>
<b>Background Plus Project Conditions</b>	<b>183</b>	<b>2308</b>	<b>231</b>	<b>487</b>	<b>142</b>	<b>102</b>	<b>47</b>	<b>2109</b>	<b>153</b>	<b>382</b>	<b>329</b>	<b>568</b>	<b>7041</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	5	242	10	5	1	0	0	211	2	12	5	16	507
<i>1250 Coleman</i>	0	0	0	0	6	0	0	0	0	0	9	0	14
<i>Bixby Office</i>	0	0	0	0	1	0	0	0	1	6	2	0	10
<i>ISC Swim Center</i>	0	15	0	0	0	0	0	13	0	0	0	0	28
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	0	7	0	0	3	0	0	12	0	0	2	0	25
<i>3069 Lawrence Expressway</i>	1	2	0	0	0	0	0	1	0	0	0	1	6
Santa Clara Pending Project Trips	6	266	10	5	10	0	0	238	3	17	18	17	590
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	6	266	10	5	10	0	0	238	3	17	18	17	590
<b>Cumulative No Project Conditions</b>	<b>189</b>	<b>2574</b>	<b>167</b>	<b>421</b>	<b>132</b>	<b>70</b>	<b>13</b>	<b>2347</b>	<b>156</b>	<b>399</b>	<b>326</b>	<b>585</b>	<b>7379</b>
<b>Cumulative Plus Project Conditions</b>	<b>189</b>	<b>2574</b>	<b>241</b>	<b>492</b>	<b>152</b>	<b>102</b>	<b>47</b>	<b>2347</b>	<b>156</b>	<b>399</b>	<b>347</b>	<b>585</b>	<b>7631</b>

Intersection Number: 10  
 Traffix Node Number: 5805  
 Intersection Name: Mission College Boulevard/Thomas Road and Montague Expressway  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>418</b>	<b>76</b>	<b>398</b>	<b>72</b>	<b>1312</b>	<b>35</b>	<b>77</b>	<b>29</b>	<b>146</b>	<b>145</b>	<b>2375</b>	<b>238</b>	<b>5321</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	143	10	46	31	58	0	0	10	5	3	188	75	569
<i>Great America Parkway</i>	26	0	64	13	0	0	0	0	0	0	0	6	108
<i>3000 Bowers</i>	0	0	0	0	4	0	0	0	0	0	19	0	23
<i>City Place (Phases 1, 2, 3)</i>	8	3	6	3	240	5	0	1	4	6	1	3	279
<i>3226 Scott</i>	0	0	0	0	4	0	0	0	0	0	20	0	24
<i>Great America MP</i>	3	0	8	14	0	0	0	0	0	0	0	6	30
<i>Lawrence Station Area Plan - Phase 10</i>	0	0	0	0	15	0	0	0	0	0	11	0	26
<i>3375 Scott</i>	0	0	0	0	2	0	0	0	0	0	8	0	10
Santa Clara Approved Project Trips	179	13	124	61	324	5	0	11	9	8	248	88	1071
NSJ Phase I Project Trips	51	7	19	6	400	3	2	1	7	8	253	71	828
Total Approved Project Trips	230	20	143	67	723	8	2	12	16	17	501	160	1899
<b>Background Conditions</b>	<b>648</b>	<b>96</b>	<b>541</b>	<b>139</b>	<b>2035</b>	<b>43</b>	<b>79</b>	<b>41</b>	<b>162</b>	<b>162</b>	<b>2876</b>	<b>398</b>	<b>7220</b>
Proposed Project Trips	0	0	0	0	27	0	0	0	0	0	26	0	53
<b>Existing Plus Project Conditions</b>	<b>418</b>	<b>76</b>	<b>398</b>	<b>72</b>	<b>1339</b>	<b>35</b>	<b>77</b>	<b>29</b>	<b>146</b>	<b>145</b>	<b>2401</b>	<b>238</b>	<b>5374</b>
<b>Background Plus Project Conditions</b>	<b>648</b>	<b>96</b>	<b>541</b>	<b>139</b>	<b>2062</b>	<b>43</b>	<b>79</b>	<b>41</b>	<b>162</b>	<b>162</b>	<b>2902</b>	<b>398</b>	<b>7273</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	122	0	68	34	18	0	0	0	0	0	23	68	333
<i>1250 Coleman</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bixby Office</i>	0	0	3	1	0	0	0	0	0	0	0	0	3
<i>ISC Swim Center</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	7	2	14	26	0	0	0	4	0	0	0	12	65
<i>3069 Lawrence Expressway</i>	0	0	0	0	3	0	0	0	0	0	2	0	6
Santa Clara Pending Project Trips	129	2	84	60	21	0	0	4	0	0	25	81	406
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	129	2	84	60	21	0	0	4	0	0	25	81	406
<b>Cumulative No Project Conditions</b>	<b>778</b>	<b>98</b>	<b>625</b>	<b>199</b>	<b>2057</b>	<b>43</b>	<b>79</b>	<b>45</b>	<b>162</b>	<b>162</b>	<b>2901</b>	<b>479</b>	<b>7626</b>
<b>Cumulative Plus Project Conditions</b>	<b>778</b>	<b>98</b>	<b>625</b>	<b>199</b>	<b>2084</b>	<b>43</b>	<b>79</b>	<b>45</b>	<b>162</b>	<b>162</b>	<b>2927</b>	<b>479</b>	<b>7679</b>

Intersection Number: 11  
 Traffix Node Number: 5806  
 Intersection Name: De La Cruz Boulevard/Agnew Road and Montague Expressway  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>164</b>	<b>150</b>	<b>200</b>	<b>86</b>	<b>1251</b>	<b>163</b>	<b>187</b>	<b>129</b>	<b>92</b>	<b>197</b>	<b>2406</b>	<b>262</b>	<b>5287</b>
<b>Approved Project Trips</b>													
Santa Clara Approved Project Trips (TFX)	0	0	0	0	85	0	0	0	2	1	220	0	308
Great America Parkway	0	0	4	1	7	0	0	0	1	5	34	0	52
3000 Bowers	0	0	0	0	4	0	0	0	0	0	19	0	23
City Place (Phases 1, 2, 3)	0	3	6	5	26	101	3	0	16	8	6	4	177
3226 Scott	0	0	0	0	4	0	0	0	0	0	20	0	24
Great America MP	0	0	0	0	8	0	0	0	0	0	5	0	13
Lawrence Station Area Plan - Phase 11	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott	0	0	0	0	2	0	0	0	0	0	8	0	10
Santa Clara Approved Project Trips	0	3	10	6	137	101	3	0	19	14	312	4	609
NSJ Phase I Project Trips	1	1	1	6	410	34	22	2	28	38	319	6	868
Total Approved Project Trips	1	4	10	12	547	135	25	2	47	52	631	10	1477
<b>Background Conditions</b>	<b>165</b>	<b>154</b>	<b>210</b>	<b>98</b>	<b>1798</b>	<b>298</b>	<b>212</b>	<b>131</b>	<b>139</b>	<b>249</b>	<b>3037</b>	<b>272</b>	<b>6764</b>
Proposed Project Trips	0	0	0	0	27	0	0	0	0	0	26	0	53
<b>Existing Plus Project Conditions</b>	<b>164</b>	<b>150</b>	<b>200</b>	<b>86</b>	<b>1278</b>	<b>163</b>	<b>187</b>	<b>129</b>	<b>92</b>	<b>197</b>	<b>2432</b>	<b>262</b>	<b>5340</b>
<b>Background Plus Project Conditions</b>	<b>165</b>	<b>154</b>	<b>210</b>	<b>98</b>	<b>1825</b>	<b>298</b>	<b>212</b>	<b>131</b>	<b>139</b>	<b>249</b>	<b>3063</b>	<b>272</b>	<b>6817</b>
<b>Pending Project Trips</b>													
Santa Clara Pending Project Trips (TFX)	0	0	0	0	41	0	0	0	4	9	68	0	121
1250 Coleman	0	0	0	0	0	0	0	0	0	0	0	0	0
Bixby Office	0	0	0	0	0	0	0	0	0	1	0	0	1
ISC Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
3402 ECR	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Full)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry	0	0	0	0	21	0	0	0	0	0	12	0	33
3069 Lawrence Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	62	0	0	0	4	10	79	0	156
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	62	0	0	0	4	10	79	0	156
<b>Cumulative No Project Conditions</b>	<b>165</b>	<b>154</b>	<b>210</b>	<b>98</b>	<b>1860</b>	<b>298</b>	<b>212</b>	<b>131</b>	<b>143</b>	<b>260</b>	<b>3117</b>	<b>272</b>	<b>6920</b>
<b>Cumulative Plus Project Conditions</b>	<b>165</b>	<b>154</b>	<b>210</b>	<b>98</b>	<b>1887</b>	<b>298</b>	<b>212</b>	<b>131</b>	<b>143</b>	<b>260</b>	<b>3143</b>	<b>272</b>	<b>6973</b>

Intersection Number: 12  
 Traffix Node Number: 504  
 Intersection Name: Scott Boulevard and Monroe Street  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>128</b>	<b>671</b>	<b>188</b>	<b>120</b>	<b>182</b>	<b>48</b>	<b>70</b>	<b>326</b>	<b>108</b>	<b>146</b>	<b>300</b>	<b>90</b>	<b>2377</b>
<b>Approved Project Trips</b>													
Santa Clara Approved Project Trips (TFX)	1	25	15	8	8	0	0	10	1	3	23	0	93
Great America Parkway	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers	0	2	0	0	1	0	0	1	0	0	2	0	6
City Place (Phases 1, 2, 3)	0	10	0	0	0	0	0	9	0	0	0	0	19
3226 Scott	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America MP	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Station Area Plan - Phase 12	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Approved Project Trips	1	37	15	8	9	0	0	20	1	3	25	0	118
NSJ Phase I Project Trips	0	0	0	0	33	0	0	0	0	0	23	0	56
Total Approved Project Trips	1	37	15	8	42	0	0	20	1	3	48	0	174
<b>Background Conditions</b>	<b>129</b>	<b>708</b>	<b>203</b>	<b>128</b>	<b>224</b>	<b>48</b>	<b>70</b>	<b>346</b>	<b>109</b>	<b>149</b>	<b>348</b>	<b>90</b>	<b>2551</b>
Proposed Project Trips	1	13	4	4	0	0	0	14	0	0	0	1	37
<b>Existing Plus Project Conditions</b>	<b>129</b>	<b>684</b>	<b>192</b>	<b>124</b>	<b>182</b>	<b>48</b>	<b>70</b>	<b>340</b>	<b>108</b>	<b>146</b>	<b>300</b>	<b>91</b>	<b>2414</b>
<b>Background Plus Project Conditions</b>	<b>130</b>	<b>721</b>	<b>207</b>	<b>132</b>	<b>224</b>	<b>48</b>	<b>70</b>	<b>360</b>	<b>109</b>	<b>149</b>	<b>348</b>	<b>91</b>	<b>2588</b>
<b>Pending Project Trips</b>													
Santa Clara Pending Project Trips (TFX)	2	6	0	0	1	0	0	3	0	0	1	0	12
1250 Coleman	0	3	0	0	0	0	0	4	0	0	0	0	7
Bixby Office	0	0	0	0	0	0	0	0	0	0	0	0	0
ISC Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
3402 ECR	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Full)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	2	8	0	0	1	0	0	7	0	0	1	0	19
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	2	8	0	0	1	0	0	7	0	0	1	0	19
<b>Cumulative No Project Conditions</b>	<b>131</b>	<b>717</b>	<b>203</b>	<b>128</b>	<b>225</b>	<b>48</b>	<b>70</b>	<b>353</b>	<b>109</b>	<b>149</b>	<b>349</b>	<b>90</b>	<b>2570</b>
<b>Cumulative Plus Project Conditions</b>	<b>132</b>	<b>730</b>	<b>207</b>	<b>132</b>	<b>225</b>	<b>48</b>	<b>70</b>	<b>367</b>	<b>109</b>	<b>149</b>	<b>349</b>	<b>91</b>	<b>2607</b>



Intersection Number: 13  
 Traffix Node Number: 804  
 Intersection Name: Scott Boulevard and Martin Avenue  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>13</b>	<b>760</b>	<b>129</b>	<b>87</b>	<b>22</b>	<b>167</b>	<b>138</b>	<b>392</b>	<b>19</b>	<b>53</b>	<b>55</b>	<b>12</b>	<b>1847</b>
<b>Approved Project Trips</b>													
Santa Clara Approved Project Trips (TFX)	0	41	8	5	0	0	0	18	0	0	0	0	72
Great America Parkway	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers	0	2	0	0	0	0	0	1	0	0	0	0	3
City Place (Phases 1, 2, 3)	0	10	0	0	0	0	0	9	0	0	0	0	19
3226 Scott	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America MP	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Station Area Plan - Phase 13	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Approved Project Trips	0	54	8	5	0	0	0	28	0	0	0	0	94
NSJ Phase I Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Approved Project Trips	0	54	8	5	0	0	0	28	0	0	0	0	94
<b>Background Conditions</b>	<b>13</b>	<b>814</b>	<b>137</b>	<b>92</b>	<b>22</b>	<b>167</b>	<b>138</b>	<b>420</b>	<b>19</b>	<b>53</b>	<b>55</b>	<b>12</b>	<b>1941</b>
Proposed Project Trips	0	17	0	0	0	0	0	18	0	0	0	0	35
<b>Existing Plus Project Conditions</b>	<b>13</b>	<b>777</b>	<b>129</b>	<b>87</b>	<b>22</b>	<b>167</b>	<b>138</b>	<b>410</b>	<b>19</b>	<b>53</b>	<b>55</b>	<b>12</b>	<b>1882</b>
<b>Background Plus Project Conditions</b>	<b>13</b>	<b>831</b>	<b>137</b>	<b>92</b>	<b>22</b>	<b>167</b>	<b>138</b>	<b>438</b>	<b>19</b>	<b>53</b>	<b>55</b>	<b>12</b>	<b>1976</b>
<b>Pending Project Trips</b>													
Santa Clara Pending Project Trips (TFX)	0	8	0	0	0	0	0	3	0	0	0	0	10
1250 Coleman	0	1	0	0	0	1	2	2	0	0	0	0	7
Bixby Office	0	0	0	0	0	0	0	0	0	0	0	0	0
ISC Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
3402 ECR	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Full)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	9	0	0	0	1	2	5	0	0	0	0	17
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	9	0	0	0	1	2	5	0	0	0	0	17
<b>Cumulative No Project Conditions</b>	<b>13</b>	<b>823</b>	<b>137</b>	<b>92</b>	<b>22</b>	<b>168</b>	<b>140</b>	<b>424</b>	<b>19</b>	<b>53</b>	<b>55</b>	<b>12</b>	<b>1958</b>
<b>Cumulative Plus Project Conditions</b>	<b>13</b>	<b>840</b>	<b>137</b>	<b>92</b>	<b>22</b>	<b>168</b>	<b>140</b>	<b>442</b>	<b>19</b>	<b>53</b>	<b>55</b>	<b>12</b>	<b>1993</b>

Intersection Number: 14  
 Traffix Node Number: 501  
 Intersection Name: Scott Boulevard and Walsh Avenue  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>61</b>	<b>745</b>	<b>79</b>	<b>40</b>	<b>101</b>	<b>75</b>	<b>62</b>	<b>367</b>	<b>50</b>	<b>107</b>	<b>240</b>	<b>37</b>	<b>1964</b>
<b>Approved Project Trips</b>													
Santa Clara Approved Project Trips (TFX)	0	29	1	0	6	0	0	10	12	19	50	0	128
Great America Parkway	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers	0	1	0	0	0	0	0	1	0	1	2	0	4
City Place (Phases 1, 2, 3)	0	10	0	0	10	0	0	9	0	0	17	0	46
3226 Scott	0	0	0	0	0	0	0	0	0	0	0	0	0
Great America MP	0	0	0	0	0	0	0	0	0	0	0	0	0
Lawrence Station Area Plan - Phase 14	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Approved Project Trips	0	40	1	0	17	0	0	20	12	20	69	0	178
NSJ Phase I Project Trips	0	0	0	0	5	0	0	0	0	0	3	0	8
Total Approved Project Trips	0	40	1	0	22	0	0	20	12	20	72	0	186
<b>Background Conditions</b>	<b>61</b>	<b>785</b>	<b>80</b>	<b>40</b>	<b>123</b>	<b>75</b>	<b>62</b>	<b>387</b>	<b>62</b>	<b>127</b>	<b>312</b>	<b>37</b>	<b>2150</b>
Proposed Project Trips	0	17	0	0	0	0	0	18	0	0	0	0	35
<b>Existing Plus Project Conditions</b>	<b>61</b>	<b>762</b>	<b>79</b>	<b>40</b>	<b>101</b>	<b>75</b>	<b>62</b>	<b>385</b>	<b>50</b>	<b>107</b>	<b>240</b>	<b>37</b>	<b>1999</b>
<b>Background Plus Project Conditions</b>	<b>61</b>	<b>802</b>	<b>80</b>	<b>40</b>	<b>123</b>	<b>75</b>	<b>62</b>	<b>405</b>	<b>62</b>	<b>127</b>	<b>312</b>	<b>37</b>	<b>2185</b>
<b>Pending Project Trips</b>													
Santa Clara Pending Project Trips (TFX)	0	3	1	1	1	0	0	1	1	4	3	0	16
1250 Coleman	0	1	0	0	0	0	0	2	0	0	0	0	3
Bixby Office	0	0	0	0	0	0	0	0	0	0	0	0	0
ISC Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
3402 ECR	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Full)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry	0	0	0	0	0	0	0	0	0	0	0	0	0
3069 Lawrence Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	5	1	1	1	0	0	3	1	4	3	0	19
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	5	1	1	1	0	0	3	1	4	3	0	19
<b>Cumulative No Project Conditions</b>	<b>61</b>	<b>790</b>	<b>80</b>	<b>41</b>	<b>124</b>	<b>75</b>	<b>62</b>	<b>390</b>	<b>63</b>	<b>131</b>	<b>314</b>	<b>37</b>	<b>2169</b>
<b>Cumulative Plus Project Conditions</b>	<b>61</b>	<b>807</b>	<b>80</b>	<b>41</b>	<b>124</b>	<b>75</b>	<b>62</b>	<b>408</b>	<b>63</b>	<b>131</b>	<b>314</b>	<b>37</b>	<b>2204</b>

Intersection Number: 15  
 Traffix Node Number: 5332  
 Intersection Name: Scott Boulevard and Central Expressway  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>41</b>	<b>267</b>	<b>164</b>	<b>84</b>	<b>311</b>	<b>195</b>	<b>159</b>	<b>202</b>	<b>121</b>	<b>394</b>	<b>1895</b>	<b>52</b>	<b>3885</b>
<b>Approved Project Trips</b>													
Santa Clara Approved Project Trips (TFX)	0	26	40	13	30	0	0	10	1	3	106	0	229
Great America Parkway	0	0	0	0	2	0	0	0	0	0	10	0	12
3000 Bowers	0	0	0	0	3	0	0	0	1	1	12	0	16
City Place (Phases 1, 2, 3)	0	8	4	6	21	6	6	2	1	0	1	3	59
3226 Scott	0	1	0	0	2	0	0	0	0	1	9	0	13
Great America MP	0	0	0	1	1	0	0	0	0	0	1	0	3
Lawrence Station Area Plan - Phase 15	0	0	0	0	30	0	0	0	0	0	21	0	52
3375 Scott	0	0	12	1	1	0	0	0	0	0	0	0	15
Santa Clara Approved Project Trips	0	35	57	21	92	6	6	12	2	6	160	3	399
NSJ Phase I Project Trips	0	-5	-2	13	28	21	2	5	4	-3	-7	0	55
Total Approved Project Trips	0	29	54	34	120	27	8	17	6	3	154	2	454
<b>Background Conditions</b>	<b>41</b>	<b>296</b>	<b>218</b>	<b>118</b>	<b>431</b>	<b>222</b>	<b>167</b>	<b>219</b>	<b>127</b>	<b>397</b>	<b>2049</b>	<b>54</b>	<b>4339</b>
Proposed Project Trips	15	17	32	33	0	0	0	18	0	0	0	16	131
<b>Existing Plus Project Conditions</b>	<b>56</b>	<b>284</b>	<b>196</b>	<b>117</b>	<b>311</b>	<b>195</b>	<b>159</b>	<b>220</b>	<b>121</b>	<b>394</b>	<b>1895</b>	<b>68</b>	<b>4016</b>
<b>Background Plus Project Conditions</b>	<b>56</b>	<b>313</b>	<b>250</b>	<b>151</b>	<b>431</b>	<b>222</b>	<b>167</b>	<b>237</b>	<b>127</b>	<b>397</b>	<b>2049</b>	<b>70</b>	<b>4470</b>
<b>Pending Project Trips</b>													
Santa Clara Pending Project Trips (TFX)	0	3	12	4	8	0	0	1	1	1	13	0	43
1250 Coleman	0	0	9	6	14	1	2	0	0	0	23	0	55
Bixby Office	0	0	2	1	0	0	0	0	0	0	1	0	3
ISC Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
3402 ECR	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Full)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry	0	0	2	3	14	0	0	0	0	0	8	0	27
3069 Lawrence Expressway	0	0	0	0	6	0	0	0	0	0	3	0	10
Santa Clara Pending Project Trips	0	3	25	14	42	1	2	1	1	1	48	0	139
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	3	25	14	42	1	2	1	1	1	48	0	139
<b>Cumulative No Project Conditions</b>	<b>41</b>	<b>300</b>	<b>243</b>	<b>132</b>	<b>473</b>	<b>223</b>	<b>169</b>	<b>221</b>	<b>128</b>	<b>397</b>	<b>2097</b>	<b>54</b>	<b>4477</b>
<b>Cumulative Plus Project Conditions</b>	<b>56</b>	<b>317</b>	<b>275</b>	<b>165</b>	<b>473</b>	<b>223</b>	<b>169</b>	<b>239</b>	<b>128</b>	<b>397</b>	<b>2097</b>	<b>70</b>	<b>4608</b>

Intersection Number: 16  
 Traffix Node Number: 2600  
 Intersection Name: Scott Boulevard and Space Park Drive  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>7</b>	<b>302</b>	<b>120</b>	<b>123</b>	<b>4</b>	<b>128</b>	<b>113</b>	<b>196</b>	<b>22</b>	<b>6</b>	<b>3</b>	<b>8</b>	<b>1032</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	0	78	0	0	0	0	0	71	0	0	0	0	149
<i>Great America Parkway</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3000 Bowers</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Phases 1, 2, 3)</i>	0	12	0	0	0	0	0	10	0	0	0	0	23
<i>3226 Scott</i>	0	10	0	0	0	0	0	0	0	0	0	0	10
<i>Great America MP</i>	0	0	0	0	0	0	0	1	0	0	0	0	1
<i>Lawrence Station Area Plan - Phase 16</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3375 Scott</i>	0	12	0	0	0	0	0	1	0	0	0	0	14
Santa Clara Approved Project Trips	0	113	0	0	0	0	0	83	0	0	0	0	197
NSJ Phase I Project Trips	0	-8	0	0	0	0	0	18	0	0	0	0	10
Total Approved Project Trips	0	105	0	0	0	0	0	101	0	0	0	0	206
<b>Background Conditions</b>	<b>7</b>	<b>407</b>	<b>120</b>	<b>123</b>	<b>4</b>	<b>128</b>	<b>113</b>	<b>297</b>	<b>22</b>	<b>6</b>	<b>3</b>	<b>8</b>	<b>1238</b>
Proposed Project Trips	0	0	129	124	0	64	67	0	0	0	0	0	384
<b>Existing Plus Project Conditions</b>	<b>7</b>	<b>302</b>	<b>249</b>	<b>247</b>	<b>4</b>	<b>192</b>	<b>180</b>	<b>196</b>	<b>22</b>	<b>6</b>	<b>3</b>	<b>8</b>	<b>1416</b>
<b>Background Plus Project Conditions</b>	<b>7</b>	<b>407</b>	<b>249</b>	<b>247</b>	<b>4</b>	<b>192</b>	<b>180</b>	<b>297</b>	<b>22</b>	<b>6</b>	<b>3</b>	<b>8</b>	<b>1622</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	0	14	0	0	0	0	0	6	0	0	0	0	20
<i>1250 Coleman</i>	0	9	0	0	0	0	0	6	0	0	0	0	14
<i>Bixby Office</i>	0	2	0	0	0	0	0	1	0	0	0	0	3
<i>ISC Swim Center</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	0	2	0	0	0	0	0	3	0	0	0	0	6
<i>3069 Lawrence Expressway</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	28	0	0	0	0	0	15	0	0	0	0	43
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	28	0	0	0	0	0	15	0	0	0	0	43
<b>Cumulative No Project Conditions</b>	<b>7</b>	<b>435</b>	<b>120</b>	<b>123</b>	<b>4</b>	<b>128</b>	<b>113</b>	<b>312</b>	<b>22</b>	<b>6</b>	<b>3</b>	<b>8</b>	<b>1281</b>
<b>Cumulative Plus Project Conditions</b>	<b>7</b>	<b>435</b>	<b>249</b>	<b>247</b>	<b>4</b>	<b>192</b>	<b>180</b>	<b>312</b>	<b>22</b>	<b>6</b>	<b>3</b>	<b>8</b>	<b>1665</b>

Intersection Number: 17  
 Traffix Node Number: 2700  
 Intersection Name: Jay Street and Scott Boulevard  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>109</b>	<b>6</b>	<b>26</b>	<b>19</b>	<b>365</b>	<b>61</b>	<b>28</b>	<b>7</b>	<b>18</b>	<b>6</b>	<b>310</b>	<b>67</b>	<b>1022</b>
<b>Approved Project Trips</b>													
Santa Clara Approved Project Trips (TFX)	0	0	0	0	71	0	0	0	0	0	78	0	149
Great America Parkway	0	0	0	0	0	0	0	0	0	0	0	0	0
3000 Bowers	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Phases 1, 2, 3)	0	0	0	0	2	0	0	0	0	0	25	0	27
3226 Scott	0	0	0	0	0	0	0	0	0	0	10	0	10
Great America MP	0	0	0	0	1	0	0	0	0	0	0	0	1
Lawrence Station Area Plan - Phase 17	0	0	0	0	0	0	0	0	0	0	0	0	0
3375 Scott	0	0	0	0	1	0	0	0	0	0	12	0	14
Santa Clara Approved Project Trips	0	0	0	0	75	0	0	0	0	0	126	0	201
NSJ Phase I Project Trips	0	0	0	0	-8	0	0	0	0	0	18	0	10
Total Approved Project Trips	0	0	0	0	67	0	0	0	0	0	143	0	210
<b>Background Conditions</b>	<b>109</b>	<b>6</b>	<b>26</b>	<b>19</b>	<b>432</b>	<b>61</b>	<b>28</b>	<b>7</b>	<b>18</b>	<b>6</b>	<b>453</b>	<b>67</b>	<b>1232</b>
Proposed Project Trips	0	0	0	0	124	0	0	0	0	0	129	0	253
<b>Existing Plus Project Conditions</b>	<b>109</b>	<b>6</b>	<b>26</b>	<b>19</b>	<b>489</b>	<b>61</b>	<b>28</b>	<b>7</b>	<b>18</b>	<b>6</b>	<b>439</b>	<b>67</b>	<b>1275</b>
<b>Background Plus Project Conditions</b>	<b>109</b>	<b>6</b>	<b>26</b>	<b>19</b>	<b>556</b>	<b>61</b>	<b>28</b>	<b>7</b>	<b>18</b>	<b>6</b>	<b>582</b>	<b>67</b>	<b>1485</b>
<b>Pending Project Trips</b>													
Santa Clara Pending Project Trips (TFX)	0	0	0	0	6	0	0	0	0	0	14	0	20
1250 Coleman	0	0	0	0	6	0	0	0	0	0	9	0	14
Bixby Office	0	0	0	0	1	0	0	0	0	0	2	0	3
ISC Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
3402 ECR	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Full)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry	0	0	0	0	3	0	0	0	0	0	2	0	6
3069 Lawrence Expressway	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	15	0	0	0	0	0	28	0	43
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	15	0	0	0	0	0	28	0	43
<b>Cumulative No Project Conditions</b>	<b>109</b>	<b>6</b>	<b>26</b>	<b>19</b>	<b>447</b>	<b>61</b>	<b>28</b>	<b>7</b>	<b>18</b>	<b>6</b>	<b>481</b>	<b>67</b>	<b>1275</b>
<b>Cumulative Plus Project Conditions</b>	<b>109</b>	<b>6</b>	<b>26</b>	<b>19</b>	<b>571</b>	<b>61</b>	<b>28</b>	<b>7</b>	<b>18</b>	<b>6</b>	<b>610</b>	<b>67</b>	<b>1528</b>

Intersection Number: 18  
 Traffix Node Number: 304  
 Intersection Name: Lafayette Street and Walsh Avenue  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>86</b>	<b>1058</b>	<b>32</b>	<b>65</b>	<b>14</b>	<b>46</b>	<b>12</b>	<b>494</b>	<b>68</b>	<b>196</b>	<b>13</b>	<b>129</b>	<b>2213</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	1	5	0	0	0	0	0	1	6	45	0	5	62
<i>Great America Parkway</i>	0	26	0	0	0	0	0	6	0	0	0	0	31
<i>3000 Bowers</i>	0	2	0	0	0	0	0	1	0	2	0	0	5
<i>City Place (Phases 1, 2, 3)</i>	4	64	6	4	5	6	1	21	1	3	6	3	125
<i>3226 Scott</i>	0	0	0	0	0	0	0	10	0	0	0	0	10
<i>Great America MP</i>	0	3	0	0	0	0	0	6	0	0	0	0	8
<i>Lawrence Station Area Plan - Phase 18</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3375 Scott</i>	0	8	0	0	0	0	0	2	0	0	0	0	10
Santa Clara Approved Project Trips	5	108	6	4	5	6	1	46	7	50	6	8	251
NSJ Phase I Project Trips	0	70	0	0	0	0	0	3	0	0	0	0	73
Total Approved Project Trips	5	178	6	4	5	6	1	49	7	50	6	8	325
<b>Background Conditions</b>	<b>91</b>	<b>1236</b>	<b>38</b>	<b>69</b>	<b>19</b>	<b>52</b>	<b>13</b>	<b>543</b>	<b>75</b>	<b>246</b>	<b>19</b>	<b>137</b>	<b>2538</b>
Proposed Project Trips	0	11	0	0	0	0	0	12	0	0	0	0	23
<b>Existing Plus Project Conditions</b>	<b>86</b>	<b>1069</b>	<b>32</b>	<b>65</b>	<b>14</b>	<b>46</b>	<b>12</b>	<b>506</b>	<b>68</b>	<b>196</b>	<b>13</b>	<b>129</b>	<b>2236</b>
<b>Background Plus Project Conditions</b>	<b>91</b>	<b>1247</b>	<b>38</b>	<b>69</b>	<b>19</b>	<b>52</b>	<b>13</b>	<b>555</b>	<b>75</b>	<b>246</b>	<b>19</b>	<b>137</b>	<b>2561</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	3	10	0	0	0	0	0	1	1	3	0	8	26
<i>1250 Coleman</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bixby Office</i>	0	4	0	0	0	0	0	1	1	1	0	0	7
<i>ISC Swim Center</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	0	2	0	0	0	0	0	4	0	0	0	0	6
<i>3069 Lawrence Expressway</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	3	16	0	0	0	0	0	6	1	5	0	8	39
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	3	16	0	0	0	0	0	6	1	5	0	8	39
<b>Cumulative No Project Conditions</b>	<b>94</b>	<b>1252</b>	<b>38</b>	<b>69</b>	<b>19</b>	<b>52</b>	<b>13</b>	<b>549</b>	<b>76</b>	<b>251</b>	<b>19</b>	<b>145</b>	<b>2577</b>
<b>Cumulative Plus Project Conditions</b>	<b>94</b>	<b>1263</b>	<b>38</b>	<b>69</b>	<b>19</b>	<b>52</b>	<b>13</b>	<b>561</b>	<b>76</b>	<b>251</b>	<b>19</b>	<b>145</b>	<b>2600</b>

Intersection Number: 19  
 Traffix Node Number: 5334  
 Intersection Name: Lafayette Street and Central Expressway  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>185</b>	<b>452</b>	<b>210</b>	<b>122</b>	<b>320</b>	<b>211</b>	<b>319</b>	<b>358</b>	<b>112</b>	<b>433</b>	<b>1744</b>	<b>130</b>	<b>4596</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	1	0	0	0	39	1	3	1	1	5	137	1	190
<i>Great America Parkway</i>	0	26	0	0	2	0	0	6	0	0	10	0	43
<i>3000 Bowers</i>	0	0	0	0	2	0	0	0	1	2	10	0	14
<i>City Place (Phases 1, 2, 3)</i>	0	78	91	6	5	3	6	4	6	2	6	6	213
<i>3226 Scott</i>	0	0	0	0	1	0	0	0	1	3	6	1	11
<i>Great America MP</i>	0	3	0	0	2	0	0	6	0	0	1	0	12
<i>Lawrence Station Area Plan - Phase 19</i>	0	0	0	0	30	0	0	0	0	0	21	0	52
<i>3375 Scott</i>	0	0	0	0	1	0	0	0	2	8	4	0	15
Santa Clara Approved Project Trips	1	106	91	6	83	3	10	17	11	20	196	8	551
NSJ Phase I Project Trips	11	59	15	3	34	16	2	1	0	-4	-23	-2	112
Total Approved Project Trips	11	165	106	9	116	19	12	17	11	16	173	6	662
<b>Background Conditions</b>	<b>196</b>	<b>617</b>	<b>316</b>	<b>131</b>	<b>436</b>	<b>230</b>	<b>331</b>	<b>375</b>	<b>123</b>	<b>449</b>	<b>1917</b>	<b>136</b>	<b>5258</b>
Proposed Project Trips	0	0	0	0	22	0	0	0	12	11	21	0	66
<b>Existing Plus Project Conditions</b>	<b>185</b>	<b>452</b>	<b>210</b>	<b>122</b>	<b>342</b>	<b>211</b>	<b>319</b>	<b>358</b>	<b>124</b>	<b>444</b>	<b>1765</b>	<b>130</b>	<b>4662</b>
<b>Background Plus Project Conditions</b>	<b>196</b>	<b>617</b>	<b>316</b>	<b>131</b>	<b>458</b>	<b>230</b>	<b>331</b>	<b>375</b>	<b>135</b>	<b>460</b>	<b>1938</b>	<b>136</b>	<b>5324</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	0	10	0	3	6	3	8	1	0	-1	22	0	53
<i>1250 Coleman</i>	0	0	5	3	21	0	0	0	0	0	35	0	63
<i>Bixby Office</i>	0	3	0	0	1	0	0	1	0	1	2	0	8
<i>ISC Swim Center</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	0	2	0	0	10	0	0	4	0	0	6	0	22
<i>3069 Lawrence Expressway</i>	0	0	0	0	6	0	0	0	0	0	3	0	10
Santa Clara Pending Project Trips	0	16	5	6	44	3	8	6	0	0	68	0	155
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	16	5	6	44	3	8	6	0	0	68	0	155
<b>Cumulative No Project Conditions</b>	<b>196</b>	<b>633</b>	<b>321</b>	<b>136</b>	<b>481</b>	<b>234</b>	<b>339</b>	<b>382</b>	<b>123</b>	<b>449</b>	<b>1985</b>	<b>136</b>	<b>5413</b>
<b>Cumulative Plus Project Conditions</b>	<b>196</b>	<b>633</b>	<b>321</b>	<b>136</b>	<b>503</b>	<b>234</b>	<b>339</b>	<b>382</b>	<b>135</b>	<b>460</b>	<b>2006</b>	<b>136</b>	<b>5479</b>

Intersection Number: 20  
 Traffix Node Number: 5335  
 Intersection Name: De La Cruz Boulevard/Trimble Road and Central Expressway  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>609</b>	<b>540</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>870</b>	<b>127</b>	<b>367</b>	<b>0</b>	<b>1822</b>	<b>4335</b>
<b>Approved Project Trips</b>													
Santa Clara Approved Project Trips (TFX)	15	2	0	0	0	0	0	1	25	71	0	70	184
Great America Parkway	0	0	0	0	0	0	0	0	2	10	0	0	12
3000 Bowers	2	0	0	0	0	0	0	0	0	0	0	10	12
City Place (Phases 1, 2, 3)	2	104	0	0	0	0	0	1	5	2	0	23	137
3226 Scott	0	0	0	0	0	0	0	0	0	10	0	0	10
Great America MP	0	0	0	0	0	0	0	0	2	1	0	0	3
Lawrence Station Area Plan - Phase 20	24	0	0	0	0	0	0	0	6	5	0	17	52
3375 Scott	0	0	0	0	0	0	0	0	1	4	0	0	5
Santa Clara Approved Project Trips	43	106	0	0	0	0	0	1	41	104	0	119	415
NSJ Phase I Project Trips	17	6	0	0	0	0	0	45	14	-1	0	0	82
Total Approved Project Trips	60	113	0	0	0	0	0	47	55	103	0	119	497
<b>Background Conditions</b>	<b>669</b>	<b>653</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>917</b>	<b>182</b>	<b>470</b>	<b>0</b>	<b>1941</b>	<b>4832</b>
Proposed Project Trips	22	0	0	0	0	0	0	0	0	0	0	21	43
<b>Existing Plus Project Conditions</b>	<b>631</b>	<b>540</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>870</b>	<b>127</b>	<b>367</b>	<b>0</b>	<b>1843</b>	<b>4378</b>
<b>Background Plus Project Conditions</b>	<b>691</b>	<b>653</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>917</b>	<b>182</b>	<b>470</b>	<b>0</b>	<b>1962</b>	<b>4875</b>
<b>Pending Project Trips</b>													
Santa Clara Pending Project Trips (TFX)	6	3	0	0	0	0	0	1	8	12	0	17	47
1250 Coleman	0	125	0	0	0	0	0	74	23	39	0	0	262
Bixby Office	0	0	0	0	0	0	0	0	1	2	0	0	3
ISC Swim Center	0	0	0	0	0	0	0	0	0	0	0	0	0
3402 ECR	0	0	0	0	0	0	0	0	0	0	0	0	0
City Place (Full)	0	0	0	0	0	0	0	0	0	0	0	0	0
3055 Patrick Henry	0	0	0	0	0	0	0	0	10	6	0	0	16
3069 Lawrence Expressway	5	0	0	0	0	0	0	0	1	1	0	3	10
Santa Clara Pending Project Trips	10	128	0	0	0	0	0	75	43	60	0	20	337
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	10	128	0	0	0	0	0	75	43	60	0	20	337
<b>Cumulative No Project Conditions</b>	<b>680</b>	<b>780</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>992</b>	<b>225</b>	<b>530</b>	<b>0</b>	<b>1961</b>	<b>5169</b>
<b>Cumulative Plus Project Conditions</b>	<b>702</b>	<b>780</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>992</b>	<b>225</b>	<b>530</b>	<b>0</b>	<b>1982</b>	<b>5212</b>



Intersection Number: 21  
 Traffix Node Number: 5325  
 Intersection Name: Corvin Drive/Oakmead Parkway and Central Expressway  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>80</b>	<b>44</b>	<b>138</b>	<b>47</b>	<b>822</b>	<b>46</b>	<b>39</b>	<b>33</b>	<b>28</b>	<b>60</b>	<b>1906</b>	<b>53</b>	<b>3296</b>
				<b>0</b>									
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	10	1	2	0	213	0	0	0	0	0	92	1	320
<i>Great America Parkway</i>	0	0	0	0	26	0	0	0	0	0	6	0	31
<i>3000 Bowers</i>	0	0	1	0	9	0	0	2	4	0	4	0	20
<i>City Place (Phases 1, 2, 3)</i>	0	0	0	0	61	0	0	0	0	0	10	0	71
<i>3226 Scott</i>	0	0	0	0	14	0	0	0	0	0	3	0	17
<i>Great America MP</i>	0	0	0	0	3	0	0	0	0	0	6	0	9
<i>Lawrence Station Area Plan - Phase 21</i>	0	41	0	0	0	46	4	3	0	0	28	26	147
<i>3375 Scott</i>	12	0	0	0	0	0	0	0	0	0	0	3	14
Santa Clara Approved Project Trips	21	42	3	0	326	46	4	5	4	0	148	30	629
Sunnyvale Approved Project Trips	0	1	8	25	43	19	0	5	-1	-4	101	0	197
NSJ Phase I Project Trips	6	5	6	2	46	3	2	2	2	0	2	0	76
Total Approved Project Trips	28	48	17	27	415	68	6	11	5	-4	251	30	902
<b>Background Conditions</b>	<b>108</b>	<b>92</b>	<b>155</b>	<b>74</b>	<b>1237</b>	<b>114</b>	<b>45</b>	<b>44</b>	<b>33</b>	<b>56</b>	<b>2157</b>	<b>83</b>	<b>4198</b>
				<b>0</b>									
Proposed Project Trips	0	0	0	0	14	0	0	0	0	0	15	0	29
<b>Existing Plus Project Conditions</b>	<b>80</b>	<b>44</b>	<b>138</b>	<b>47</b>	<b>836</b>	<b>46</b>	<b>39</b>	<b>33</b>	<b>28</b>	<b>60</b>	<b>1921</b>	<b>53</b>	<b>3325</b>
				<b>0</b>									
<b>Background Plus Project Conditions</b>	<b>108</b>	<b>92</b>	<b>155</b>	<b>74</b>	<b>1251</b>	<b>114</b>	<b>45</b>	<b>44</b>	<b>33</b>	<b>56</b>	<b>2172</b>	<b>83</b>	<b>4227</b>
				<b>0</b>									
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	14	15	5	1	34	0	0	8	0	0	19	3	99
<i>1250 Coleman</i>	0	0	0	0	14	0	0	0	0	0	23	0	37
<i>Bixby Office</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>ISC Swim Center</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	0	0	0	0	8	0	0	0	0	0	16	0	24
<i>3069 Lawrence Expressway</i>	0	8	0	0	0	10	1	1	0	0	4	4	28
Santa Clara Pending Project Trips	14	23	5	1	56	10	1	8	0	0	63	7	188
Sunnyvale Pending Project Trips	0	0	11	6	45	0	0	0	0	0	189	0	251
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	14	23	16	7	101	10	1	8	0	0	252	7	439
<b>Cumulative No Project Conditions</b>	<b>122</b>	<b>115</b>	<b>171</b>	<b>80</b>	<b>1338</b>	<b>124</b>	<b>46</b>	<b>53</b>	<b>33</b>	<b>56</b>	<b>2409</b>	<b>90</b>	<b>4637</b>
				<b>0</b>									
<b>Cumulative Plus Project Conditions</b>	<b>122</b>	<b>115</b>	<b>171</b>	<b>80</b>	<b>1352</b>	<b>124</b>	<b>46</b>	<b>53</b>	<b>33</b>	<b>56</b>	<b>2424</b>	<b>90</b>	<b>4666</b>
				<b>0</b>									

Intersection Number: 22  
 Traffix Node Number: 2300  
 Intersection Name: Lafayette Street and Duane Avenue  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>58</b>	<b>782</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>7</b>	<b>487</b>	<b>64</b>	<b>64</b>	<b>2</b>	<b>47</b>	<b>1528</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	0	1	0	0	0	0	0	3	0	0	0	0	3
<i>Great America Parkway</i>	0	26	0	0	0	0	0	6	0	0	0	0	31
<i>3000 Bowers</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Phases 1, 2, 3)</i>	0	169	0	0	0	0	0	15	0	0	0	0	184
<i>3226 Scott</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Great America MP</i>	0	3	0	0	0	0	0	6	0	0	0	0	8
<i>Lawrence Station Area Plan - Phase 22</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3375 Scott</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Approved Project Trips	0	198	0	0	0	0	0	29	0	0	0	0	227
NSJ Phase I Project Trips	0	85	0	0	0	0	0	2	0	0	0	0	87
Total Approved Project Trips	0	283	0	0	0	0	0	31	0	0	0	0	314
<b>Background Conditions</b>	<b>58</b>	<b>1065</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>7</b>	<b>518</b>	<b>64</b>	<b>64</b>	<b>2</b>	<b>47</b>	<b>1842</b>
Proposed Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Existing Plus Project Conditions</b>	<b>58</b>	<b>782</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>7</b>	<b>487</b>	<b>64</b>	<b>64</b>	<b>2</b>	<b>47</b>	<b>1528</b>
<b>Background Plus Project Conditions</b>	<b>58</b>	<b>1065</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>7</b>	<b>518</b>	<b>64</b>	<b>64</b>	<b>2</b>	<b>47</b>	<b>1842</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	0	10	0	0	0	0	0	4	0	0	0	0	14
<i>1250 Coleman</i>	0	5	0	0	0	0	0	3	0	0	0	0	8
<i>Bixby Office</i>	0	3	0	0	0	0	0	1	0	0	0	0	4
<i>ISC Swim Center</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	0	2	0	0	0	0	0	4	0	0	0	0	6
<i>3069 Lawrence Expressway</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	21	0	0	0	0	0	12	0	0	0	0	32
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	21	0	0	0	0	0	12	0	0	0	0	32
<b>Cumulative No Project Conditions</b>	<b>58</b>	<b>1085</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>7</b>	<b>530</b>	<b>64</b>	<b>64</b>	<b>2</b>	<b>47</b>	<b>1874</b>
<b>Cumulative Plus Project Conditions</b>	<b>58</b>	<b>1085</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>10</b>	<b>7</b>	<b>530</b>	<b>64</b>	<b>64</b>	<b>2</b>	<b>47</b>	<b>1874</b>

Intersection Number: 23  
 Traffix Node Number: 2400  
 Intersection Name: Alfred Street and Space Park Drive  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>167</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>46</b>	<b>141</b>	<b>466</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Great America Parkway</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3000 Bowers</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Phases 1, 2, 3)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3226 Scott</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Great America MP</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Lawrence Station Area Plan - Phase 23</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3375 Scott</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara 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 Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Background Conditions</b>	<b>167</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>46</b>	<b>141</b>	<b>466</b>
Proposed Project Trips	188	0	0	0	0	0	0	0	0	0	0	196	384
<b>Existing Plus Project Conditions</b>	<b>355</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>46</b>	<b>337</b>	<b>850</b>
<b>Background Plus Project Conditions</b>	<b>355</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>46</b>	<b>337</b>	<b>850</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>1250 Coleman</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bixby Office</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>ISC Swim Center</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3069 Lawrence Expressway</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Cumulative No Project Conditions</b>	<b>167</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>46</b>	<b>141</b>	<b>466</b>
<b>Cumulative Plus Project Conditions</b>	<b>355</b>	<b>0</b>	<b>14</b>	<b>7</b>	<b>84</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>46</b>	<b>337</b>	<b>850</b>

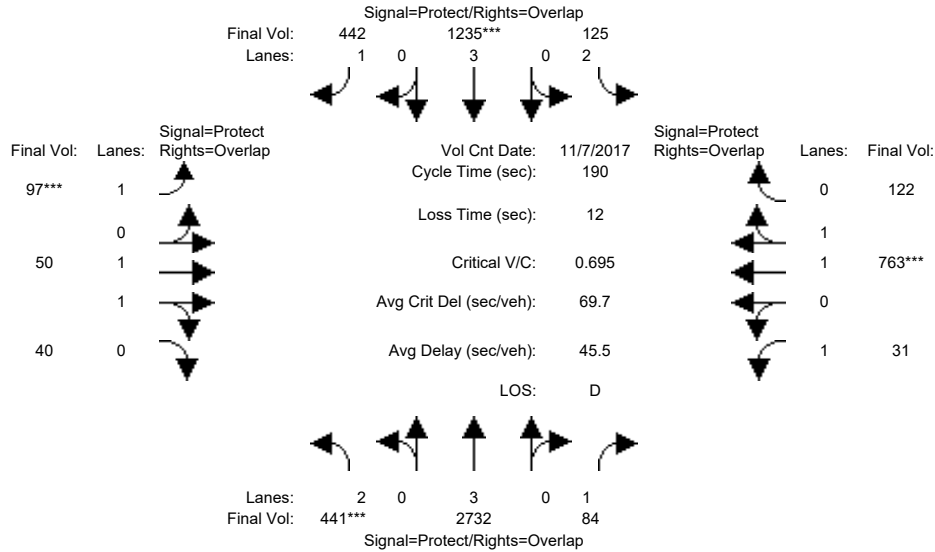
Intersection Number: 24  
 Traffix Node Number: 2500  
 Intersection Name: Alfred Street and Duane Avenue  
 Peak Hour: PM  
 Count Date: 11/7/17

Scenario:	Movements												Total
	North Approach			East Approach			South Approach			West Approach			
	RT	TH	LT	RT	TH	LT	RT	TH	LT	RT	TH	LT	
<b>Existing Conditions</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>46</b>	<b>20</b>	<b>0</b>	<b>14</b>	<b>12</b>	<b>31</b>	<b>0</b>	<b>159</b>
<b>Approved Project Trips</b>													
<i>Santa Clara Approved Project Trips (TFX)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Great America Parkway</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3000 Bowers</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Phases 1, 2, 3)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3226 Scott</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Great America MP</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Lawrence Station Area Plan - Phase 24</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3375 Scott</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara 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 Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Background Conditions</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>46</b>	<b>20</b>	<b>0</b>	<b>14</b>	<b>12</b>	<b>31</b>	<b>0</b>	<b>159</b>
Proposed Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Existing Plus Project Conditions</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>46</b>	<b>20</b>	<b>0</b>	<b>14</b>	<b>12</b>	<b>31</b>	<b>0</b>	<b>159</b>
<b>Background Plus Project Conditions</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>46</b>	<b>20</b>	<b>0</b>	<b>14</b>	<b>12</b>	<b>31</b>	<b>0</b>	<b>159</b>
<b>Pending Project Trips</b>													
<i>Santa Clara Pending Project Trips (TFX)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>1250 Coleman</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>Bixby Office</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>ISC Swim Center</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3402 ECR</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>City Place (Full)</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3055 Patrick Henry</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
<i>3069 Lawrence Expressway</i>	0	0	0	0	0	0	0	0	0	0	0	0	0
Santa Clara Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
NSJ Phase II Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
Total Pending Project Trips	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Cumulative No Project Conditions</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>46</b>	<b>20</b>	<b>0</b>	<b>14</b>	<b>12</b>	<b>31</b>	<b>0</b>	<b>159</b>
<b>Cumulative Plus Project Conditions</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>36</b>	<b>46</b>	<b>20</b>	<b>0</b>	<b>14</b>	<b>12</b>	<b>31</b>	<b>0</b>	<b>159</b>

**Appendix C**  
**Level of Service Calculations**

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing AM

Intersection #115: San Tomas EXPWY (N/S) / Walsh Ave [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	102	102	15	94	94	7	42	42	13	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	441	3214	84	125	1453	442	97	50	40	31	763	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:	441	3214	84	125	1453	442	97	50	40	31	763	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	441	3214	84	125	1453	442	97	50	40	31	763	122
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	441	2732	84	125	1235	442	97	50	40	31	763	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	2732	84	125	1235	442	97	50	40	31	763	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	441	2732	84	125	1235	442	97	50	40	31	763	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	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.09	0.91	1.00	1.72	0.28
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	2054	1643	1750	3190	510

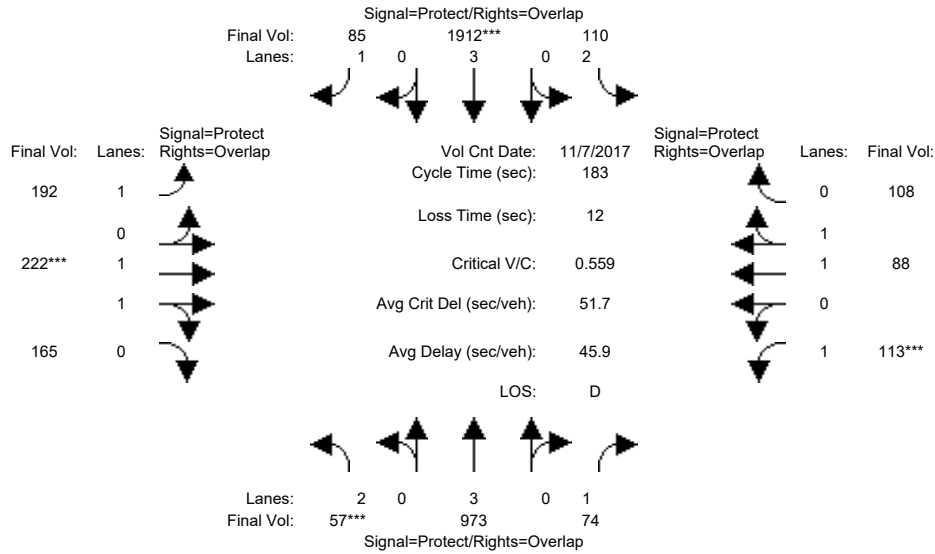
Capacity Analysis Module:												
Vol/Sat:	0.14	0.48	0.05	0.04	0.22	0.25	0.06	0.02	0.02	0.02	0.24	0.24
Crit Moves:	****			****			****				****	
Green/Cycle:	0.14	0.56	0.63	0.08	0.49	0.55	0.06	0.23	0.37	0.07	0.24	0.33
Volume/Cap:	0.98	0.86	0.08	0.49	0.44	0.46	0.98	0.11	0.07	0.25	0.98	0.74
Delay/Veh:	119.2	26.9	7.1	84.9	24.1	17.7	174.5	58.0	38.5	84.6	97.3	59.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	119.2	26.9	7.1	84.9	24.1	17.7	174.5	58.0	38.5	84.6	97.3	59.3
LOS by Move:	F	C	A	F	C	B	F	E+	D+	F	F	E+
HCM2kAvgQ:	16	37	1	5	11	11	7	2	2	2	31	24

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing PM (2-4 PM)

Intersection #115: San Tomas EXPWY (N/S) / Walsh Ave [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	81	81	13	81	81	26	55	55	14	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	57	1315	74	110	2332	85	192	222	165	113	88	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1315	74	110	2332	85	192	222	165	113	88	108
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1315	74	110	2332	85	192	222	165	113	88	108
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	973	74	110	1912	85	192	222	165	113	88	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	973	74	110	1912	85	192	222	165	113	88	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	973	74	110	1912	85	192	222	165	113	88	108

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.12	0.88	1.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	2121	1577	1750	1900	1750

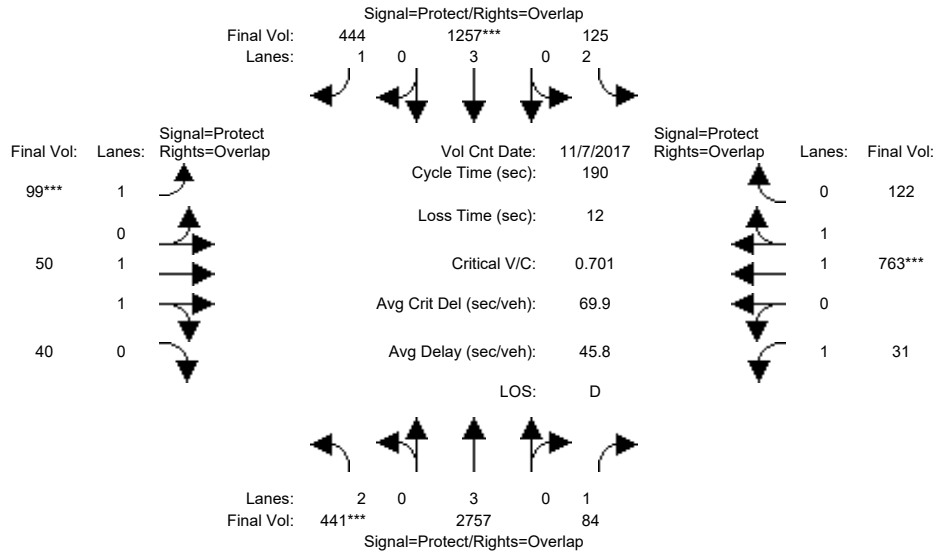
Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.04	0.03	0.34	0.05	0.11	0.10	0.10	0.06	0.05	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.47	0.56	0.08	0.46	0.61	0.15	0.30	0.38	0.09	0.24	0.31
Volume/Cap:	0.22	0.36	0.08	0.46	0.72	0.08	0.73	0.35	0.27	0.72	0.19	0.20
Delay/Veh:	79.0	25.3	12.4	82.5	48.6	20.4	83.7	50.2	39.1	96.7	55.7	46.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.0	25.3	12.4	82.5	48.6	20.4	83.7	50.2	39.1	96.7	55.7	46.0
LOS by Move:	E-	C	B	F	D	C+	F	D	D	F	E+	D
HCM2kAvgQ:	2	9	1	4	31	3	11	8	7	8	4	5

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #115: San Tomas EXPWY (N/S) / Walsh Ave [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	102	102	15	94	94	7	42	42	13	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	441	3214	84	125	1453	442	97	50	40	31	763	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:	441	3214	84	125	1453	442	97	50	40	31	763	122
Added Vol:	0	30	0	0	26	2	2	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	441	3244	84	125	1479	444	99	50	40	31	763	122
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	441	2757	84	125	1257	444	99	50	40	31	763	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	2757	84	125	1257	444	99	50	40	31	763	122
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	441	2757	84	125	1257	444	99	50	40	31	763	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	1.00	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.09	0.91	1.00	1.72	0.28
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	2054	1643	1750	3190	510

Capacity Analysis Module:

Vol/Sat:	0.14	0.48	0.05	0.04	0.22	0.25	0.06	0.02	0.02	0.02	0.24	0.24
Crit Moves:	****			****			****				****	
Green/Cycle:	0.14	0.56	0.63	0.08	0.49	0.55	0.06	0.23	0.37	0.07	0.24	0.32
Volume/Cap:	0.99	0.87	0.08	0.49	0.45	0.46	0.99	0.11	0.07	0.25	0.99	0.74
Delay/Veh:	120.0	27.4	7.1	84.9	24.2	17.6	174.5	57.9	38.5	84.5	98.1	59.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	120.0	27.4	7.1	84.9	24.2	17.6	174.5	57.9	38.5	84.5	98.1	59.5
LOS by Move:	F	C	A	F	C	B	F	E+	D+	F	F	E+
HCM2kAvgQ:	16	38	1	5	11	11	8	2	2	2	31	24

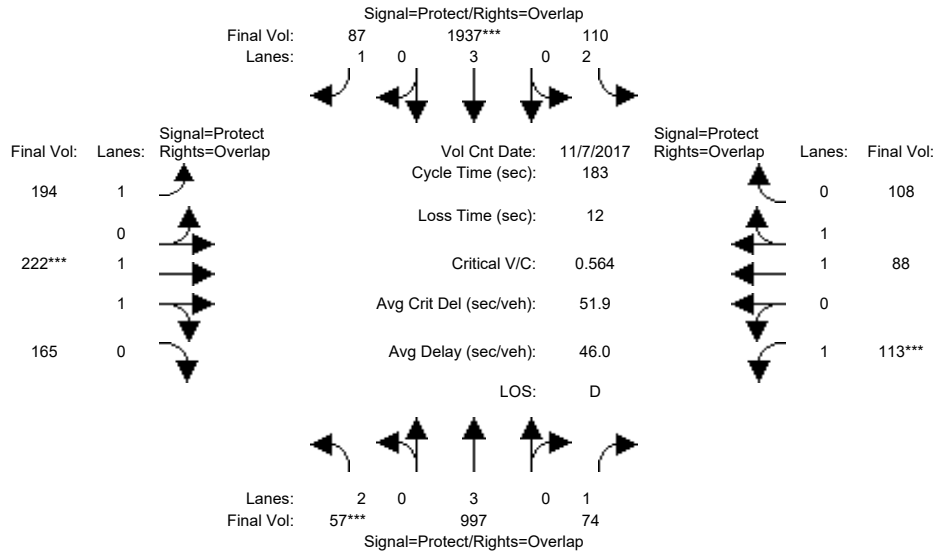
Note: Queue reported is the number of cars per lane.



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project PM (2-4 PM)

Intersection #115: San Tomas EXPWY (N/S) / Walsh Ave [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	81	81	13	81	81	26	55	55	14	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	57	1315	74	110	2332	85	192	222	165	113	88	108
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	57	1315	74	110	2332	85	192	222	165	113	88	108
Added Vol:	0	32	0	0	30	2	2	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	57	1347	74	110	2362	87	194	222	165	113	88	108
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	57	997	74	110	1937	87	194	222	165	113	88	108
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	997	74	110	1937	87	194	222	165	113	88	108
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	997	74	110	1937	87	194	222	165	113	88	108

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.92	0.99	0.95	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	1.00	1.12	0.88	1.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	1750	2121	1577	1750	1900	1750

Capacity Analysis Module:

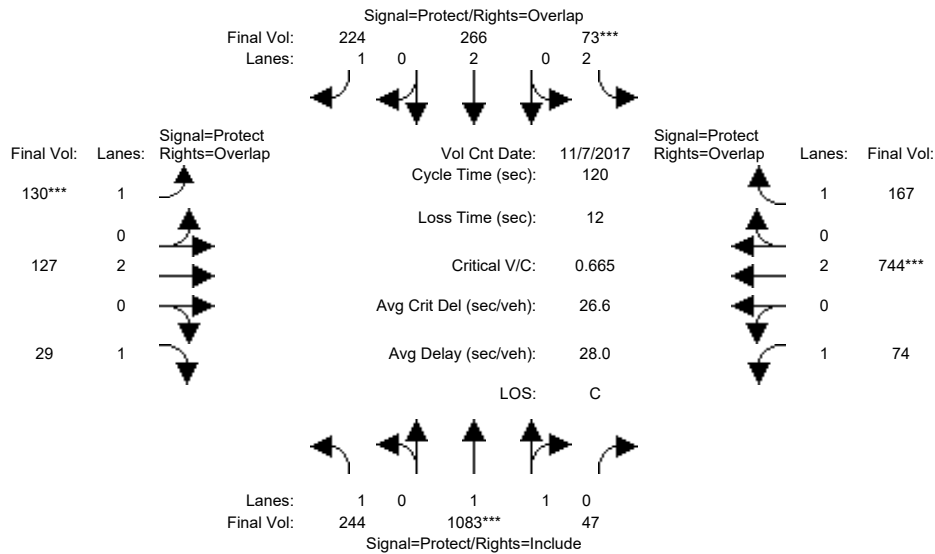
Vol/Sat:	0.02	0.17	0.04	0.03	0.34	0.05	0.11	0.10	0.10	0.06	0.05	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.47	0.56	0.08	0.46	0.61	0.15	0.30	0.38	0.09	0.24	0.31
Volume/Cap:	0.22	0.37	0.08	0.46	0.73	0.08	0.73	0.35	0.27	0.73	0.19	0.20
Delay/Veh:	79.0	25.3	12.4	82.5	48.8	20.4	84.5	50.2	39.1	97.8	55.8	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:	79.0	25.3	12.4	82.5	48.8	20.4	84.5	50.2	39.1	97.8	55.8	46.1
LOS by Move:	E-	C	B	F	D	C+	F	D	D	F	E+	D
HCM2kAvgQ:	2	9	1	4	32	3	11	8	7	8	4	5

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #202: BOWERS AV / KIFER RD-WALSH AV



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

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	229	1018	44	69	250	211	122	119	27	70	699	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	1018	44	69	250	211	122	119	27	70	699	157
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	1018	44	69	250	211	122	119	27	70	699	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	244	1083	47	73	266	224	130	127	29	74	744	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	1083	47	73	266	224	130	127	29	74	744	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	244	1083	47	73	266	224	130	127	29	74	744	167

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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3547	153	3150	3800	1750	1750	3800	1750	1750	3800	1750

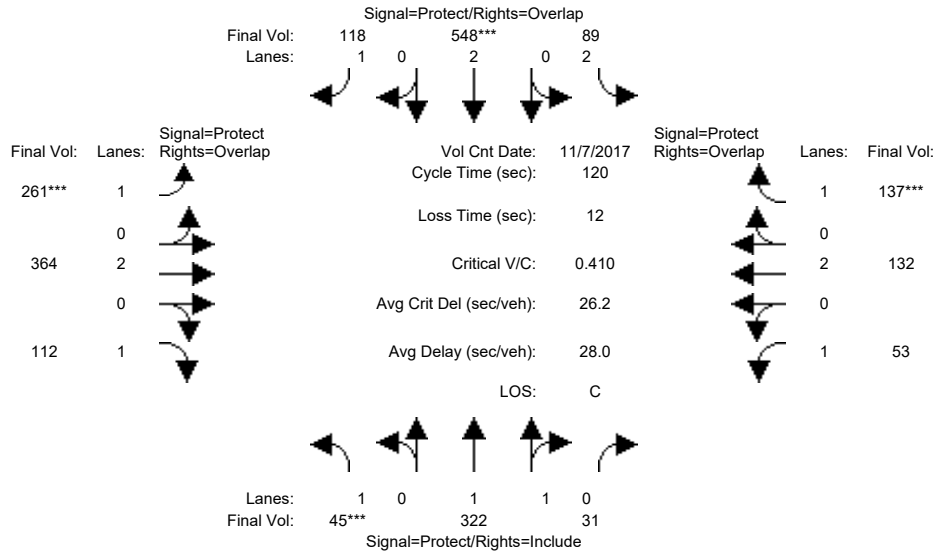
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.31	0.02	0.07	0.13	0.07	0.03	0.02	0.04	0.20	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.31	0.46	0.46	0.04	0.19	0.30	0.11	0.20	0.51	0.20	0.29	0.33
Volume/Cap:	0.45	0.67	0.67	0.56	0.38	0.43	0.67	0.17	0.03	0.21	0.67	0.29
Delay/Veh:	23.7	12.4	12.4	60.1	36.5	25.0	60.0	39.9	14.6	40.1	39.0	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	12.4	12.4	60.1	36.5	25.0	60.0	39.9	14.6	40.1	39.0	29.7
LOS by Move:	C	B	B	E	D+	C	E	D	B	D	D+	C
HCM2kAvgQ:	6	11	11	2	4	6	6	2	1	2	12	5

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing PM (2-4 PM)

Intersection #202: BOWERS AV / KIFER RD-WALSH AV



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

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	43	306	29	85	521	112	248	346	106	50	125	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	306	29	85	521	112	248	346	106	50	125	130
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	306	29	85	521	112	248	346	106	50	125	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	45	322	31	89	548	118	261	364	112	53	132	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	322	31	89	548	118	261	364	112	53	132	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	322	31	89	548	118	261	364	112	53	132	137

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.82	0.18	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3379	320	3150	3800	1750	1750	3800	1750	1750	3800	1750

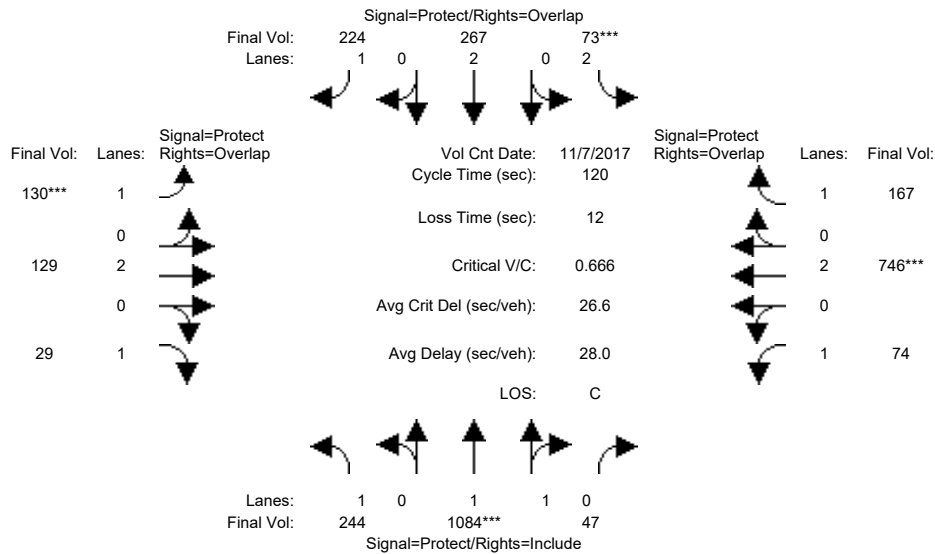
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.03	0.14	0.07	0.15	0.10	0.06	0.03	0.03	0.08
Crit Moves:	****			****			****					****
Green/Cycle:	0.06	0.29	0.29	0.13	0.35	0.72	0.36	0.32	0.38	0.14	0.09	0.22
Volume/Cap:	0.41	0.33	0.33	0.23	0.41	0.09	0.41	0.30	0.17	0.22	0.39	0.36
Delay/Veh:	54.1	24.7	24.7	42.9	19.0	0.0	29.0	31.2	24.9	46.5	52.3	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:	54.1	24.7	24.7	42.9	19.0	0.0	29.0	31.2	24.9	46.5	52.3	40.7
LOS by Move:	D-	C	C	D	B-	A	C	C	C	D	D-	D
HCM2kAvgQ:	2	4	4	2	5	0	8	5	3	2	2	4

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #202: BOWERS AV / KIFER RD-WALSH AV



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

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	229	1018	44	69	250	211	122	119	27	70	699	157
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	229	1018	44	69	250	211	122	119	27	70	699	157
Added Vol:	0	1	0	0	1	0	0	2	0	0	2	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	229	1019	44	69	251	211	122	121	27	70	701	157
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	244	1084	47	73	267	224	130	129	29	74	746	167
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	244	1084	47	73	267	224	130	129	29	74	746	167
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	244	1084	47	73	267	224	130	129	29	74	746	167

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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3547	153	3150	3800	1750	1750	3800	1750	1750	3800	1750

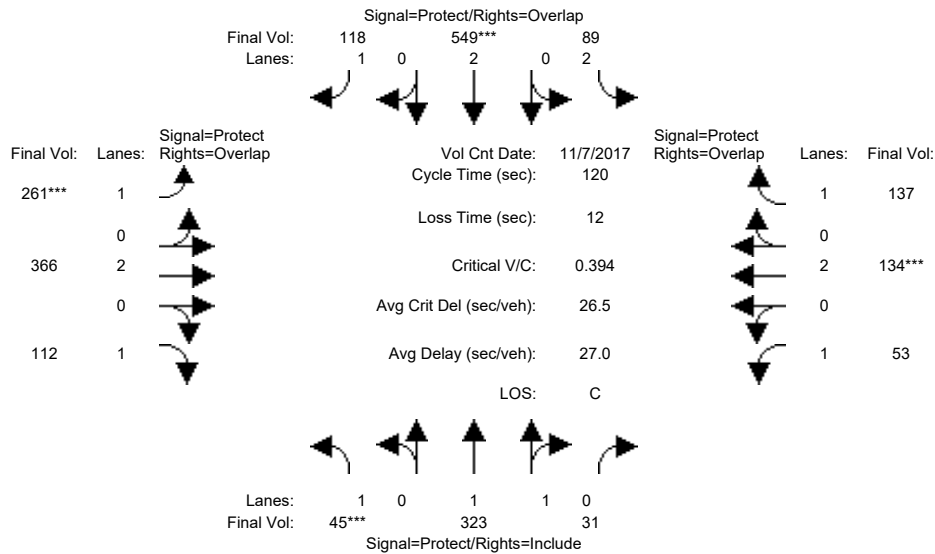
Capacity Analysis Module:												
Vol/Sat:	0.14	0.31	0.31	0.02	0.07	0.13	0.07	0.03	0.02	0.04	0.20	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.31	0.46	0.46	0.04	0.19	0.30	0.11	0.20	0.51	0.20	0.29	0.33
Volume/Cap:	0.45	0.67	0.67	0.56	0.38	0.43	0.67	0.17	0.03	0.21	0.67	0.29
Delay/Veh:	23.7	12.4	12.4	60.1	36.6	25.1	60.1	39.9	14.6	40.0	39.0	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.7	12.4	12.4	60.1	36.6	25.1	60.1	39.9	14.6	40.0	39.0	29.7
LOS by Move:	C	B	B	E	D+	C	E	D	B	D	D+	C
HCM2kAvgQ:	6	11	11	2	4	6	6	2	1	2	12	5

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project PM (2-4 PM)

Intersection #202: BOWERS AV / KIFER RD-WALSH AV

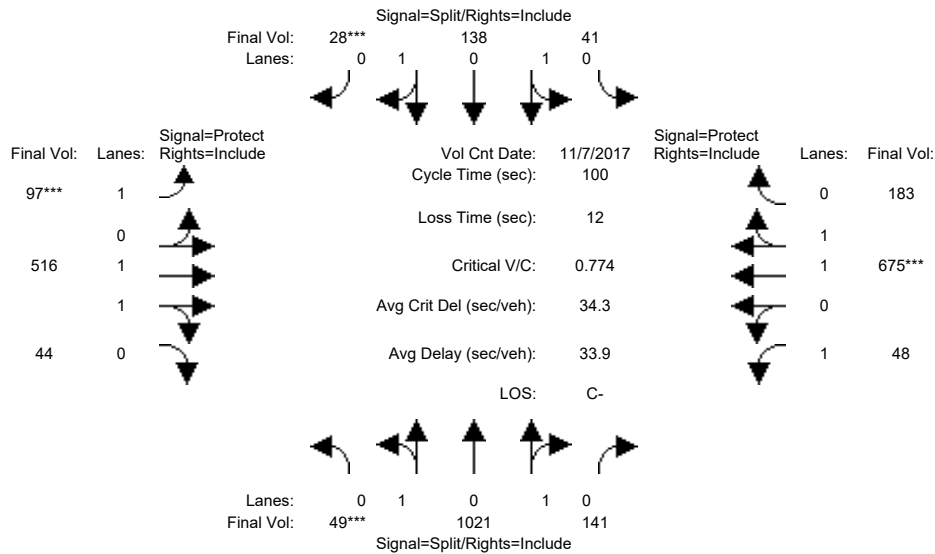


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	10	10	5	10	10	5	5	5	5	5	5
Y+R:	4.1	5.0	5.0	4.1	5.0	5.0	4.1	4.6	4.6	4.1	5.0	5.0
Volume Module: >> Count Date: 7 Nov 2017 <<												
Base Vol:	43	306	29	85	521	112	248	346	106	50	125	130
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	306	29	85	521	112	248	346	106	50	125	130
Added Vol:	0	1	0	0	1	0	0	2	0	0	2	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	307	29	85	522	112	248	348	106	50	127	130
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	45	323	31	89	549	118	261	366	112	53	134	137
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	45	323	31	89	549	118	261	366	112	53	134	137
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	45	323	31	89	549	118	261	366	112	53	134	137
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.82	0.18	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3380	319	3150	3800	1750	1750	3800	1750	1750	3800	1750
Capacity Analysis Module:												
Vol/Sat:	0.03	0.10	0.10	0.03	0.14	0.07	0.15	0.10	0.06	0.03	0.04	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.30	0.30	0.13	0.37	0.75	0.38	0.33	0.39	0.14	0.09	0.22
Volume/Cap:	0.39	0.32	0.32	0.22	0.39	0.09	0.39	0.30	0.16	0.21	0.39	0.35
Delay/Veh:	53.5	23.3	23.3	42.2	17.4	0.0	27.6	30.3	23.8	46.1	52.3	40.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.5	23.3	23.3	42.2	17.4	0.0	27.6	30.3	23.8	46.1	52.3	40.1
LOS by Move:	D-	C	C	D	B	A	C	C	C	D	D-	D
HCM2kAvgQ:	2	4	4	2	5	0	8	5	3	2	2	4

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing AM

Intersection #205: BOWERS/MONROE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	5.5	5.5	5.5	4.5	4.5	4.5	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	43	888	123	36	120	24	84	449	38	42	587	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	888	123	36	120	24	84	449	38	42	587	159
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	888	123	36	120	24	84	449	38	42	587	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	49	1021	141	41	138	28	97	516	44	48	675	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1021	141	41	138	28	97	516	44	48	675	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1021	141	41	138	28	97	516	44	48	675	183

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.08	1.69	0.23	0.40	1.33	0.27	1.00	1.84	0.16	1.00	1.56	0.44
Final Sat.:	147	3033	420	720	2400	480	1750	3411	289	1750	2911	788

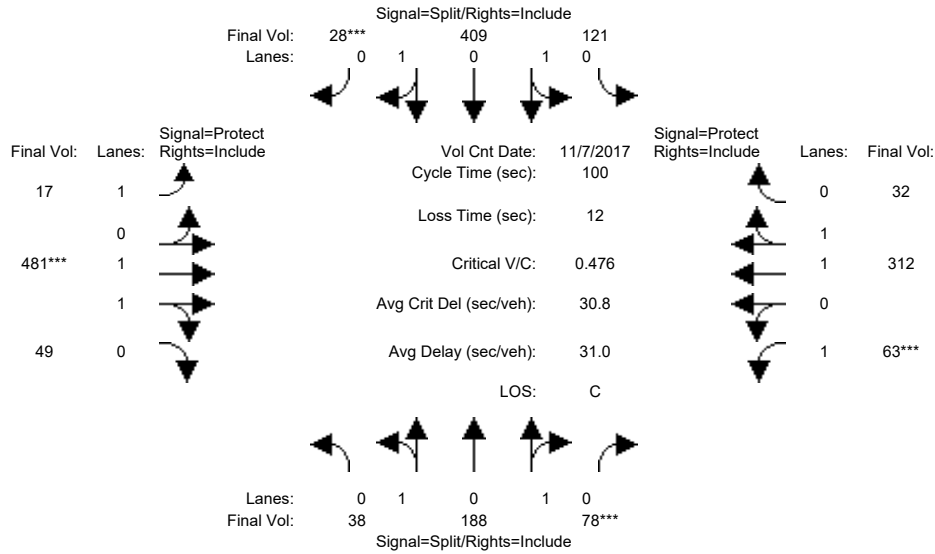
Capacity Analysis Module:												
Vol/Sat:	0.34	0.34	0.34	0.06	0.06	0.06	0.06	0.15	0.15	0.03	0.23	0.23
Crit Moves:	****						****				****	
Green/Cycle:	0.43	0.43	0.43	0.07	0.07	0.07	0.07	0.28	0.28	0.09	0.30	0.30
Volume/Cap:	0.77	0.77	0.77	0.77	0.77	0.77	0.77	0.54	0.54	0.30	0.77	0.77
Delay/Veh:	26.5	26.5	26.5	58.6	58.6	58.6	71.1	31.2	31.2	43.4	35.4	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.5	26.5	26.5	58.6	58.6	58.6	71.1	31.2	31.2	43.4	35.4	35.4
LOS by Move:	C	C	C	E+	E+	E+	E	C	C	D	D+	D+
HCM2kAvgQ:	17	17	17	4	4	4	5	8	8	2	14	14

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing PM (2-4 PM)

Intersection #205: BOWERS/MONROE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	5.5	5.5	5.5	4.5	4.5	4.5	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	34	169	70	109	368	25	15	433	44	57	281	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	169	70	109	368	25	15	433	44	57	281	29
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	169	70	109	368	25	15	433	44	57	281	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	38	188	78	121	409	28	17	481	49	63	312	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	188	78	121	409	28	17	481	49	63	312	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	38	188	78	121	409	28	17	481	49	63	312	32

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.25	1.24	0.51	0.43	1.47	0.10	1.00	1.81	0.19	1.00	1.81	0.19
Final Sat.:	448	2229	923	782	2639	179	1750	3358	341	1750	3354	346

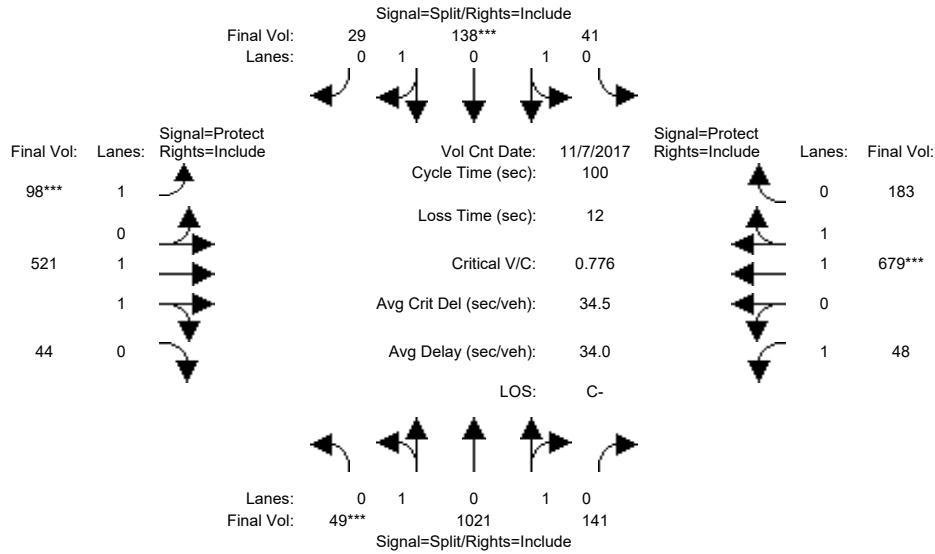
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.15	0.15	0.15	0.01	0.14	0.14	0.04	0.09	0.09
Crit Moves:			****			****		****		****		
Green/Cycle:	0.18	0.18	0.18	0.33	0.33	0.33	0.13	0.30	0.30	0.08	0.25	0.25
Volume/Cap:	0.48	0.48	0.48	0.48	0.48	0.48	0.07	0.48	0.48	0.48	0.38	0.38
Delay/Veh:	37.5	37.5	37.5	27.2	27.2	27.2	38.2	28.8	28.8	47.0	31.7	31.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.5	37.5	37.5	27.2	27.2	27.2	38.2	28.8	28.8	47.0	31.7	31.7
LOS by Move:	D+	D+	D+	C	C	C	D+	C	C	D	C	C
HCM2kAvgQ:	4	4	4	7	7	7	1	7	7	3	5	5

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #205: BOWERS/MONROE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	5.5	5.5	5.5	4.5	4.5	4.5	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	43	888	123	36	120	24	84	449	38	42	587	159
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	43	888	123	36	120	24	84	449	38	42	587	159
Added Vol:	0	0	0	0	0	1	1	4	0	0	4	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	43	888	123	36	120	25	85	453	38	42	591	159
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	49	1021	141	41	138	29	98	521	44	48	679	183
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1021	141	41	138	29	98	521	44	48	679	183
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1021	141	41	138	29	98	521	44	48	679	183

Saturation Flow Module:	Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.08	1.69	0.23	0.40	1.32	0.28	1.00	1.84	0.16	1.00	1.56	0.44
Final Sat.:	147	3033	420	716	2387	497	1750	3413	286	1750	2915	784

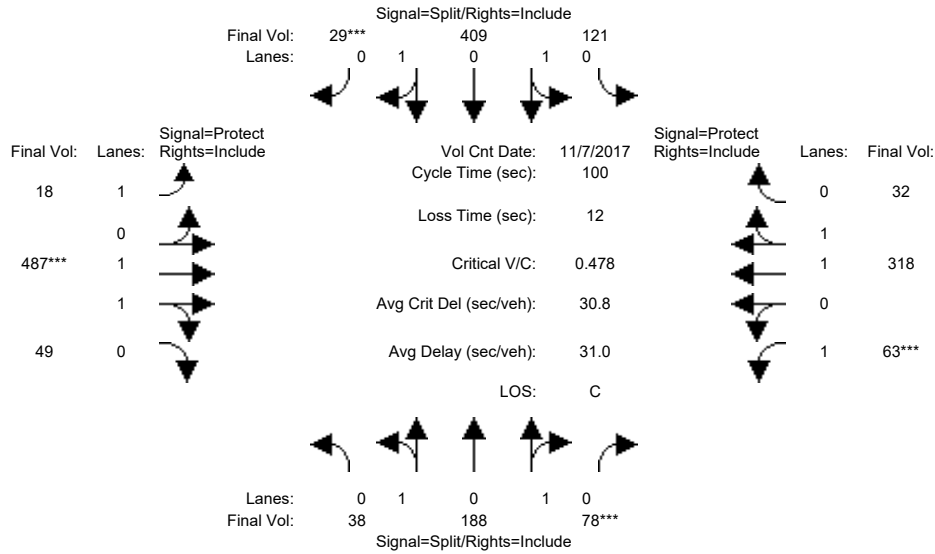
Capacity Analysis Module:	Vol/Sat:	0.34	0.34	0.34	0.06	0.06	0.06	0.15	0.15	0.03	0.23	0.23
Crit Moves:	****				****		****			****		
Green/Cycle:	0.43	0.43	0.43	0.07	0.07	0.07	0.07	0.28	0.28	0.09	0.30	0.30
Volume/Cap:	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.54	0.54	0.30	0.78	0.78
Delay/Veh:	26.7	26.7	26.7	58.8	58.8	58.8	71.2	31.2	31.2	43.5	35.4	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.7	26.7	26.7	58.8	58.8	58.8	71.2	31.2	31.2	43.5	35.4	35.4
LOS by Move:	C	C	C	E+	E+	E+	E	C	C	D	D+	D+
HCM2kAvgQ:	17	17	17	4	4	4	5	8	8	2	14	14

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



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project PM (2-4 PM)

Intersection #205: BOWERS/MONROE

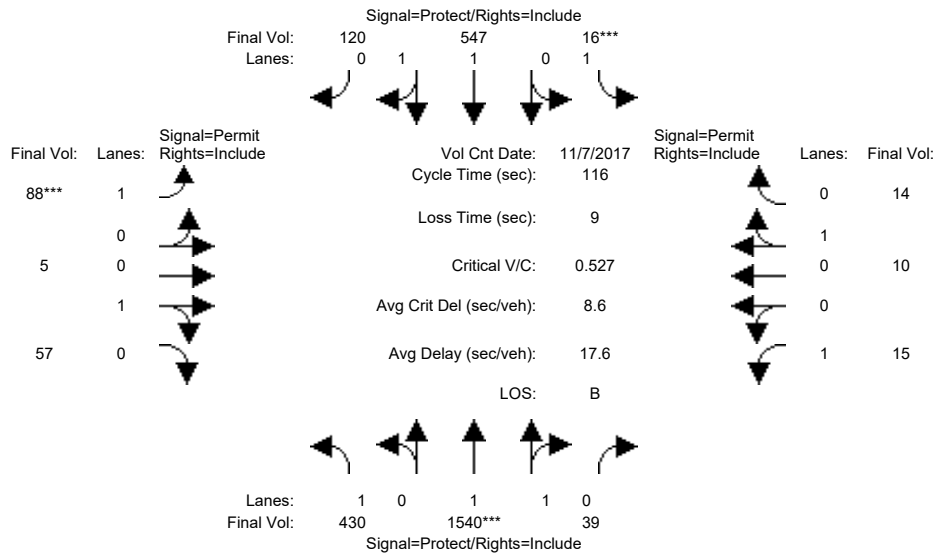


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	5.5	5.5	5.5	4.5	4.5	4.5	4.5	5.5	5.5	4.5	5.5	5.5
Volume Module: >> Count Date: 7 Nov 2017 <<												
Base Vol:	34	169	70	109	368	25	15	433	44	57	281	29
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	34	169	70	109	368	25	15	433	44	57	281	29
Added Vol:	0	0	0	0	0	1	1	5	0	0	5	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	34	169	70	109	368	26	16	438	44	57	286	29
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	38	188	78	121	409	29	18	487	49	63	318	32
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	38	188	78	121	409	29	18	487	49	63	318	32
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	38	188	78	121	409	29	18	487	49	63	318	32
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.25	1.24	0.51	0.43	1.47	0.10	1.00	1.81	0.19	1.00	1.81	0.19
Final Sat.:	448	2229	923	780	2634	186	1750	3362	338	1750	3359	341
Capacity Analysis Module:												
Vol/Sat:	0.08	0.08	0.08	0.16	0.16	0.16	0.01	0.14	0.14	0.04	0.09	0.09
Crit Moves:			****			****		****		****		
Green/Cycle:	0.18	0.18	0.18	0.32	0.32	0.32	0.13	0.30	0.30	0.08	0.25	0.25
Volume/Cap:	0.48	0.48	0.48	0.48	0.48	0.48	0.08	0.48	0.48	0.48	0.38	0.38
Delay/Veh:	37.6	37.6	37.6	27.3	27.3	27.3	38.3	28.7	28.7	47.0	31.5	31.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.6	37.6	37.6	27.3	27.3	27.3	38.3	28.7	28.7	47.0	31.5	31.5
LOS by Move:	D+	D+	D+	C	C	C	D+	C	C	D	C	C
HCM2kAvgQ:	4	4	4	7	7	7	1	7	7	3	5	5

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing AM

Intersection #304: LAFAYETTE/WALSH



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	404	1448	37	15	514	113	83	5	54	14	9	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:	404	1448	37	15	514	113	83	5	54	14	9	13
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	404	1448	37	15	514	113	83	5	54	14	9	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	430	1540	39	16	547	120	88	5	57	15	10	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	1540	39	16	547	120	88	5	57	15	10	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	430	1540	39	16	547	120	88	5	57	15	10	14

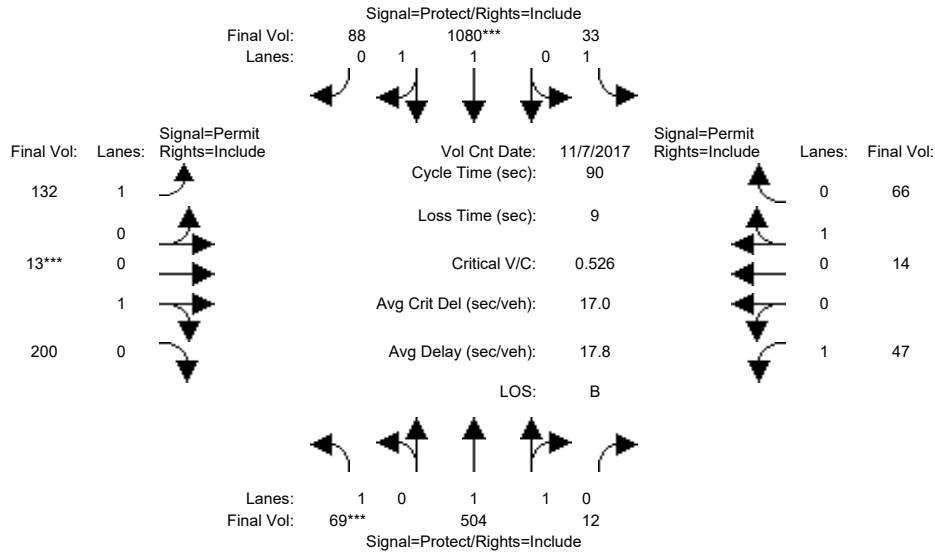
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.95	0.05	1.00	1.63	0.37	1.00	0.08	0.92	1.00	0.41	0.59
Final Sat.:	1750	3608	92	1750	3033	667	1750	153	1647	1750	736	1064

Capacity Analysis Module:												
Vol/Sat:	0.25	0.43	0.43	0.01	0.18	0.18	0.05	0.03	0.03	0.01	0.01	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.48	0.79	0.79	0.03	0.35	0.35	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.51	0.54	0.54	0.26	0.51	0.51	0.54	0.37	0.37	0.09	0.14	0.14
Delay/Veh:	23.2	5.0	5.0	65.0	31.3	31.3	62.2	55.5	55.5	49.1	50.0	50.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.2	5.0	5.0	65.0	31.3	31.3	62.2	55.5	55.5	49.1	50.0	50.0
LOS by Move:	C	A	A	E	C	C	E	E+	E+	D	D	D
HCM2kAvqQ:	12	11	11	1	10	10	4	3	3	1	1	1

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing PM (2-4 PM)

Intersection #304: LAFAYETTE/WALSH



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	68	494	12	32	1058	86	129	13	196	46	14	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	494	12	32	1058	86	129	13	196	46	14	65
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	494	12	32	1058	86	129	13	196	46	14	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	69	504	12	33	1080	88	132	13	200	47	14	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	504	12	33	1080	88	132	13	200	47	14	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	69	504	12	33	1080	88	132	13	200	47	14	66

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.95	0.05	1.00	1.85	0.15	1.00	0.06	0.94	1.00	0.18	0.82
Final Sat.:	1750	3612	88	1750	3422	278	1750	112	1688	1750	319	1481

Capacity Analysis Module:

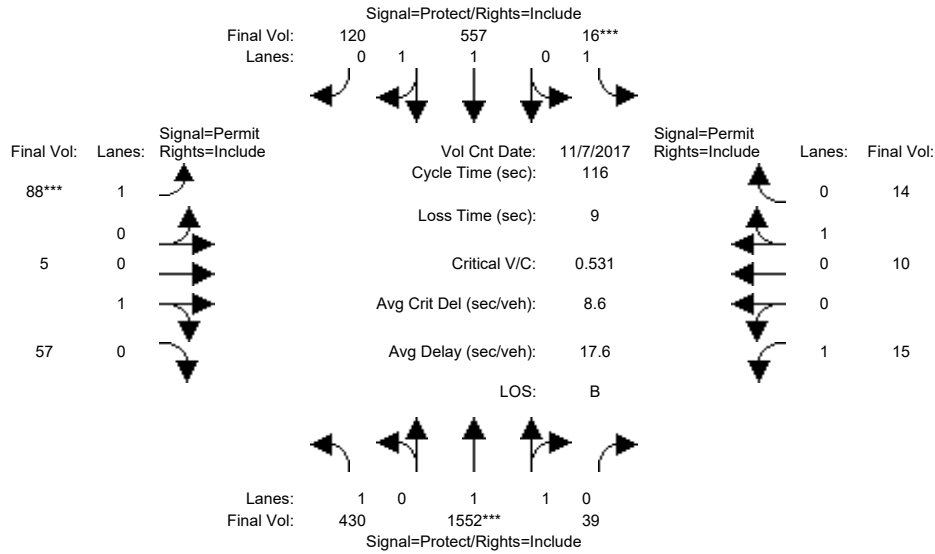
Vol/Sat:	0.04	0.14	0.14	0.02	0.32	0.32	0.08	0.12	0.12	0.03	0.04	0.04
Crit Moves:	****			****			****					
Green/Cycle:	0.08	0.51	0.51	0.16	0.60	0.60	0.23	0.23	0.23	0.23	0.23	0.23
Volume/Cap:	0.53	0.27	0.27	0.11	0.53	0.53	0.33	0.53	0.53	0.12	0.20	0.20
Delay/Veh:	54.3	12.8	12.8	32.9	11.4	11.4	31.5	35.5	35.5	28.4	29.4	29.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.3	12.8	12.8	32.9	11.4	11.4	31.5	35.5	35.5	28.4	29.4	29.4
LOS by Move:	D-	B	B	C-	B+	B+	C	D+	D+	C	C	C
HCM2kAvgQ:	2	4	4	1	10	10	3	6	6	1	2	2

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #304: LAFAYETTE/WALSH



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	404	1448	37	15	514	113	83	5	54	14	9	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:	404	1448	37	15	514	113	83	5	54	14	9	13
Added Vol:	0	11	0	0	10	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	404	1459	37	15	524	113	83	5	54	14	9	13
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	430	1552	39	16	557	120	88	5	57	15	10	14
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	430	1552	39	16	557	120	88	5	57	15	10	14
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	430	1552	39	16	557	120	88	5	57	15	10	14

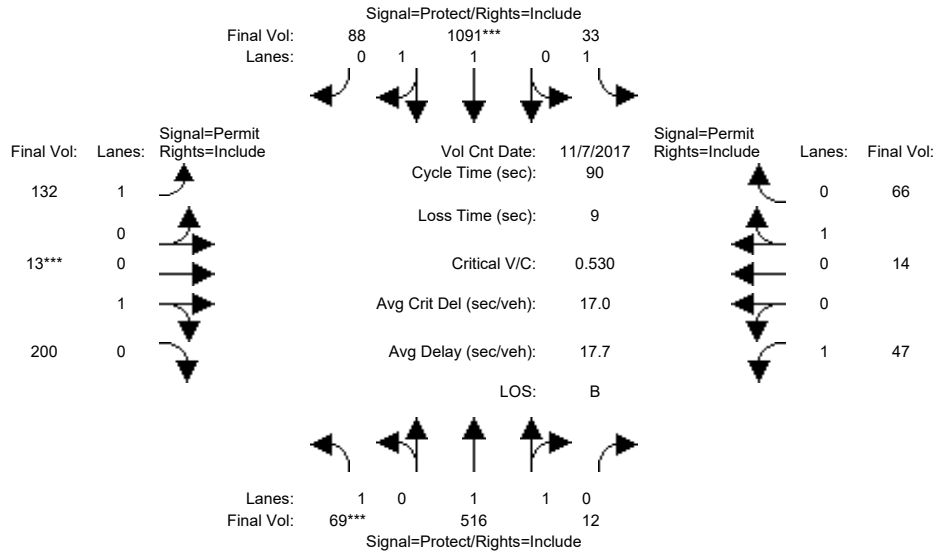
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.95	0.05	1.00	1.64	0.36	1.00	0.08	0.92	1.00	0.41	0.59
Final Sat.:	1750	3608	92	1750	3043	656	1750	153	1647	1750	736	1064

Capacity Analysis Module:												
Vol/Sat:	0.25	0.43	0.43	0.01	0.18	0.18	0.05	0.03	0.03	0.01	0.01	0.01
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.47	0.79	0.79	0.03	0.35	0.35	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.52	0.54	0.54	0.26	0.52	0.52	0.54	0.37	0.37	0.09	0.14	0.14
Delay/Veh:	23.5	5.0	5.0	65.0	31.1	31.1	62.5	55.7	55.7	49.2	50.0	50.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.5	5.0	5.0	65.0	31.1	31.1	62.5	55.7	55.7	49.2	50.0	50.0
LOS by Move:	C	A	A	E	C	C	E	E+	E+	D	D	D
HCM2kAvqQ:	12	12	12	1	10	10	4	3	3	1	1	1

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project PM (2-4 PM)

Intersection #304: LAFAYETTE/WALSH



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	68	494	12	32	1058	86	129	13	196	46	14	65
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	68	494	12	32	1058	86	129	13	196	46	14	65
Added Vol:	0	12	0	0	11	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	68	506	12	32	1069	86	129	13	196	46	14	65
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	69	516	12	33	1091	88	132	13	200	47	14	66
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	69	516	12	33	1091	88	132	13	200	47	14	66
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	69	516	12	33	1091	88	132	13	200	47	14	66

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.95	0.05	1.00	1.85	0.15	1.00	0.06	0.94	1.00	0.18	0.82
Final Sat.:	1750	3614	86	1750	3424	275	1750	112	1688	1750	319	1481

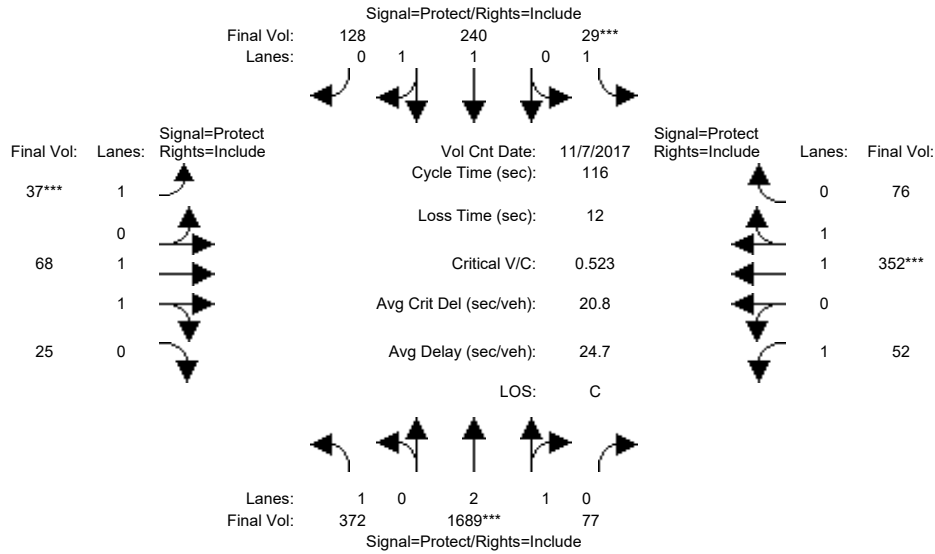
Capacity Analysis Module:

Vol/Sat:	0.04	0.14	0.14	0.02	0.32	0.32	0.08	0.12	0.12	0.03	0.04	0.04
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.52	0.52	0.16	0.60	0.60	0.22	0.22	0.22	0.22	0.22	0.22
Volume/Cap:	0.53	0.28	0.28	0.12	0.53	0.53	0.34	0.53	0.53	0.12	0.20	0.20
Delay/Veh:	54.6	12.7	12.7	33.2	11.4	11.4	31.6	35.7	35.7	28.5	29.5	29.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.6	12.7	12.7	33.2	11.4	11.4	31.6	35.7	35.7	28.5	29.5	29.5
LOS by Move:	D-	B	B	C-	B+	B+	C	D+	D+	C	C	C
HCM2kAvgQ:	2	4	4	1	10	10	3	6	6	1	2	2

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing AM

Intersection #501: SCOTT / WALSH



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	342	1554	71	27	221	118	34	63	23	48	324	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	1554	71	27	221	118	34	63	23	48	324	70
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	342	1554	71	27	221	118	34	63	23	48	324	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	372	1689	77	29	240	128	37	68	25	52	352	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	1689	77	29	240	128	37	68	25	52	352	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:	372	1689	77	29	240	128	37	68	25	52	352	76

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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.86	0.14	1.00	1.28	0.72	1.00	1.45	0.55	1.00	1.63	0.37
Final Sat.:	1750	5355	245	1750	2411	1287	1750	2710	989	1750	3042	657

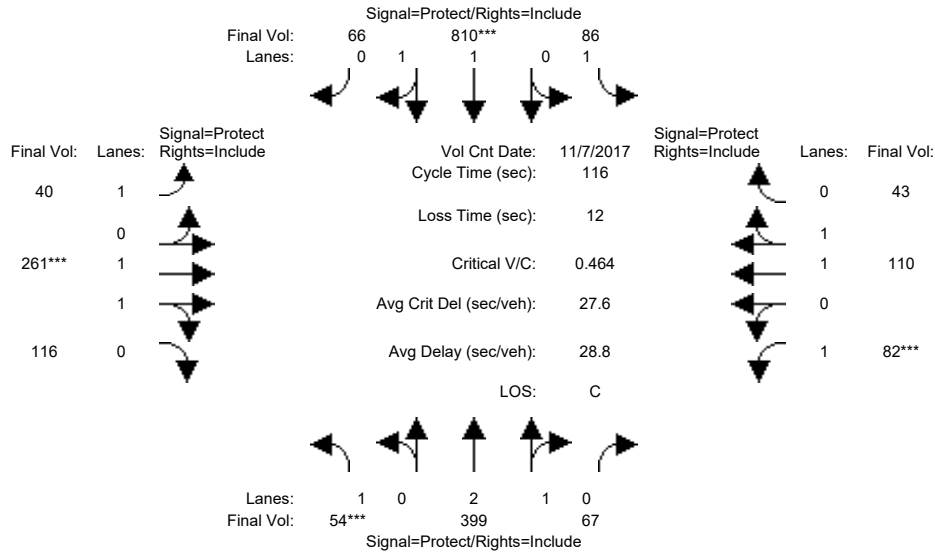
Capacity Analysis Module:												
Vol/Sat:	0.21	0.32	0.32	0.02	0.10	0.10	0.02	0.03	0.03	0.03	0.12	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.44	0.59	0.59	0.05	0.20	0.20	0.04	0.14	0.14	0.11	0.22	0.22
Volume/Cap:	0.49	0.54	0.54	0.32	0.49	0.49	0.54	0.18	0.18	0.26	0.54	0.54
Delay/Veh:	23.9	14.5	14.5	55.1	41.2	41.2	62.7	44.0	44.0	47.7	41.0	41.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.9	14.5	14.5	55.1	41.2	41.2	62.7	44.0	44.0	47.7	41.0	41.0
LOS by Move:	C	B	B	E+	D	D	E	D	D	D	D	D
HCM2kAvqQ:	10	12	12	1	6	6	2	2	2	2	7	7

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing PM (2-4 PM)

Intersection #501: SCOTT / WALSH



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	50	367	62	79	745	61	37	240	107	75	101	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	367	62	79	745	61	37	240	107	75	101	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	367	62	79	745	61	37	240	107	75	101	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	54	399	67	86	810	66	40	261	116	82	110	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	399	67	86	810	66	40	261	116	82	110	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	399	67	86	810	66	40	261	116	82	110	43

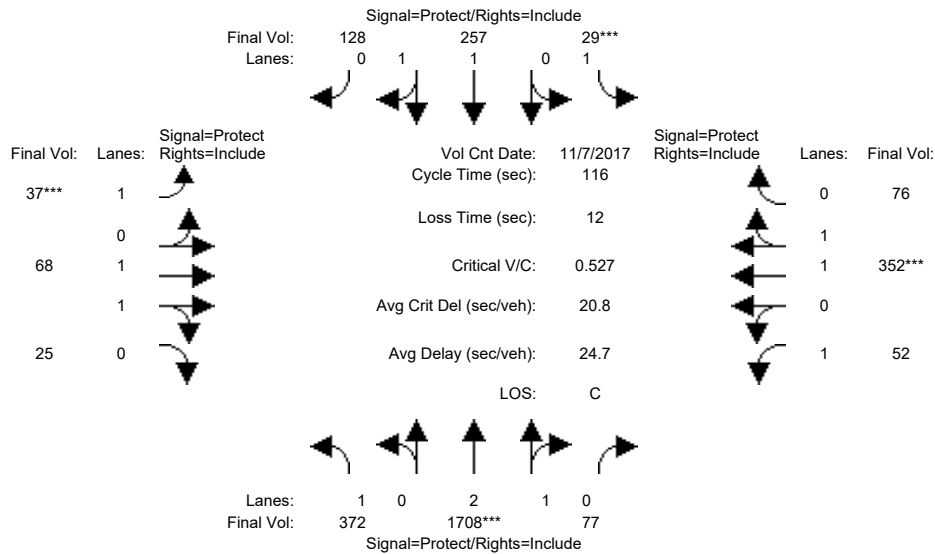
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.55	0.45	1.00	1.84	0.16	1.00	1.37	0.63	1.00	1.42	0.58
Final Sat.:	1750	4790	809	1750	3420	280	1750	2558	1141	1750	2650	1049

Capacity Analysis Module:												
Vol/Sat:	0.03	0.08	0.08	0.05	0.24	0.24	0.02	0.10	0.10	0.05	0.04	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.36	0.36	0.22	0.51	0.51	0.11	0.22	0.22	0.10	0.21	0.21
Volume/Cap:	0.46	0.23	0.23	0.22	0.46	0.46	0.22	0.46	0.46	0.46	0.19	0.19
Delay/Veh:	55.0	26.3	26.3	37.3	18.4	18.4	48.0	39.8	39.8	51.2	37.6	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.0	26.3	26.3	37.3	18.4	18.4	48.0	39.8	39.8	51.2	37.6	37.6
LOS by Move:	E+	C	C	D+	B-	B-	D	D	D	D-	D+	D+
HCM2kAvgQ:	2	4	4	3	10	10	2	6	6	4	2	2

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project AM

Intersection #501: SCOTT / WALSH



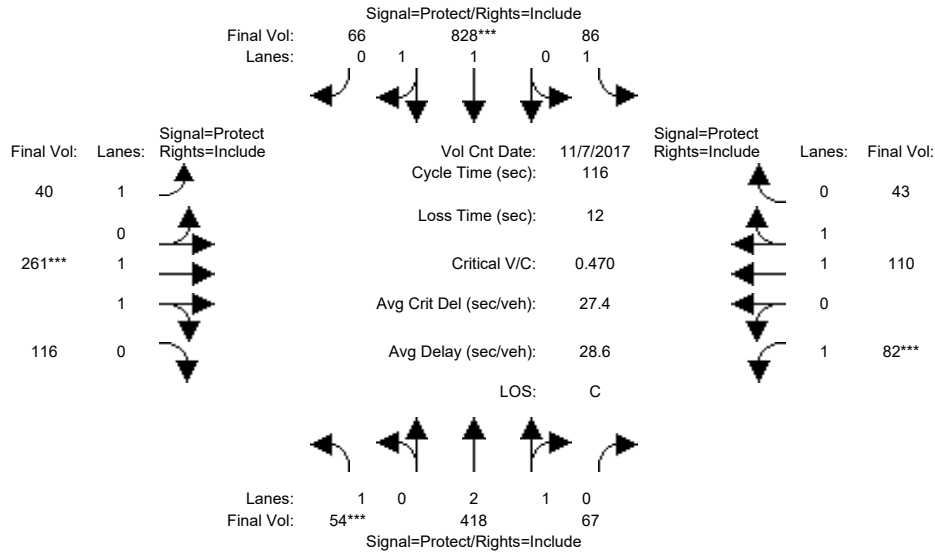
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module: >> Count Date: 7 Nov 2017 <<												
Base Vol:	342	1554	71	27	221	118	34	63	23	48	324	70
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	342	1554	71	27	221	118	34	63	23	48	324	70
Added Vol:	0	17	0	0	15	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	342	1571	71	27	236	118	34	63	23	48	324	70
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	372	1708	77	29	257	128	37	68	25	52	352	76
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	372	1708	77	29	257	128	37	68	25	52	352	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:	372	1708	77	29	257	128	37	68	25	52	352	76
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	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.87	0.13	1.00	1.32	0.68	1.00	1.45	0.55	1.00	1.63	0.37
Final Sat.:	1750	5358	242	1750	2466	1233	1750	2710	989	1750	3042	657
Capacity Analysis Module:												
Vol/Sat:	0.21	0.32	0.32	0.02	0.10	0.10	0.02	0.03	0.03	0.03	0.12	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.43	0.59	0.59	0.05	0.21	0.21	0.04	0.14	0.14	0.11	0.21	0.21
Volume/Cap:	0.49	0.54	0.54	0.32	0.49	0.49	0.54	0.18	0.18	0.26	0.54	0.54
Delay/Veh:	24.3	14.4	14.4	55.1	40.8	40.8	63.1	44.1	44.1	47.8	41.2	41.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.3	14.4	14.4	55.1	40.8	40.8	63.1	44.1	44.1	47.8	41.2	41.2
LOS by Move:	C	B	B	E+	D	D	E	D	D	D	D	D
HCM2kAvgQ:	10	12	12	1	7	7	2	2	2	2	7	7

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



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project PM (2-4 PM)

Intersection #501: SCOTT / WALSH



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	50	367	62	79	745	61	37	240	107	75	101	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	367	62	79	745	61	37	240	107	75	101	40
Added Vol:	0	18	0	0	17	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	385	62	79	762	61	37	240	107	75	101	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	54	418	67	86	828	66	40	261	116	82	110	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	54	418	67	86	828	66	40	261	116	82	110	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	54	418	67	86	828	66	40	261	116	82	110	43

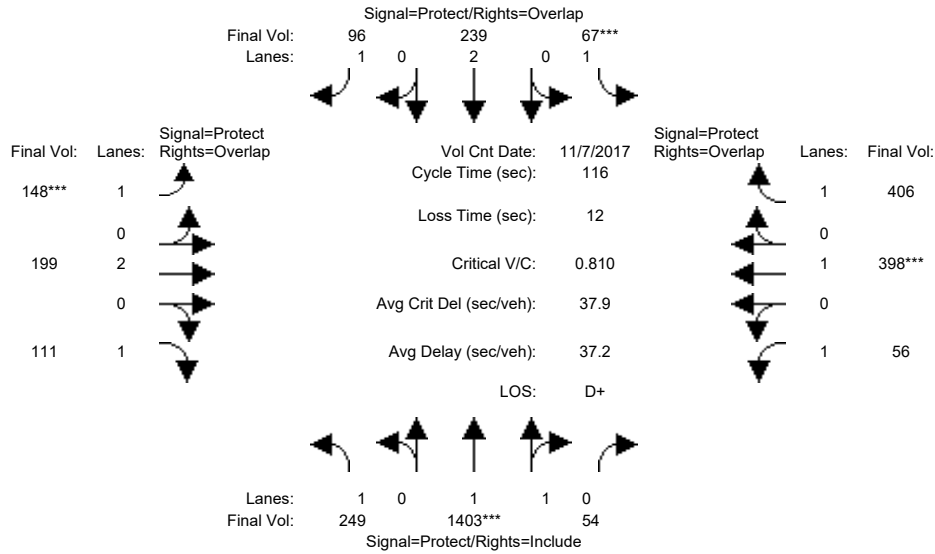
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	1.00	2.57	0.43	1.00	1.85	0.15	1.00	1.37	0.63	1.00	1.42	0.58
Final Sat.:	1750	4822	777	1750	3426	274	1750	2558	1141	1750	2650	1049

Capacity Analysis Module:												
Vol/Sat:	0.03	0.09	0.09	0.05	0.24	0.24	0.02	0.10	0.10	0.05	0.04	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.36	0.36	0.22	0.51	0.51	0.11	0.22	0.22	0.10	0.21	0.21
Volume/Cap:	0.47	0.24	0.24	0.23	0.47	0.47	0.22	0.47	0.47	0.47	0.20	0.20
Delay/Veh:	55.2	25.8	25.8	37.7	18.2	18.2	48.1	40.0	40.0	51.4	37.8	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	55.2	25.8	25.8	37.7	18.2	18.2	48.1	40.0	40.0	51.4	37.8	37.8
LOS by Move:	E+	C	C	D+	B-	B-	D	D	D	D-	D+	D+
HCM2kAvgQ:	2	4	4	3	10	10	2	6	6	4	2	2

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing AM

Intersection #504: SCOTT / MONROE



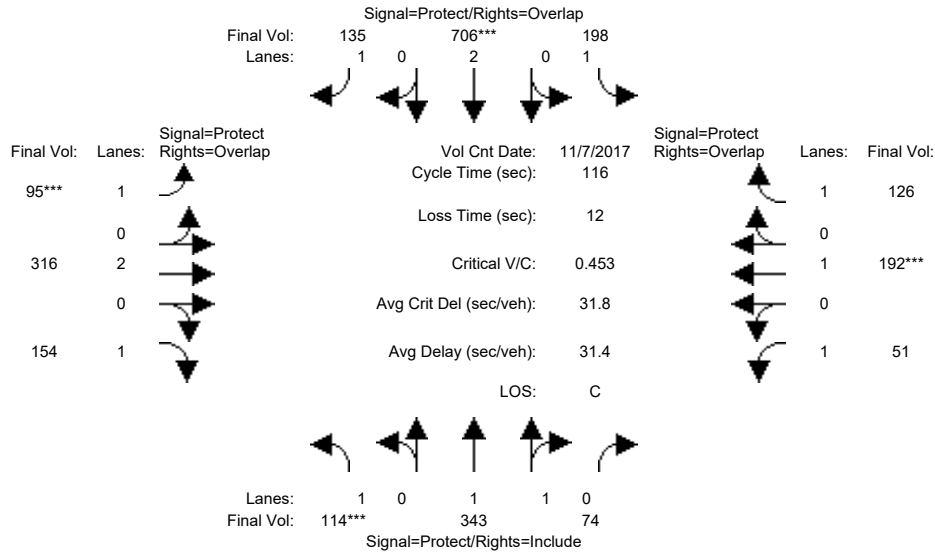
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	10	10	5	5	5	5	5	5
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0
Volume Module: >> Count Date: 7 Nov 2017 <<												
Base Vol:	232	1305	50	62	222	89	138	185	103	52	370	378
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	1305	50	62	222	89	138	185	103	52	370	378
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	1305	50	62	222	89	138	185	103	52	370	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	249	1403	54	67	239	96	148	199	111	56	398	406
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	1403	54	67	239	96	148	199	111	56	398	406
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	249	1403	54	67	239	96	148	199	111	56	398	406
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3563	137	1750	3800	1750	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.39	0.39	0.04	0.06	0.05	0.08	0.05	0.06	0.03	0.21	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.33	0.49	0.49	0.05	0.20	0.31	0.10	0.20	0.53	0.16	0.26	0.31
Volume/Cap:	0.43	0.81	0.81	0.81	0.31	0.18	0.81	0.26	0.12	0.19	0.81	0.76
Delay/Veh:	30.7	28.1	28.1	97.9	39.7	29.7	73.8	39.4	13.6	42.2	50.1	42.7
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:	30.7	28.1	28.1	97.9	39.7	29.7	73.8	39.4	13.6	42.2	50.1	42.7
LOS by Move:	C	C	C	F	D	C	E	D	B	D	D	D
HCM2kAvgQ:	8	24	24	3	3	3	6	3	2	2	15	16

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing PM (2-4 PM)

Intersection #504: SCOTT / MONROE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	10	10	5	5	5	5	5	5
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	108	326	70	188	671	128	90	300	146	48	182	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:	108	326	70	188	671	128	90	300	146	48	182	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	326	70	188	671	128	90	300	146	48	182	120
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	114	343	74	198	706	135	95	316	154	51	192	126
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	343	74	198	706	135	95	316	154	51	192	126
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	343	74	198	706	135	95	316	154	51	192	126

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.64	0.36	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3045	654	1750	3800	1750	1750	3800	1750	1750	1900	1750

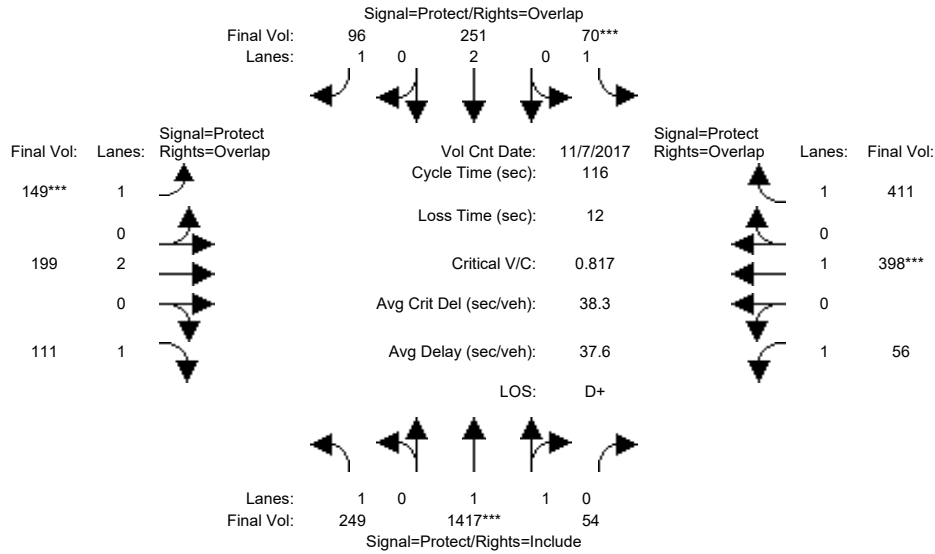
Capacity Analysis Module:												
Vol/Sat:	0.06	0.11	0.11	0.11	0.19	0.08	0.05	0.08	0.09	0.03	0.10	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.28	0.28	0.28	0.41	0.53	0.12	0.23	0.37	0.12	0.22	0.50
Volume/Cap:	0.45	0.41	0.41	0.41	0.45	0.15	0.45	0.37	0.24	0.25	0.45	0.14
Delay/Veh:	46.8	34.5	34.5	34.7	25.0	13.9	49.1	38.2	25.5	47.2	39.7	15.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	46.8	34.5	34.5	34.7	25.0	13.9	49.1	38.2	25.5	47.2	39.7	15.7
LOS by Move:	D	C-	C-	C-	C	B	D	D+	C	D	D	B
HCM2kAvqQ:	4	6	6	6	9	3	3	5	4	2	6	3

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #504: SCOTT / MONROE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	10	10	5	5	5	5	5	5
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	232	1305	50	62	222	89	138	185	103	52	370	378
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	232	1305	50	62	222	89	138	185	103	52	370	378
Added Vol:	0	13	0	3	11	0	1	0	0	0	0	4
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	232	1318	50	65	233	89	139	185	103	52	370	382
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	249	1417	54	70	251	96	149	199	111	56	398	411
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	249	1417	54	70	251	96	149	199	111	56	398	411
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	249	1417	54	70	251	96	149	199	111	56	398	411

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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3565	135	1750	3800	1750	1750	3800	1750	1750	1900	1750

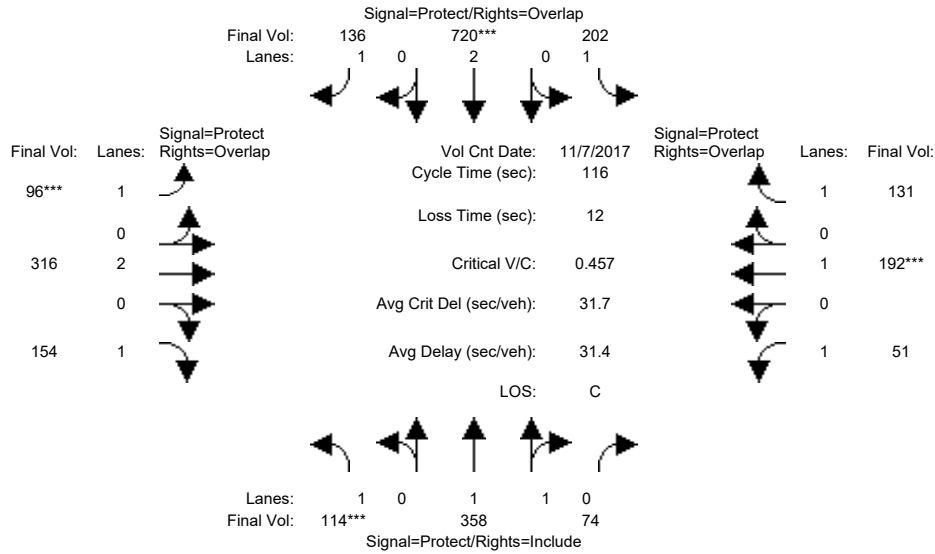
Capacity Analysis Module:												
Vol/Sat:	0.14	0.40	0.40	0.04	0.07	0.05	0.09	0.05	0.06	0.03	0.21	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.33	0.49	0.49	0.05	0.20	0.31	0.10	0.20	0.53	0.16	0.26	0.31
Volume/Cap:	0.43	0.82	0.82	0.82	0.33	0.18	0.82	0.26	0.12	0.20	0.82	0.77
Delay/Veh:	30.5	28.4	28.4	98.1	39.8	29.7	74.9	39.6	13.6	42.3	50.9	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:	30.5	28.4	28.4	98.1	39.8	29.7	74.9	39.6	13.6	42.3	50.9	43.3
LOS by Move:	C	C	C	F	D	C	E	D	B	D	D	D
HCM2kAvgQ:	8	25	25	3	4	3	5	3	2	2	15	16

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project PM (2-4 PM)

Intersection #504: SCOTT / MONROE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	10	10	5	5	5	5	5	5
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	108	326	70	188	671	128	90	300	146	48	182	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:	108	326	70	188	671	128	90	300	146	48	182	120
Added Vol:	0	14	0	4	13	1	1	0	0	0	0	4
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	108	340	70	192	684	129	91	300	146	48	182	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	114	358	74	202	720	136	96	316	154	51	192	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	114	358	74	202	720	136	96	316	154	51	192	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	114	358	74	202	720	136	96	316	154	51	192	131

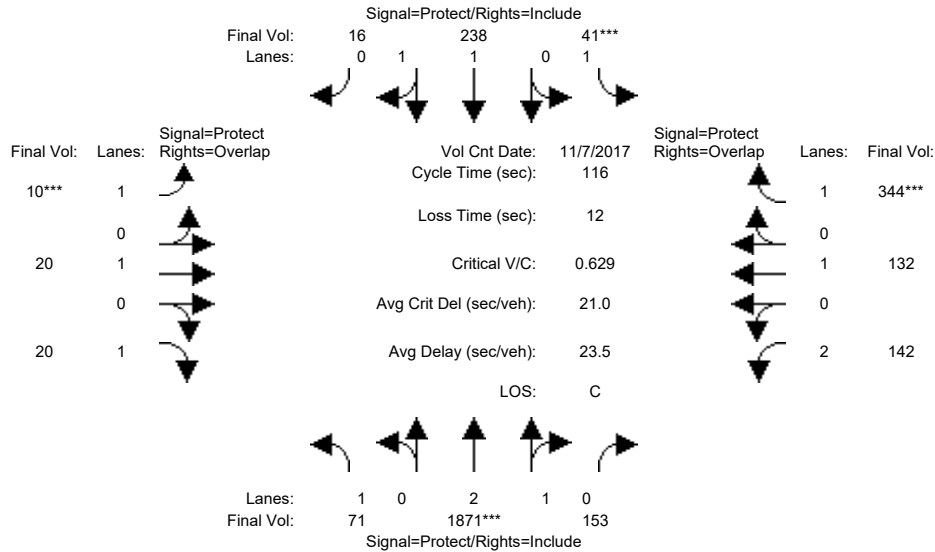
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.65	0.35	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3068	632	1750	3800	1750	1750	3800	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.06	0.12	0.12	0.12	0.19	0.08	0.05	0.08	0.09	0.03	0.10	0.07
Crit Moves:	****				****		****				****	
Green/Cycle:	0.14	0.28	0.28	0.28	0.41	0.53	0.12	0.22	0.37	0.12	0.22	0.50
Volume/Cap:	0.46	0.42	0.42	0.42	0.46	0.15	0.46	0.37	0.24	0.25	0.46	0.15
Delay/Veh:	47.0	34.4	34.4	34.9	24.8	13.7	49.1	38.4	25.7	47.3	40.0	15.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	47.0	34.4	34.4	34.9	24.8	13.7	49.1	38.4	25.7	47.3	40.0	15.9
LOS by Move:	D	C-	C-	C-	C	B	D	D+	C	D	D	B
HCM2kAvgQ:	4	7	7	6	9	3	3	5	4	2	6	3

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing AM

Intersection #804: SCOTT/MARTIN

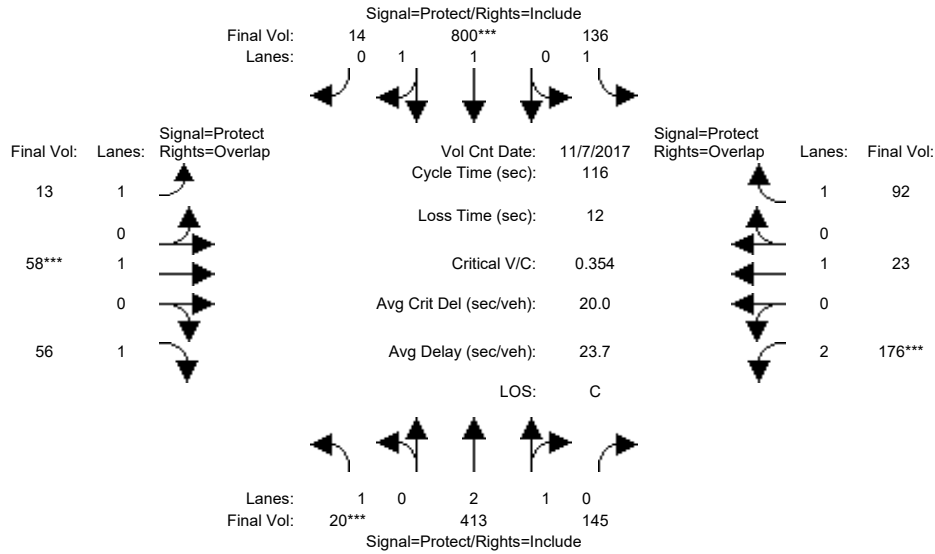


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	8	10	10	5	5	5	8	5	5
Y+R:	4.0	5.1	5.1	4.0	5.4	5.4	4.0	5.1	5.1	4.0	4.0	4.0
Volume Module: >> Count Date: 7 Nov 2017 <<												
Base Vol:	64	1684	138	37	214	14	9	18	18	128	119	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1684	138	37	214	14	9	18	18	128	119	310
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1684	138	37	214	14	9	18	18	128	119	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	71	1871	153	41	238	16	10	20	20	142	132	344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1871	153	41	238	16	10	20	20	142	132	344
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	1871	153	41	238	16	10	20	20	142	132	344
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.76	0.24	1.00	1.87	0.13	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5175	424	1750	3473	227	1750	1900	1750	3150	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.02	0.07	0.07	0.01	0.01	0.01	0.05	0.07	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.24	0.58	0.58	0.07	0.41	0.41	0.04	0.10	0.34	0.15	0.20	0.27
Volume/Cap:	0.17	0.62	0.62	0.34	0.17	0.17	0.13	0.11	0.03	0.30	0.34	0.72
Delay/Veh:	34.8	16.4	16.4	53.2	22.1	22.1	54.2	48.2	25.7	44.0	39.9	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:	34.8	16.4	16.4	53.2	22.1	22.1	54.2	48.2	25.7	44.0	39.9	43.3
LOS by Move:	C-	B	B	D-	C+	C+	D-	D	C	D	D	D
HCM2kAvgQ:	2	15	15	1	3	3	0	1	1	3	4	13

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing PM (2-4 PM)

Intersection #804: SCOTT/MARTIN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	8	10	10	5	5	5	8	5	5
Y+R:	4.0	5.1	5.1	4.0	5.4	5.4	4.0	5.1	5.1	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	19	392	138	129	760	13	12	55	53	167	22	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	392	138	129	760	13	12	55	53	167	22	87
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	392	138	129	760	13	12	55	53	167	22	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	20	413	145	136	800	14	13	58	56	176	23	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	413	145	136	800	14	13	58	56	176	23	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	413	145	136	800	14	13	58	56	176	23	92

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.19	0.81	1.00	1.97	0.03	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4140	1457	1750	3638	62	1750	1900	1750	3150	1900	1750

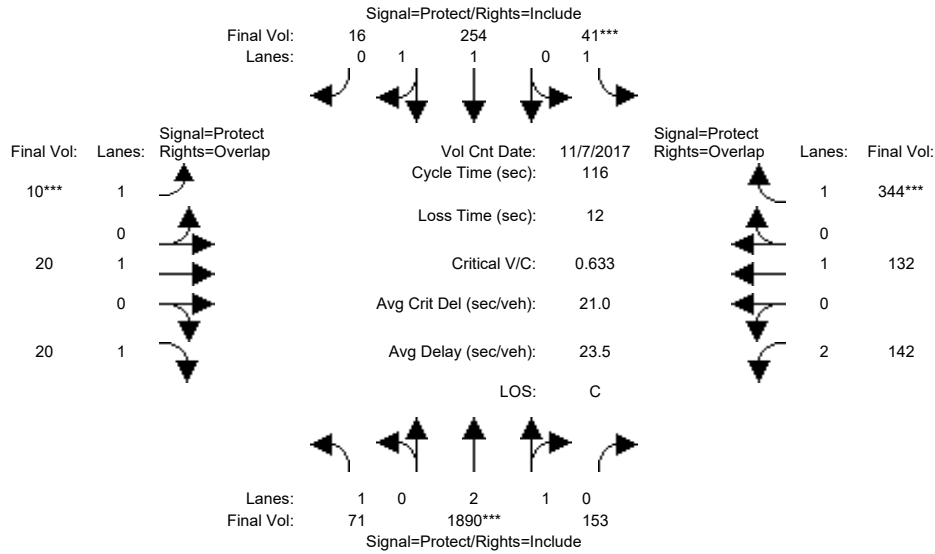
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.10	0.08	0.22	0.22	0.01	0.03	0.03	0.06	0.01	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.37	0.37	0.29	0.61	0.61	0.12	0.08	0.14	0.15	0.12	0.41
Volume/Cap:	0.22	0.27	0.27	0.27	0.36	0.36	0.06	0.36	0.23	0.36	0.10	0.13
Delay/Veh:	54.0	25.6	25.6	32.1	11.6	11.6	45.5	51.6	45.3	44.4	45.8	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	25.6	25.6	32.1	11.6	11.6	45.5	51.6	45.3	44.4	45.8	21.6
LOS by Move:	D-	C	C	C-	B+	B+	D	D-	D	D	D	C+
HCM2kAvgQ:	1	4	4	4	7	7	0	2	2	4	1	2

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

MCA School Expansion  
Santa Clara, CA  
Hexagon Transportation Consultants, Inc.

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

Intersection #804: SCOTT/MARTIN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	8	10	10	5	5	5	8	5	5
Y+R:	4.0	5.1	5.1	4.0	5.4	5.4	4.0	5.1	5.1	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	64	1684	138	37	214	14	9	18	18	128	119	310
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1684	138	37	214	14	9	18	18	128	119	310
Added Vol:	0	17	0	0	15	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1701	138	37	229	14	9	18	18	128	119	310
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	71	1890	153	41	254	16	10	20	20	142	132	344
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1890	153	41	254	16	10	20	20	142	132	344
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	1890	153	41	254	16	10	20	20	142	132	344

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.77	0.23	1.00	1.88	0.12	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5179	420	1750	3487	213	1750	1900	1750	3150	1900	1750

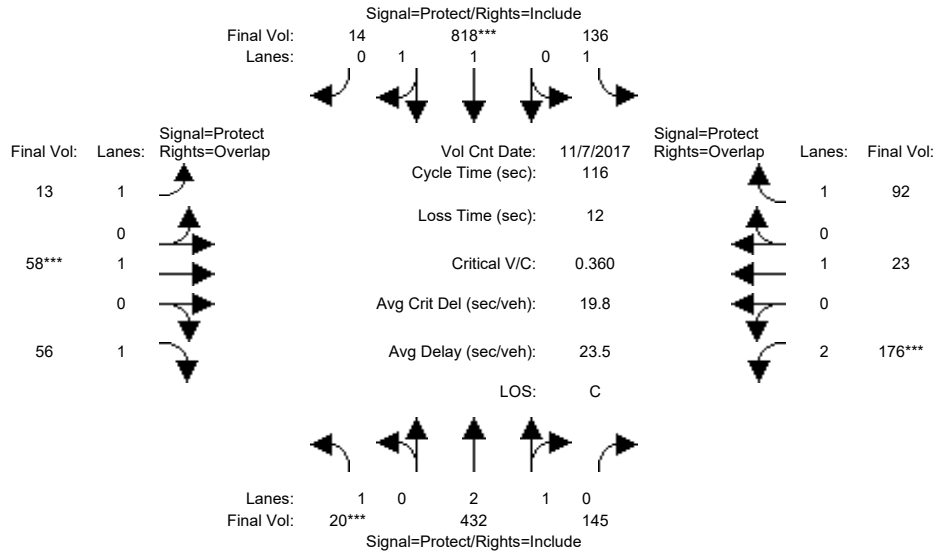
Capacity Analysis Module:												
Vol/Sat:	0.04	0.36	0.36	0.02	0.07	0.07	0.01	0.01	0.01	0.05	0.07	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.24	0.58	0.58	0.07	0.41	0.41	0.04	0.09	0.34	0.15	0.20	0.27
Volume/Cap:	0.17	0.63	0.63	0.34	0.18	0.18	0.13	0.11	0.03	0.30	0.34	0.72
Delay/Veh:	34.8	16.4	16.4	53.2	22.1	22.1	54.2	48.3	25.7	44.1	40.1	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:	34.8	16.4	16.4	53.2	22.1	22.1	54.2	48.3	25.7	44.1	40.1	43.6
LOS by Move:	C-	B	B	D-	C+	C+	D-	D	C	D	D	D
HCM2kAvgQ:	2	15	15	1	3	3	0	1	1	3	4	13

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



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project PM (2-4 PM)

Intersection #804: SCOTT/MARTIN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	8	10	10	5	5	5	8	5	5
Y+R:	4.0	5.1	5.1	4.0	5.4	5.4	4.0	5.1	5.1	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	19	392	138	129	760	13	12	55	53	167	22	87
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	19	392	138	129	760	13	12	55	53	167	22	87
Added Vol:	0	18	0	0	17	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	410	138	129	777	13	12	55	53	167	22	87
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	20	432	145	136	818	14	13	58	56	176	23	92
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	432	145	136	818	14	13	58	56	176	23	92
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	432	145	136	818	14	13	58	56	176	23	92

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.22	0.78	1.00	1.97	0.03	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4188	1410	1750	3639	61	1750	1900	1750	3150	1900	1750

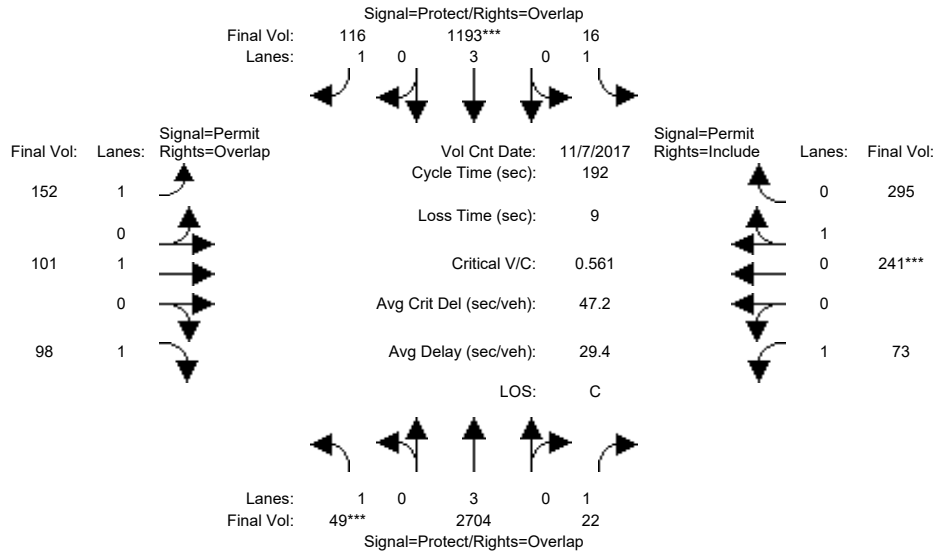
Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.10	0.08	0.22	0.22	0.01	0.03	0.03	0.06	0.01	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.38	0.38	0.28	0.61	0.61	0.12	0.08	0.13	0.15	0.12	0.40
Volume/Cap:	0.22	0.27	0.27	0.27	0.37	0.37	0.06	0.37	0.24	0.37	0.10	0.13
Delay/Veh:	54.0	25.1	25.1	32.5	11.5	11.5	45.7	51.8	45.4	44.7	46.0	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:	54.0	25.1	25.1	32.5	11.5	11.5	45.7	51.8	45.4	44.7	46.0	22.0
LOS by Move:	D-	C	C	C-	B+	B+	D	D-	D	D	D	C+
HCM2kAvgQ:	1	5	5	4	7	7	0	2	2	4	1	2

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #808: SAN TOMAS EXPWY (N/S)/CABRILLO [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	118	118	10	117	117	47	47	47	47	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	49	3181	22	16	1403	116	152	101	98	73	241	295
Growth Adj:	1.00	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	3181	22	16	1403	116	152	101	98	73	241	295
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	3181	22	16	1403	116	152	101	98	73	241	295
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	2704	22	16	1193	116	152	101	98	73	241	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	2704	22	16	1193	116	152	101	98	73	241	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	2704	22	16	1193	116	152	101	98	73	241	295

Saturation Flow Module:

Sat/Lane:	1900	1900	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	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.45	0.55
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	809	991

Capacity Analysis Module:

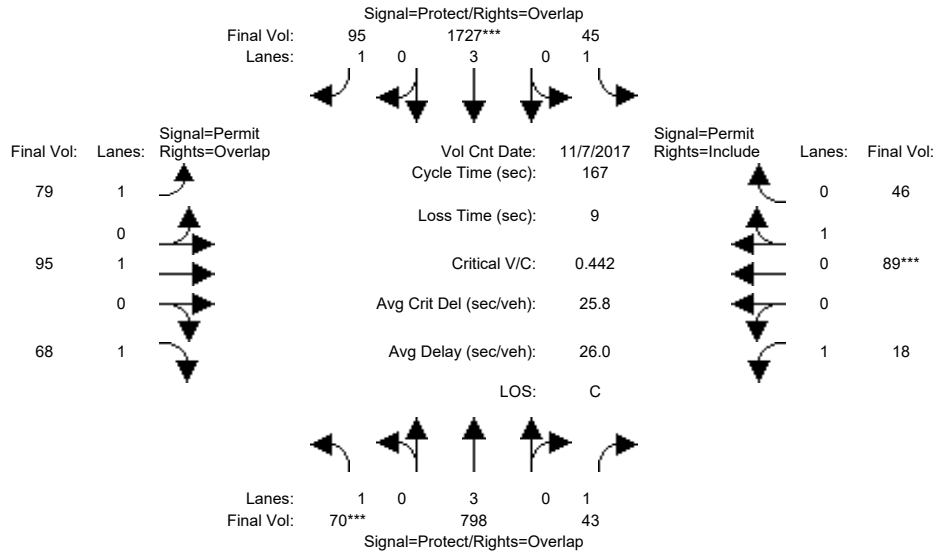
Vol/Sat:	0.03	0.47	0.01	0.01	0.21	0.07	0.09	0.05	0.06	0.04	0.30	0.30
Crit Moves:	****				****						****	
Green/Cycle:	0.06	0.62	0.62	0.05	0.61	0.61	0.28	0.28	0.34	0.28	0.28	0.28
Volume/Cap:	0.45	0.77	0.02	0.17	0.34	0.11	0.31	0.19	0.16	0.15	1.06	1.06
Delay/Veh:	89.7	15.0	7.4	87.9	10.3	8.7	54.7	52.6	43.9	51.9	125	125.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.7	15.0	7.4	87.9	10.3	8.7	54.7	52.6	43.9	51.9	125	125.5
LOS by Move:	F	B	A	F	B+	A	D-	D-	D	D-	F	F
HCM2kAvqQ:	3	26	0	1	6	2	7	4	4	3	41	41

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing PM (2-4 PM)

Intersection #808: SAN TOMAS EXPWY (N/S)/CABRILLO [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	104	104	13	107	107	33	33	33	33	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	70	1078	43	45	2106	95	79	95	68	18	89	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1078	43	45	2106	95	79	95	68	18	89	46
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1078	43	45	2106	95	79	95	68	18	89	46
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	798	43	45	1727	95	79	95	68	18	89	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	798	43	45	1727	95	79	95	68	18	89	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	798	43	45	1727	95	79	95	68	18	89	46

Saturation Flow Module:

Sat/Lane:	1900	1900	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	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.66	0.34
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1187	613

Capacity Analysis Module:

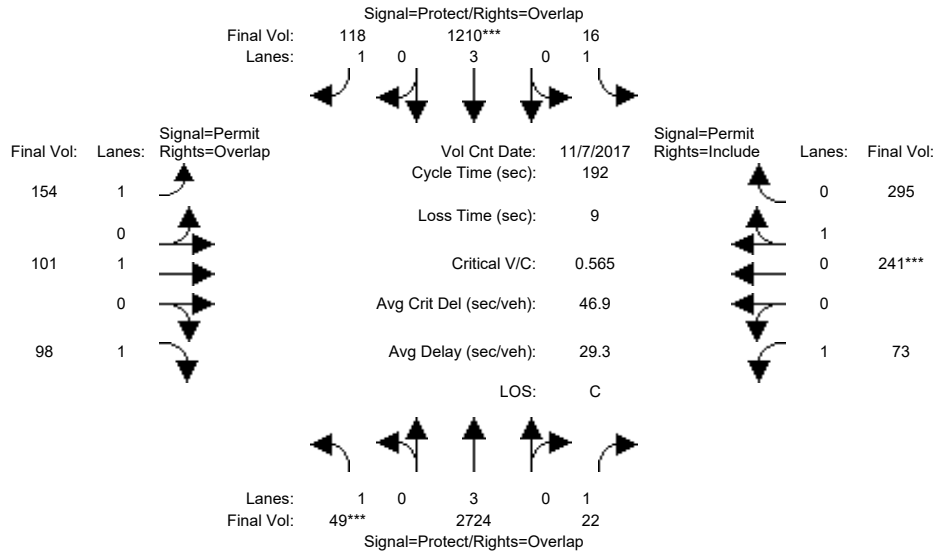
Vol/Sat:	0.04	0.14	0.02	0.03	0.30	0.05	0.05	0.05	0.04	0.01	0.08	0.08
Crit Moves:	****				****						****	
Green/Cycle:	0.09	0.67	0.67	0.08	0.66	0.66	0.20	0.20	0.28	0.20	0.20	0.20
Volume/Cap:	0.46	0.21	0.04	0.31	0.46	0.08	0.23	0.25	0.14	0.05	0.38	0.38
Delay/Veh:	74.6	16.8	14.8	73.3	21.2	15.6	56.6	56.9	44.6	54.4	58.8	58.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.6	16.8	14.8	73.3	21.2	15.6	56.6	56.9	44.6	54.4	58.8	58.8
LOS by Move:	E	B	B	E	C+	B	E+	E+	D	D-	E+	E+
HCM2kAvgQ:	4	8	1	2	20	3	4	4	3	1	6	6

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #808: SAN TOMAS EXPWY (N/S)/CABRILLO [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	118	118	10	117	117	47	47	47	47	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	49	3181	22	16	1403	116	152	101	98	73	241	295
Growth Adj:	1.00	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	3181	22	16	1403	116	152	101	98	73	241	295
Added Vol:	0	24	0	0	21	2	2	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	3205	22	16	1424	118	154	101	98	73	241	295
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	2724	22	16	1210	118	154	101	98	73	241	295
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	2724	22	16	1210	118	154	101	98	73	241	295
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	2724	22	16	1210	118	154	101	98	73	241	295

Saturation Flow Module:

Sat/Lane:	1900	1900	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	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.45	0.55
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	809	991

Capacity Analysis Module:

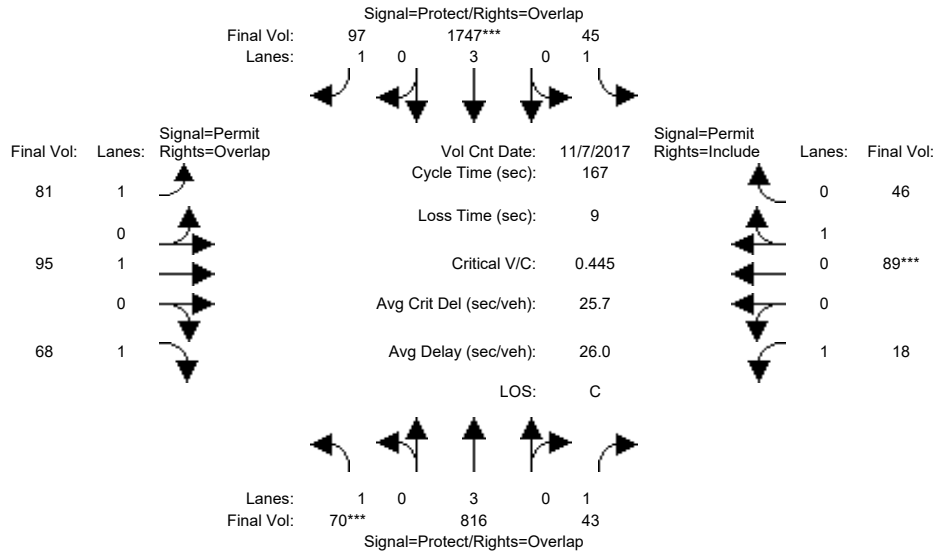
Vol/Sat:	0.03	0.48	0.01	0.01	0.21	0.07	0.09	0.05	0.06	0.04	0.30	0.30
Crit Moves:	****				****						****	
Green/Cycle:	0.06	0.62	0.62	0.05	0.61	0.61	0.28	0.28	0.34	0.28	0.28	0.28
Volume/Cap:	0.45	0.77	0.02	0.17	0.35	0.11	0.31	0.19	0.16	0.15	1.06	1.06
Delay/Veh:	89.7	15.1	7.4	87.9	10.3	8.7	54.7	52.6	43.9	51.9	125	125.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.7	15.1	7.4	87.9	10.3	8.7	54.7	52.6	43.9	51.9	125	125.5
LOS by Move:	F	B	A	F	B+	A	D-	D-	D	D-	F	F
HCM2kAvgQ:	3	26	0	1	6	2	7	4	4	3	41	41

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project PM (2-4 PM)

Intersection #808: SAN TOMAS EXPWY (N/S)/CABRILLO [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	104	104	13	107	107	33	33	33	33	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	70	1078	43	45	2106	95	79	95	68	18	89	46
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1078	43	45	2106	95	79	95	68	18	89	46
Added Vol:	0	25	0	0	24	2	2	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1103	43	45	2130	97	81	95	68	18	89	46
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	816	43	45	1747	97	81	95	68	18	89	46
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	816	43	45	1747	97	81	95	68	18	89	46
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	816	43	45	1747	97	81	95	68	18	89	46

Saturation Flow Module:

Sat/Lane:	1900	1900	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	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.66	0.34
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1187	613

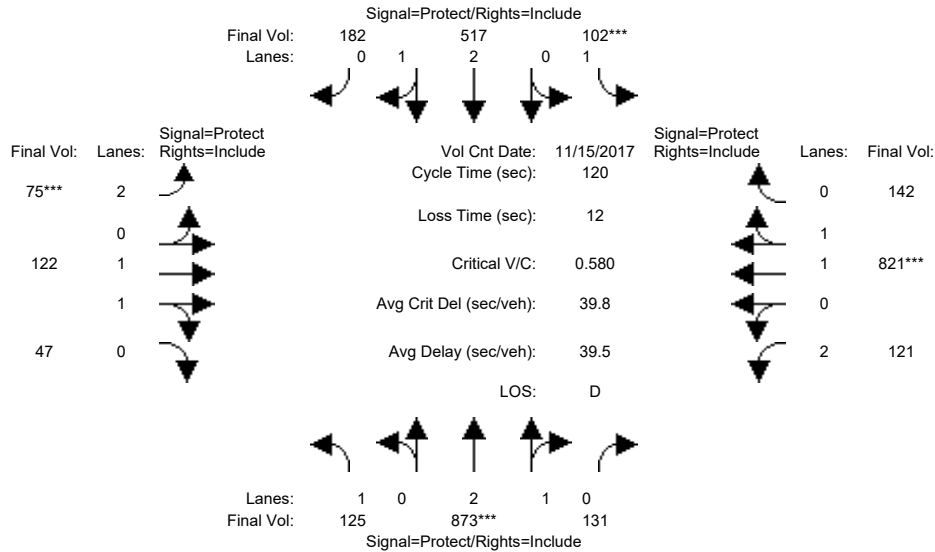
Capacity Analysis Module:

Vol/Sat:	0.04	0.14	0.02	0.03	0.31	0.06	0.05	0.05	0.04	0.01	0.08	0.08
Crit Moves:	****				****						****	
Green/Cycle:	0.09	0.67	0.67	0.08	0.66	0.66	0.20	0.20	0.28	0.20	0.20	0.20
Volume/Cap:	0.46	0.22	0.04	0.31	0.46	0.08	0.23	0.25	0.14	0.05	0.38	0.38
Delay/Veh:	74.8	16.9	14.8	73.3	21.2	15.6	56.7	56.9	44.7	54.4	58.8	58.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	74.8	16.9	14.8	73.3	21.2	15.6	56.7	56.9	44.7	54.4	58.8	58.8
LOS by Move:	E	B	B	E	C+	B	E+	E+	D	D-	E+	E+
HCM2kAvgQ:	4	8	1	2	20	3	4	4	3	1	6	6

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing AM

Intersection #1200: BOWERS/SCOTT

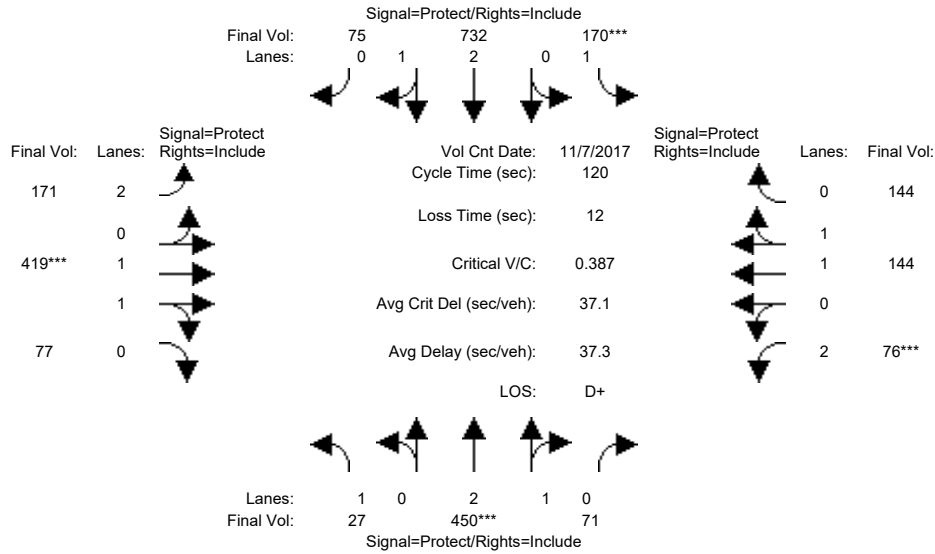


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5
Volume Module: >> Count Date: 15 Nov 2017 <<												
Base Vol:	125	873	131	102	517	182	75	122	47	121	821	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:	125	873	131	102	517	182	75	122	47	121	821	142
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	873	131	102	517	182	75	122	47	121	821	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:	125	873	131	102	517	182	75	122	47	121	821	142
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	873	131	102	517	182	75	122	47	121	821	142
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	125	873	131	102	517	182	75	122	47	121	821	142
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.59	0.41	1.00	2.19	0.81	2.00	1.43	0.57	2.00	1.70	0.30
Final Sat.:	1750	4868	731	1750	4140	1457	3150	2670	1029	3150	3154	546
Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.06	0.12	0.12	0.02	0.05	0.05	0.04	0.26	0.26
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.17	0.25	0.25	0.17	0.25	0.25	0.13	0.28	0.28	0.21	0.36	0.36
Volume/Cap:	0.43	0.72	0.72	0.35	0.50	0.50	0.19	0.17	0.17	0.19	0.73	0.73
Delay/Veh:	45.9	42.9	42.9	45.0	38.8	38.8	47.3	33.0	33.0	39.4	35.4	35.4
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:	45.9	42.9	42.9	45.0	38.8	38.8	47.3	33.0	33.0	39.4	35.4	35.4
LOS by Move:	D	D	D	D	D+	D+	D	C-	C-	D	D+	D+
HCM2kAvqQ:	4	11	11	3	7	7	1	2	2	2	16	16

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing PM (2-4 PM)

Intersection #1200: BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	27	450	71	170	732	75	171	419	77	76	144	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	450	71	170	732	75	171	419	77	76	144	144
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	450	71	170	732	75	171	419	77	76	144	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:	27	450	71	170	732	75	171	419	77	76	144	144
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	450	71	170	732	75	171	419	77	76	144	144
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	450	71	170	732	75	171	419	77	76	144	144

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	1.00	0.95
Lanes:	1.00	2.58	0.42	1.00	2.71	0.29	2.00	1.68	0.32	2.00	1.00	1.00
Final Sat.:	1750	4836	763	1750	5079	520	3150	3125	574	3150	1900	1800

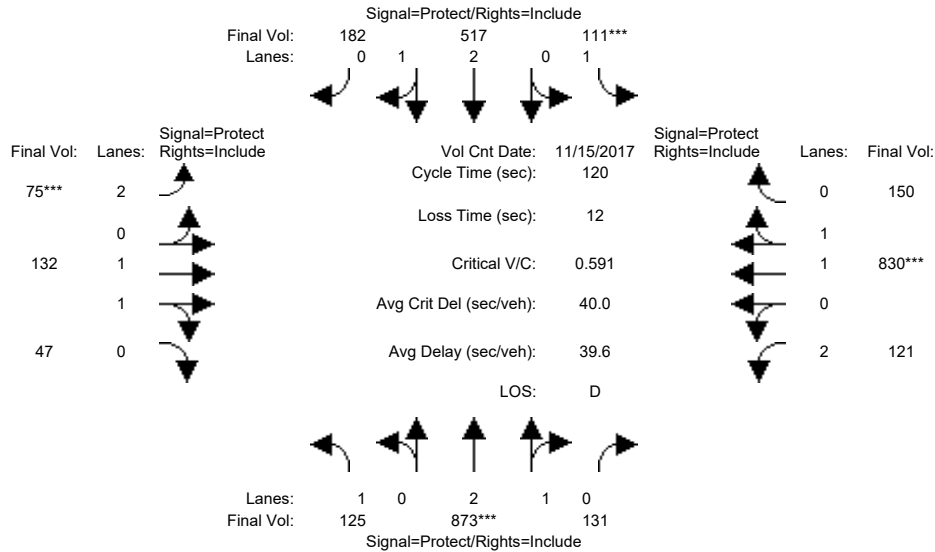
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.10	0.14	0.14	0.05	0.13	0.13	0.02	0.08	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.19	0.25	0.25	0.22	0.28	0.28	0.18	0.30	0.30	0.13	0.25	0.25
Volume/Cap:	0.08	0.37	0.37	0.44	0.51	0.51	0.29	0.44	0.44	0.19	0.31	0.33
Delay/Veh:	40.3	37.4	37.4	41.2	36.4	36.4	42.5	33.8	33.8	47.3	37.2	37.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.3	37.4	37.4	41.2	36.4	36.4	42.5	33.8	33.8	47.3	37.2	37.4
LOS by Move:	D	D+	D+	D	D+	D+	D	C-	C-	D	D+	D+
HCM2kAvgQ:	1	5	5	6	8	8	3	7	7	1	4	4

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #1200: BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5

Volume Module:	>> Count Date: 15 Nov 2017 <<											
Base Vol:	125	873	131	102	517	182	75	122	47	121	821	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:	125	873	131	102	517	182	75	122	47	121	821	142
Added Vol:	0	0	0	9	0	0	0	10	0	0	9	8
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	125	873	131	111	517	182	75	132	47	121	830	150
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	125	873	131	111	517	182	75	132	47	121	830	150
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	125	873	131	111	517	182	75	132	47	121	830	150
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	125	873	131	111	517	182	75	132	47	121	830	150

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.59	0.41	1.00	2.19	0.81	2.00	1.46	0.54	2.00	1.69	0.31
Final Sat.:	1750	4868	731	1750	4140	1457	3150	2728	971	3150	3133	566

Capacity Analysis Module:												
Vol/Sat:	0.07	0.18	0.18	0.06	0.12	0.12	0.02	0.05	0.05	0.04	0.26	0.26
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.17	0.25	0.25	0.17	0.25	0.25	0.13	0.28	0.28	0.21	0.36	0.36
Volume/Cap:	0.43	0.72	0.72	0.38	0.50	0.50	0.19	0.18	0.18	0.19	0.74	0.74
Delay/Veh:	45.9	42.9	42.9	45.3	38.8	38.8	47.3	33.1	33.1	39.4	35.9	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.9	42.9	42.9	45.3	38.8	38.8	47.3	33.1	33.1	39.4	35.9	35.9
LOS by Move:	D	D	D	D	D+	D+	D	C-	C-	D	D+	D+
HCM2kAvqQ:	4	11	11	4	7	7	1	2	2	2	16	16

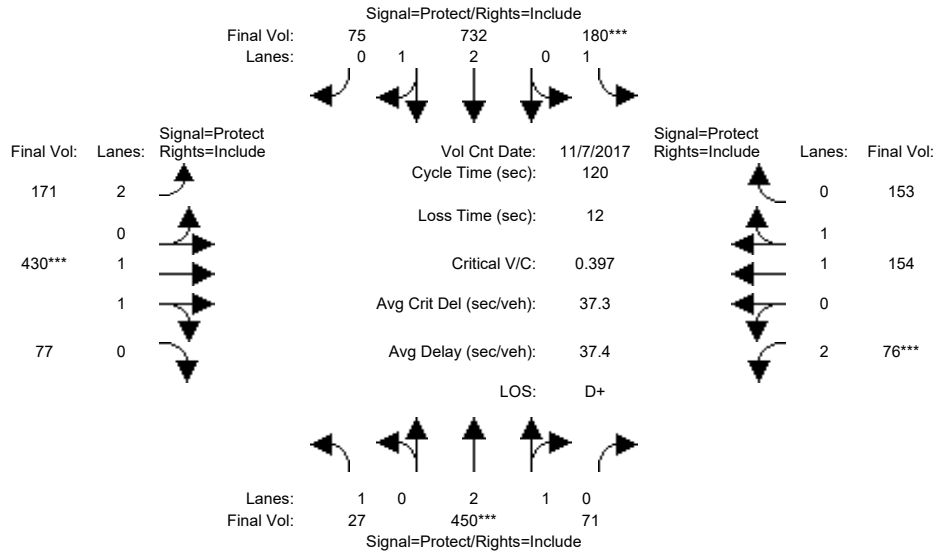
Note: Queue reported is the number of cars per lane.



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project PM (2-4 PM)

Intersection #1200: BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	27	450	71	170	732	75	171	419	77	76	144	144
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	27	450	71	170	732	75	171	419	77	76	144	144
Added Vol:	0	0	0	10	0	0	0	11	0	0	10	9
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	27	450	71	180	732	75	171	430	77	76	154	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:	27	450	71	180	732	75	171	430	77	76	154	153
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	27	450	71	180	732	75	171	430	77	76	154	153
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	27	450	71	180	732	75	171	430	77	76	154	153

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	1.00	0.95
Lanes:	1.00	2.58	0.42	1.00	2.71	0.29	2.00	1.69	0.31	2.00	1.00	1.00
Final Sat.:	1750	4836	763	1750	5079	520	3150	3138	562	3150	1900	1800

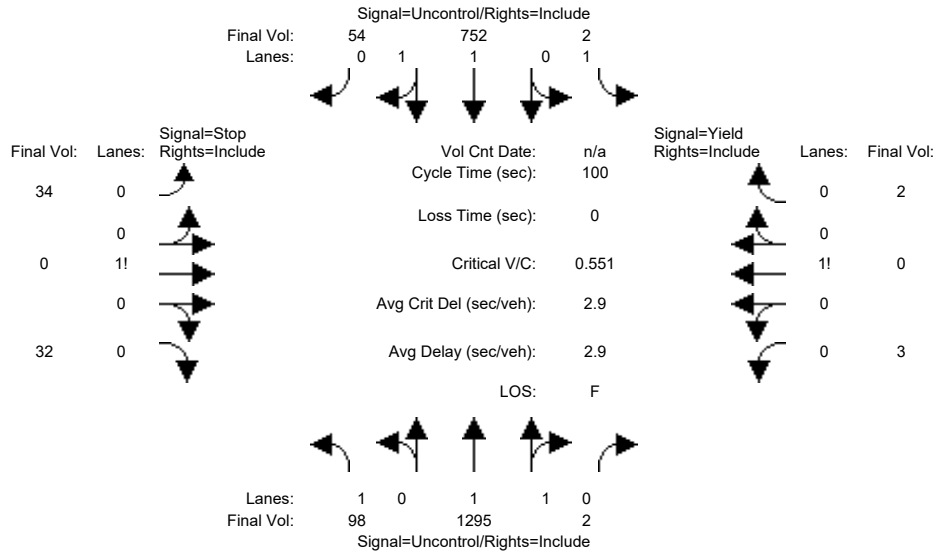
Capacity Analysis Module:												
Vol/Sat:	0.02	0.09	0.09	0.10	0.14	0.14	0.05	0.14	0.14	0.02	0.08	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.19	0.25	0.25	0.23	0.29	0.29	0.18	0.30	0.30	0.13	0.24	0.24
Volume/Cap:	0.08	0.37	0.37	0.46	0.51	0.51	0.30	0.46	0.46	0.19	0.33	0.35
Delay/Veh:	40.1	37.4	37.4	41.0	36.1	36.1	42.7	34.4	34.4	47.3	37.7	37.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	37.4	37.4	41.0	36.1	36.1	42.7	34.4	34.4	47.3	37.7	37.8
LOS by Move:	D	D+	D+	D	D+	D+	D	C-	C-	D	D+	D+
HCM2kAvgQ:	1	5	5	6	8	8	3	8	8	1	4	5

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #2300: Lafayette St and Duane Ave



Street Name: Lafayette St Duane Ave  
 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:	91	1204	2	2	699	50	32	0	30	3	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1204	2	2	699	50	32	0	30	3	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1204	2	2	699	50	32	0	30	3	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	98	1295	2	2	752	54	34	0	32	3	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	98	1295	2	2	752	54	34	0	32	3	0	2

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	805	xxxx	xxxxxx	1297	xxxx	xxxxxx	1626	2275	403	1872	2301	648
Potent Cap.:	828	xxxx	xxxxxx	541	xxxx	xxxxxx	69	41	603	45	39	418
Move Cap.:	828	xxxx	xxxxxx	541	xxxx	xxxxxx	62	36	603	39	34	418
Volume/Cap:	0.12	xxxx	xxxx	0.00	xxxx	xxxx	0.55	0.00	0.05	0.08	0.00	0.01

Level Of Service Module:

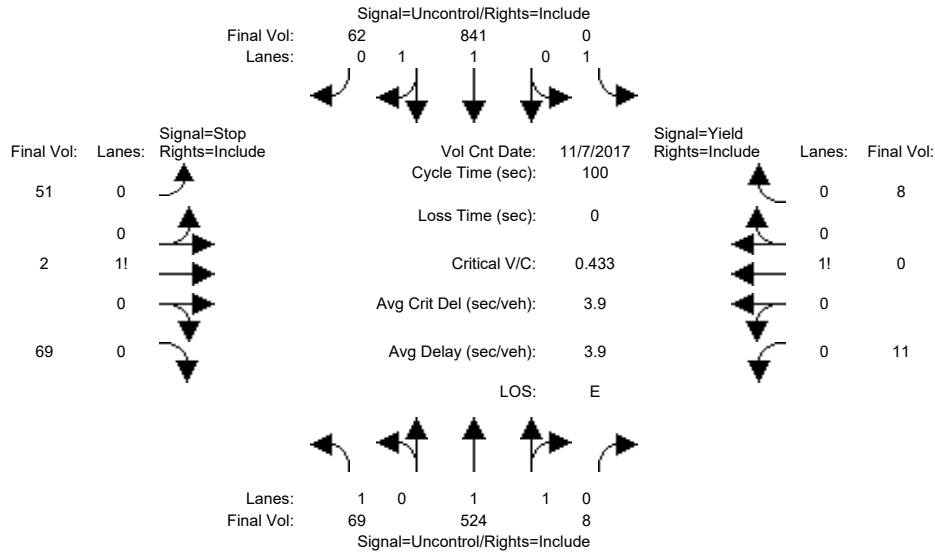
2Way95thQ:	0.4	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	9.9	xxxx	xxxxxx	11.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	110	xxxxxx	xxxx	61	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	3.0	xxxxxx	xxxxxx	0.3	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	78.3	xxxxxx	xxxxxx	69.7	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx				78.3			69.7	
ApproachLOS:	*			*				F			F	

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

MCA School Expansion
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Existing PM (2-4 PM)

Intersection #2300: Lafayette St and Duane Ave



Street Name: Lafayette St Duane Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (7 Nov 2017), and various volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, Approved, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) for each approach and movement.

Table for Critical Gap Module showing Critical Gap and FollowUpTim values for each approach and movement.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for each approach and movement.

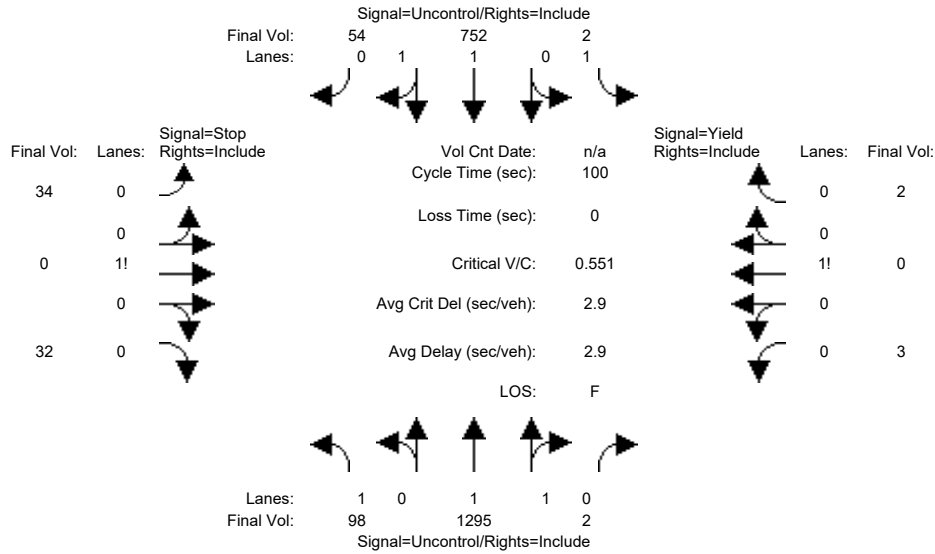
Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for each approach and movement.

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

MCA School Expansion  
Santa Clara, CA  
Hexagon Transportation Consultants, Inc.

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

Intersection #2300: Lafayette St and Duane Ave



Street Name: Lafayette St Duane Ave  
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:	91	1204	2	2	699	50	32	0	30	3	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1204	2	2	699	50	32	0	30	3	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1204	2	2	699	50	32	0	30	3	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	98	1295	2	2	752	54	34	0	32	3	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	98	1295	2	2	752	54	34	0	32	3	0	2

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	805	xxxx	xxxxxx	1297	xxxx	xxxxxx	1626	2275	403	1872	2301	648
Potent Cap.:	828	xxxx	xxxxxx	541	xxxx	xxxxxx	69	41	603	45	39	418
Move Cap.:	828	xxxx	xxxxxx	541	xxxx	xxxxxx	62	36	603	39	34	418
Volume/Cap:	0.12	xxxx	xxxx	0.00	xxxx	xxxx	0.55	0.00	0.05	0.08	0.00	0.01

Level Of Service Module:

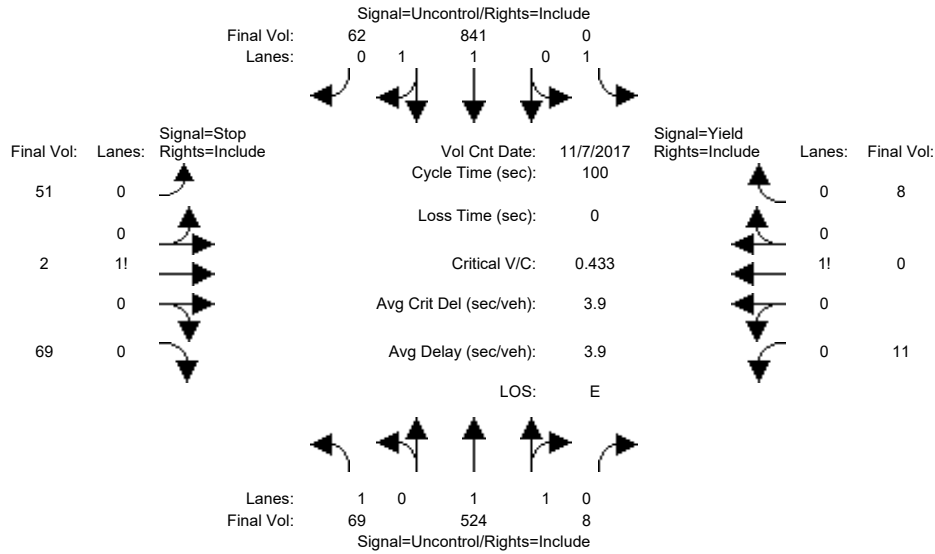
2Way95thQ:	0.4	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	9.9	xxxx	xxxxxx	11.7	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	110	xxxxxx	xxxx	61	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	3.0	xxxxxx	xxxxxx	0.3	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	78.3	xxxxxx	xxxxxx	69.7	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx				78.3			69.7	
ApproachLOS:	*			*				F			F	

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Existing + Project PM (2-4 PM)

Intersection #2300: Lafayette St and Duane Ave



Street Name: Lafayette St Duane Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	7 Nov 2017	<<																		
Base Vol:	64	487	7	0	782	58	47	2	64	10	0	7											
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	487	7	0	782	58	47	2	64	10	0	7											
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0											
Approved:	0	0	0	0	0	0	0	0	0	0	0	0											
Initial Fut:	64	487	7	0	782	58	47	2	64	10	0	7											
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	69	524	8	0	841	62	51	2	69	11	0	8											
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0											
FinalVolume:	69	524	8	0	841	62	51	2	69	11	0	8											

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9											
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3											

Capacity Module:

Cnflct Vol:	903	xxxx	xxxxx	xxxx	xxxx	xxxxx	1272	1541	452	1087	1568	266											
Potent Cap.:	761	xxxx	xxxxx	xxxx	xxxx	xxxxx	127	116	561	173	112	739											
Move Cap.:	761	xxxx	xxxxx	xxxx	xxxx	xxxxx	117	106	561	139	102	739											
Volume/Cap:	0.09	xxxx	xxxx	xxxx	xxxx	xxxx	0.43	0.02	0.12	0.08	0.00	0.01											

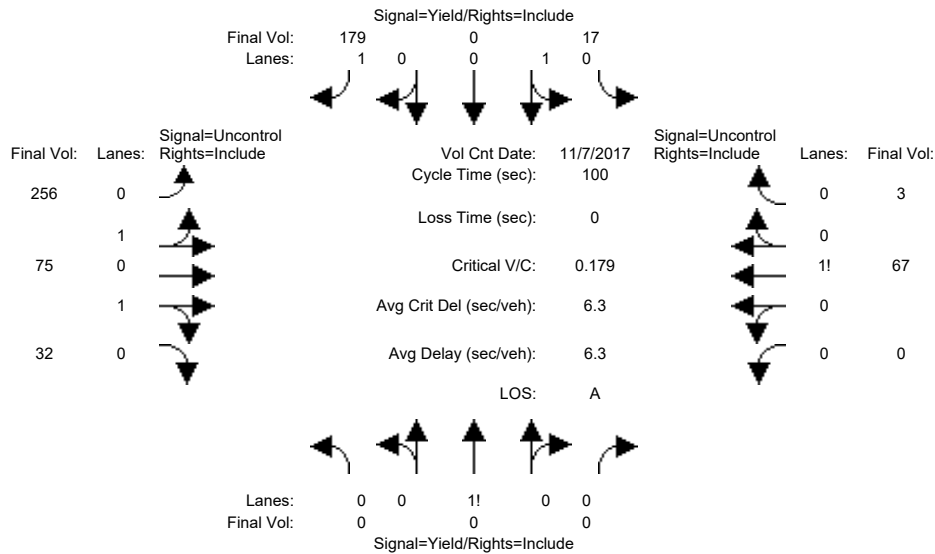
Level Of Service Module:

2Way95thQ:	0.3	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx											
Control Del:	10.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	211	xxxxx	xxxx	209	xxxxx											
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	3.2	xxxxx	xxxxx	0.3	xxxxx											
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	42.9	xxxxx	xxxxx	23.9	xxxxx											
Shared LOS:	*	*	*	*	*	*	*	E	*	*	C	*											
ApproachDel:	xxxxxxx			xxxxxxx				42.9			23.9												
ApproachLOS:	*			*				E			C												

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Existing AM

Intersection #2400: Alfred St and Space Park Dr



Street Name: Alfred St Space Park Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	0	0	0	11	0	113	161	47	20	0	42	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	11	0	113	161	47	20	0	42	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	11	0	113	161	47	20	0	42	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
PHF Volume:	0	0	0	17	0	179	256	75	32	0	67	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	17	0	179	256	75	32	0	67	3

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflict Vol:	760	671	53	617	686	68	70	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	325	380	1020	457	373	1001	1544	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	226	305	1020	388	299	1001	1544	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.05	0.00	0.18	0.17	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

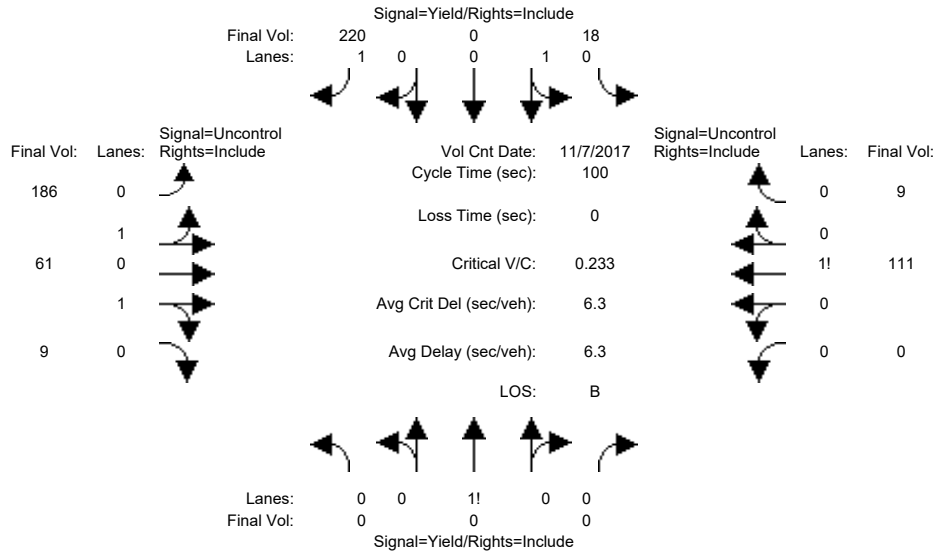
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.7	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.4	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	388	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	14.7	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxxx			9.9			xxxxxxx			xxxxxxx		
ApproachLOS:	*			A			*			*		*

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

MCA School Expansion  
Santa Clara, CA  
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Existing PM (2-4 PM)

Intersection #2400: Alfred St and Space Park Dr



Street Name: Alfred St Space Park Dr  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	0	0	0	14	0	167	141	46	7	0	84	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	167	141	46	7	0	84	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	0	167	141	46	7	0	84	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	0	0	0	18	0	220	186	61	9	0	111	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	18	0	220	186	61	9	0	111	9

Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	661	556	35	516	556	115	120	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	378	442	1044	522	442	943	1481	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	259	380	1044	466	380	943	1481	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.04	0.00	0.23	0.13	xxxx	xxxx	xxxx	xxxx	xxxx

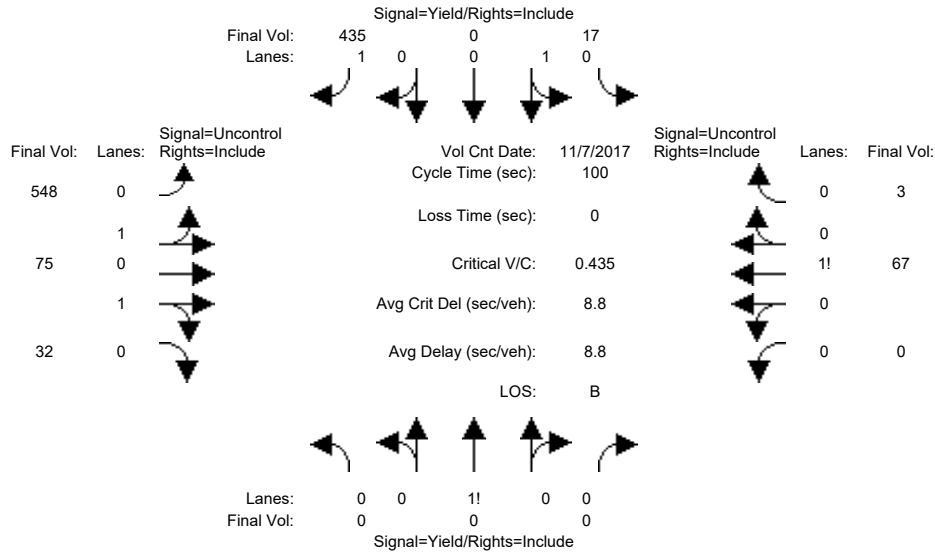
Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.9	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.0	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	466	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	13.0	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxxx			10.2			xxxxxxx			xxxxxxx		
ApproachLOS:	*			B			*			*		*

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #2400: Alfred St and Space Park Dr



Street Name: Alfred St Space Park Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	0	0	0	11	0	113	161	47	20	0	42	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	11	0	113	161	47	20	0	42	2
Added Vol:	0	0	0	0	0	161	184	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	11	0	274	345	47	20	0	42	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
PHF Volume:	0	0	0	17	0	435	548	75	32	0	67	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	17	0	435	548	75	32	0	67	3

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1471	1256	53	1201	1270	68	70	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	106	173	1020	206	170	1001	1544	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	35	82	1020	121	81	1001	1544	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.43	0.35	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	2.2	1.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.3	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	121	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	1.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	39.7	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	E	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxxx			12.4			xxxxxxx			xxxxxxx		
ApproachLOS:	*			B			*			*		*

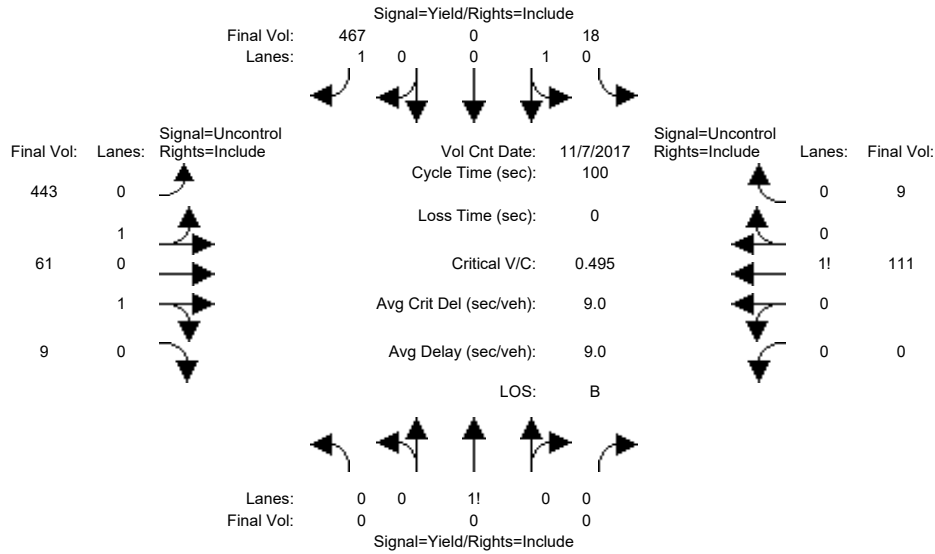
Note: Queue reported is the number of cars per lane.



MCA School Expansion  
Santa Clara, CA  
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Existing + Project PM (2-4 PM)

Intersection #2400: Alfred St and Space Park Dr



Street Name: Alfred St Space Park Dr  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	0	0	0	14	0	167	141	46	7	0	84	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	167	141	46	7	0	84	7
Added Vol:	0	0	0	0	0	188	196	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	0	355	337	46	7	0	84	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	0	0	0	18	0	467	443	61	9	0	111	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	18	0	467	443	61	9	0	111	9

Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

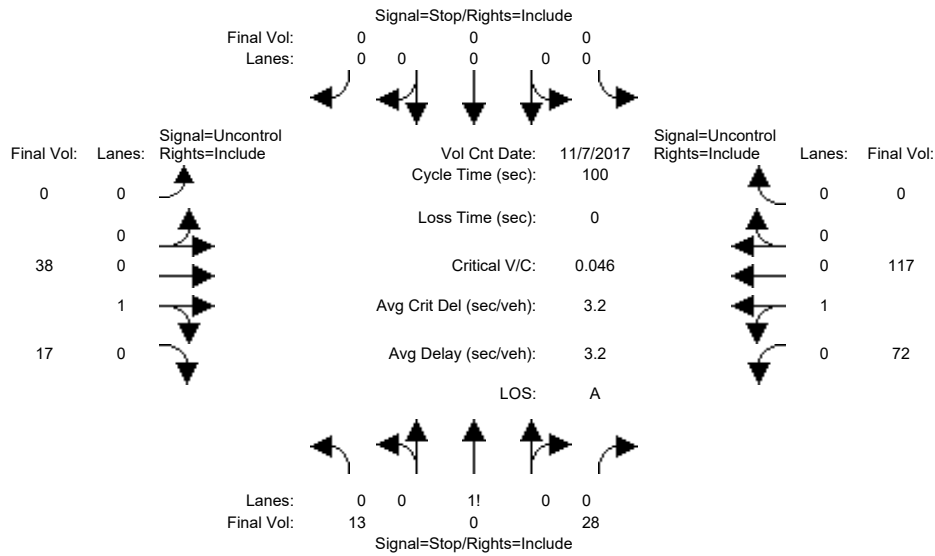
Capacity Module:												
Cnflct Vol:	1301	1072	35	1032	1072	115	120	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	139	222	1044	260	222	943	1481	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	48	133	1044	179	133	943	1481	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.10	0.00	0.50	0.30	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	2.8	1.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.5	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	179	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	1.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	27.4	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	D	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxxx			13.1			xxxxxxx			xxxxxxx		
ApproachLOS:	*			B			*			*		

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Existing AM

Intersection #2500: Duane Ave and Alfred St



Street Name: Alfred St Duane Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	9	0	19	0	0	0	0	26	12	50	81	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:	9	0	19	0	0	0	0	26	12	50	81	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	19	0	0	0	0	26	12	50	81	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
PHF Volume:	13	0	28	0	0	0	0	38	17	72	117	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	0	28	0	0	0	0	38	17	72	117	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:

Cnflct Vol:	309	309	46	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	55	xxxxx	xxxxx
Potent Cap.:	688	609	1029	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1563	xxxxx	xxxxx
Move Cap.:	662	579	1029	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1563	xxxxx	xxxxx
Volume/Cap:	0.02	0.00	0.03	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.05	xxxxx	xxxxx

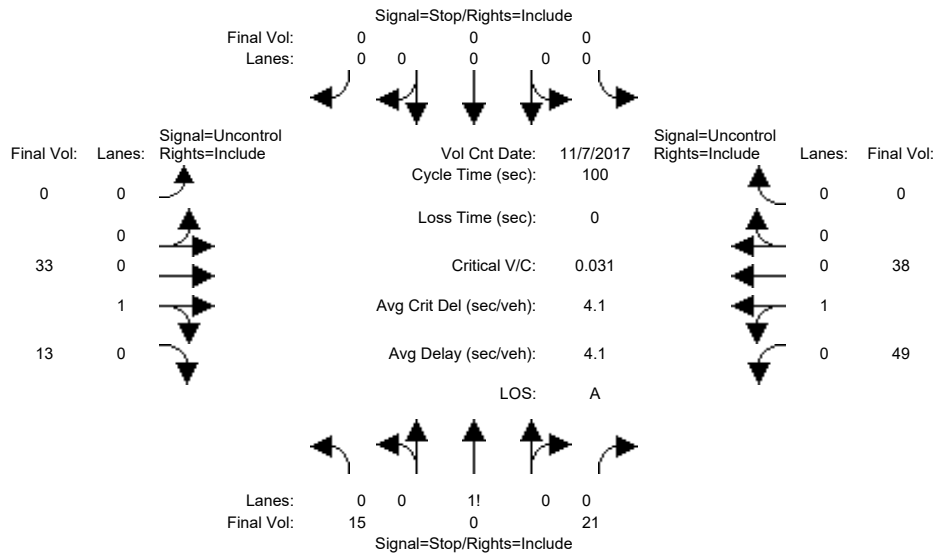
Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	7.4	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	873	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx
Shrd ConDel:	xxxxx	9.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	7.4	xxxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.3			xxxxxxx			xxxxxxx		xxxxxxx			
ApproachLOS:	A			*			*		*			*

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Existing PM (2-4 PM)

Intersection #2500: Duane Ave and Alfred St



Street Name: Alfred St Duane Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	7 Nov 2017	<<						
Base Vol:	14	0	20	0	0	0	31	12	46	36	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
Initial Bse:	14	0	20	0	0	0	31	12	46	36	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	20	0	0	0	31	12	46	36	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
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	15	0	21	0	0	0	33	13	49	38	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	0	21	0	0	0	33	13	49	38	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	176	176	39	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	46	xxxx	xxxxx
Potent Cap.:	819	722	1038	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1575	xxxx	xxxxx
Move Cap.:	799	699	1038	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1575	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:

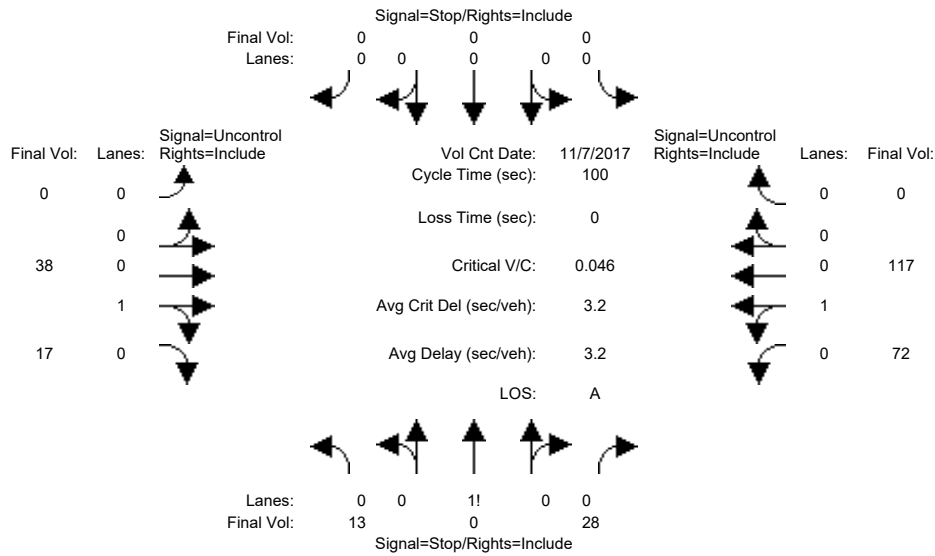
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	924	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.1			xxxxxxx			xxxxxxx		xxxxxxx			
ApproachLOS:	A			*			*		*	A	*	*

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

MCA School Expansion
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2500: Duane Ave and Alfred St



Street Name: Alfred St Duane Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (7 Nov 2017), and various volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, Approved, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) for each approach.

Table for Critical Gap Module showing Critical Gap and FollowUpTim values for each approach.

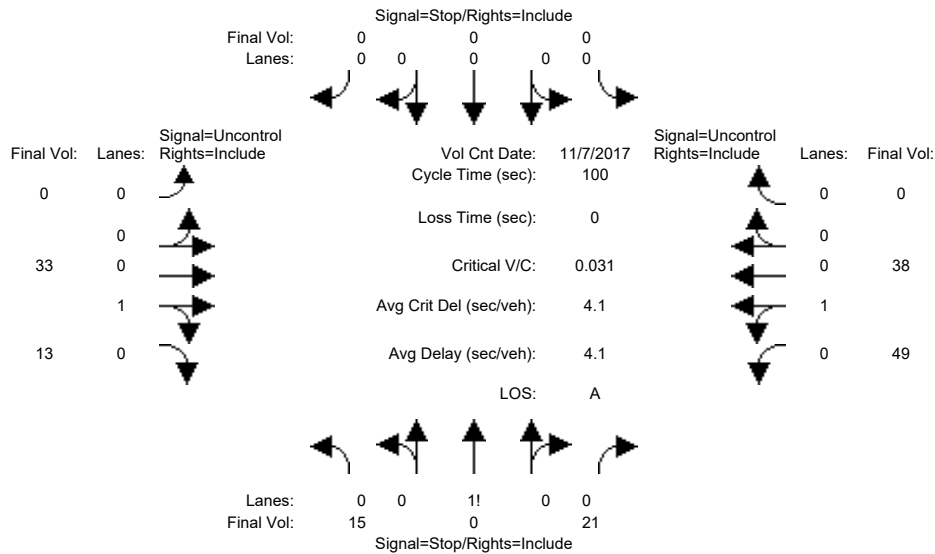
Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for each approach.

Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for each approach.

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Existing + Project PM (2-4 PM)

Intersection #2500: Duane Ave and Alfred St



Street Name: Alfred St Duane Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	14	0	20	0	0	0	0	31	12	46	36	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:	14	0	20	0	0	0	0	31	12	46	36	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	20	0	0	0	0	31	12	46	36	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	15	0	21	0	0	0	0	33	13	49	38	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	0	21	0	0	0	0	33	13	49	38	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	176	176	39	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	46	xxxx	xxxxx
Potent Cap.:	819	722	1038	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1575	xxxx	xxxxx
Move Cap.:	799	699	1038	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1575	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:

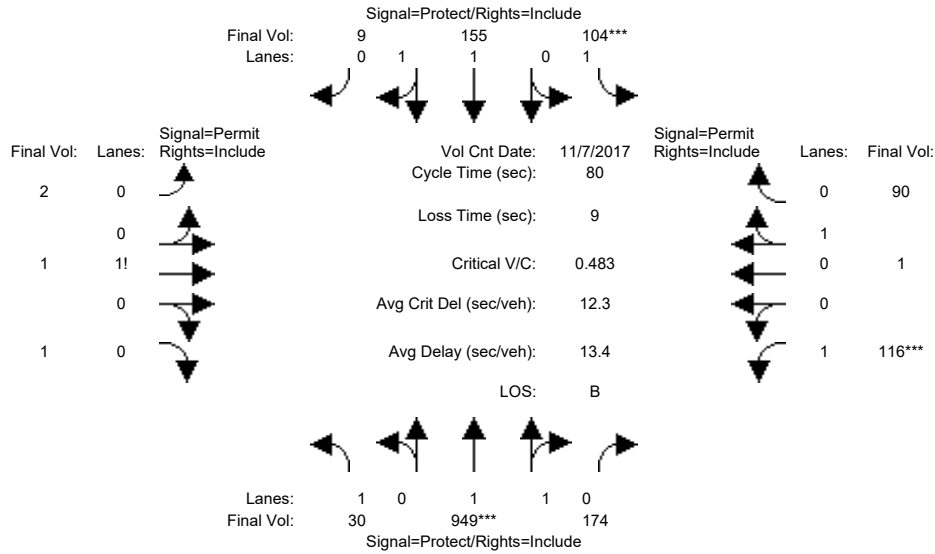
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	924	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.1			xxxxxx			xxxxxx		xxxxxx		xxxxxx	
ApproachLOS:		A			*			*			*	

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #2600: Scott Blvd and Space Park Dr



Street Name:	Scott Blvd						Space Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	25	778	143	85	127	7	2	1	1	95	1	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	778	143	85	127	7	2	1	1	95	1	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	778	143	85	127	7	2	1	1	95	1	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	30	949	174	104	155	9	2	1	1	116	1	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	949	174	104	155	9	2	1	1	116	1	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	949	174	104	155	9	2	1	1	116	1	90

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	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	1.68	0.32	1.00	1.89	0.11	0.50	0.25	0.25	1.00	0.01	0.99
Final Sat.:	1750	3125	574	1750	3507	193	875	438	438	1750	24	1776

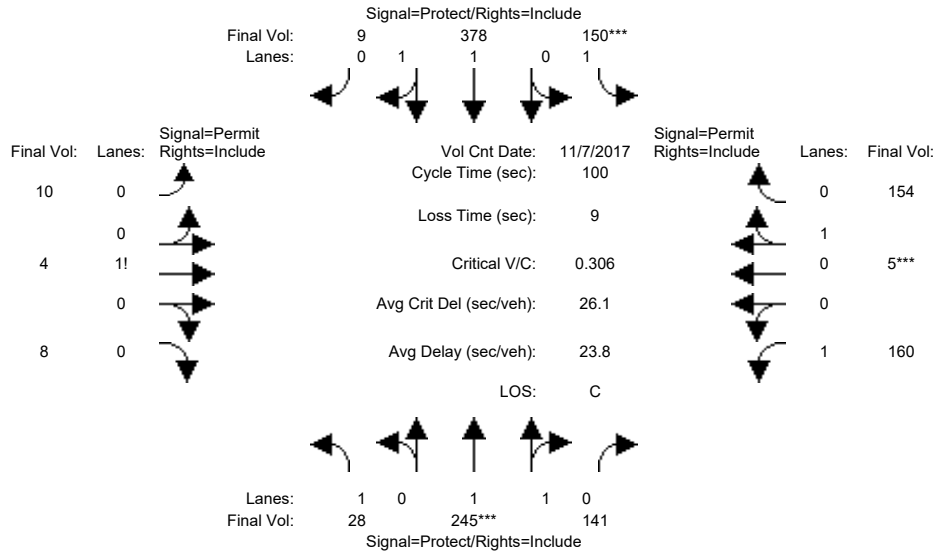
Capacity Analysis Module:												
Vol/Sat:	0.02	0.30	0.30	0.06	0.04	0.04	0.00	0.00	0.00	0.07	0.05	0.05
Crit Moves:	****			****						****		
Green/Cycle:	0.21	0.63	0.63	0.12	0.54	0.54	0.14	0.14	0.14	0.14	0.14	0.14
Volume/Cap:	0.08	0.48	0.48	0.48	0.08	0.08	0.02	0.02	0.02	0.48	0.37	0.37
Delay/Veh:	25.2	8.1	8.1	34.5	9.0	9.0	29.9	29.9	29.9	33.4	32.3	32.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.2	8.1	8.1	34.5	9.0	9.0	29.9	29.9	29.9	33.4	32.3	32.3
LOS by Move:	C	A	A	C-	A	A	C	C	C	C-	C-	C-
HCM2kAvgQ:	1	7	7	3	1	1	0	0	0	3	3	3

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing PM (2-4 PM)

Intersection #2600: Scott Blvd and Space Park Dr



Street Name:	Scott Blvd						Space Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	22	196	113	120	302	7	8	3	6	128	4	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	196	113	120	302	7	8	3	6	128	4	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	196	113	120	302	7	8	3	6	128	4	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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	28	245	141	150	378	9	10	4	8	160	5	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	245	141	150	378	9	10	4	8	160	5	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	245	141	150	378	9	10	4	8	160	5	154

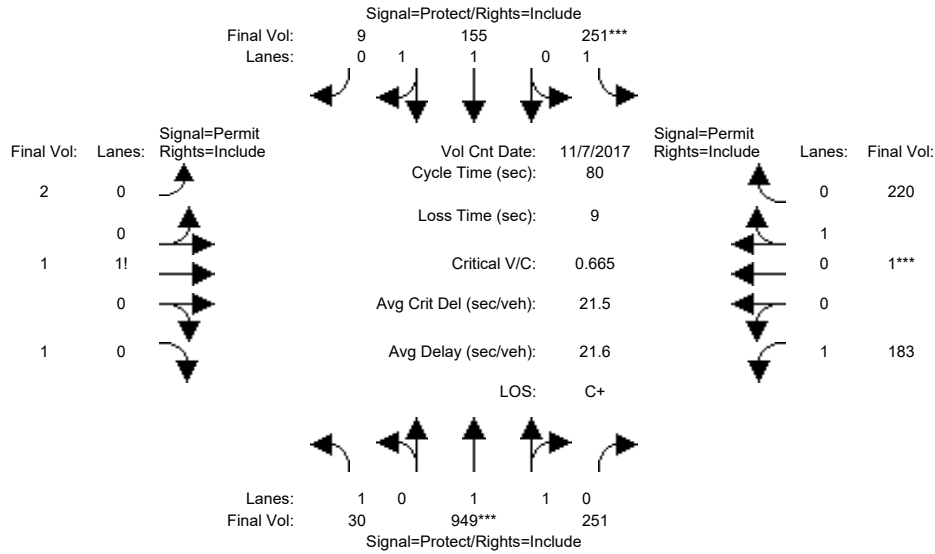
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	1.25	0.75	1.00	1.95	0.05	0.47	0.18	0.35	1.00	0.03	0.97
Final Sat.:	1750	2346	1352	1750	3616	84	824	309	618	1750	57	1743

Capacity Analysis Module:												
Vol/Sat:	0.02	0.10	0.10	0.09	0.10	0.10	0.01	0.01	0.01	0.09	0.09	0.09
Crit Moves:	****			****						****		
Green/Cycle:	0.17	0.34	0.34	0.28	0.45	0.45	0.29	0.29	0.29	0.29	0.29	0.29
Volume/Cap:	0.09	0.31	0.31	0.31	0.23	0.23	0.04	0.04	0.04	0.32	0.31	0.31
Delay/Veh:	34.9	24.4	24.4	28.7	17.0	17.0	25.7	25.7	25.7	28.2	28.1	28.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	34.9	24.4	24.4	28.7	17.0	17.0	25.7	25.7	25.7	28.2	28.1	28.1
LOS by Move:	C-	C	C	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	4	4	4	4	4	1	1	1	4	4	4

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project AM

Intersection #2600: Scott Blvd and Space Park Dr



Street Name:	Scott Blvd						Space Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	25	778	143	85	127	7	2	1	1	95	1	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	778	143	85	127	7	2	1	1	95	1	74
Added Vol:	0	0	63	121	0	0	0	0	0	55	0	106
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	778	206	206	127	7	2	1	1	150	1	180
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	30	949	251	251	155	9	2	1	1	183	1	220
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	949	251	251	155	9	2	1	1	183	1	220
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	949	251	251	155	9	2	1	1	183	1	220

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	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	1.57	0.43	1.00	1.89	0.11	0.50	0.25	0.25	1.00	0.01	0.99
Final Sat.:	1750	2925	774	1750	3507	193	875	438	438	1750	10	1790

Capacity Analysis Module:												
Vol/Sat:	0.02	0.32	0.32	0.14	0.04	0.04	0.00	0.00	0.00	0.10	0.12	0.12
Crit Moves:	****			****						****		
Green/Cycle:	0.20	0.49	0.49	0.22	0.50	0.50	0.18	0.18	0.18	0.18	0.18	0.18
Volume/Cap:	0.09	0.67	0.67	0.67	0.09	0.09	0.02	0.02	0.02	0.57	0.67	0.67
Delay/Veh:	26.1	16.5	16.5	33.2	10.4	10.4	26.7	26.7	26.7	32.1	35.4	35.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	26.1	16.5	16.5	33.2	10.4	10.4	26.7	26.7	26.7	32.1	35.4	35.4
LOS by Move:	C	B	B	C-	B+	B+	C	C	C	C-	D+	D+
HCM2kAvgQ:	1	11	11	7	1	1	0	0	0	5	7	7

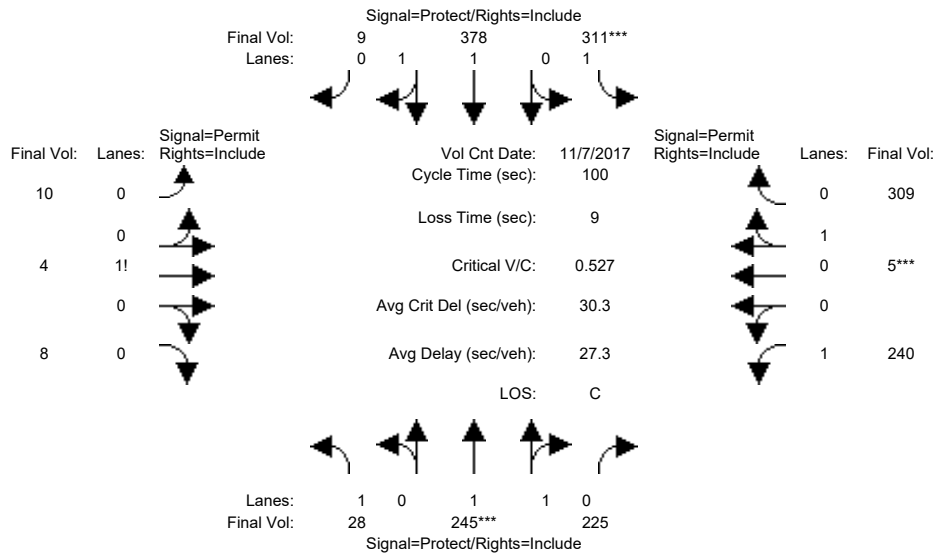
Note: Queue reported is the number of cars per lane.



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project PM (2-4 PM)

Intersection #2600: Scott Blvd and Space Park Dr



Street Name:	Scott Blvd						Space Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	22	196	113	120	302	7	8	3	6	128	4	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	196	113	120	302	7	8	3	6	128	4	123
Added Vol:	0	0	67	129	0	0	0	0	0	64	0	124
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	196	180	249	302	7	8	3	6	192	4	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	28	245	225	311	378	9	10	4	8	240	5	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	245	225	311	378	9	10	4	8	240	5	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	245	225	311	378	9	10	4	8	240	5	309

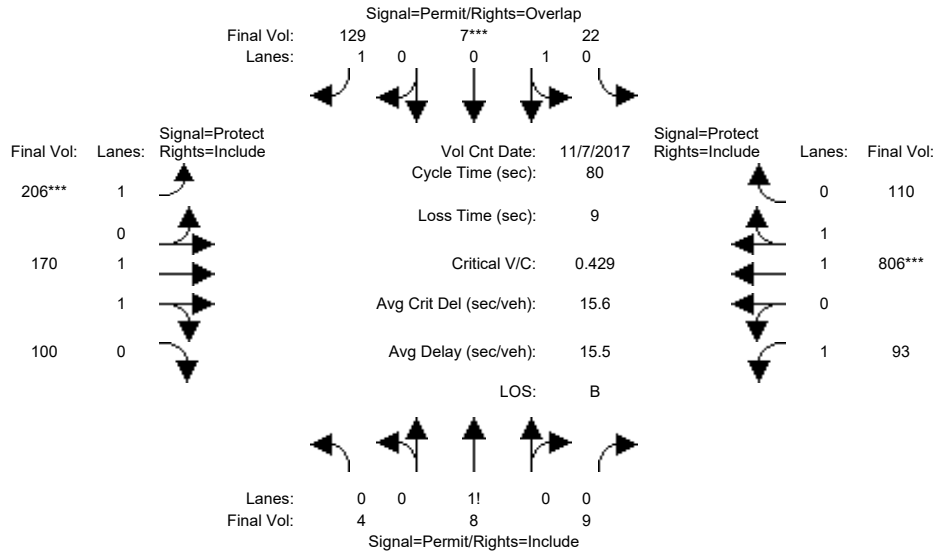
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	1.02	0.98	1.00	1.95	0.05	0.47	0.18	0.35	1.00	0.02	0.98
Final Sat.:	1750	1927	1770	1750	3616	84	824	309	618	1750	29	1771

Capacity Analysis Module:												
Vol/Sat:	0.02	0.13	0.13	0.18	0.10	0.10	0.01	0.01	0.01	0.14	0.17	0.17
Crit Moves:	****			****						****		
Green/Cycle:	0.16	0.24	0.24	0.34	0.42	0.42	0.33	0.33	0.33	0.33	0.33	0.33
Volume/Cap:	0.10	0.53	0.53	0.53	0.25	0.25	0.04	0.04	0.04	0.41	0.53	0.53
Delay/Veh:	36.0	33.6	33.6	27.6	19.0	19.0	22.7	22.7	22.7	26.4	28.0	28.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.0	33.6	33.6	27.6	19.0	19.0	22.7	22.7	22.7	26.4	28.0	28.0
LOS by Move:	D+	C-	C-	C	B-	B-	C+	C+	C+	C	C	C
HCM2kAvgQ:	1	6	6	9	4	4	0	0	0	6	9	9

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing AM

Intersection #2700: Jay St and Scott Blvd



Street Name:	Jay St						Scott Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	10	10	10	6	10	10	4	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0	6.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	4	7	8	20	6	116	185	153	90	84	725	99
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	4	7	8	20	6	116	185	153	90	84	725	99
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	4	7	8	20	6	116	185	153	90	84	725	99
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	4	8	9	22	7	129	206	170	100	93	806	110
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	4	8	9	22	7	129	206	170	100	93	806	110
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	4	8	9	22	7	129	206	170	100	93	806	110

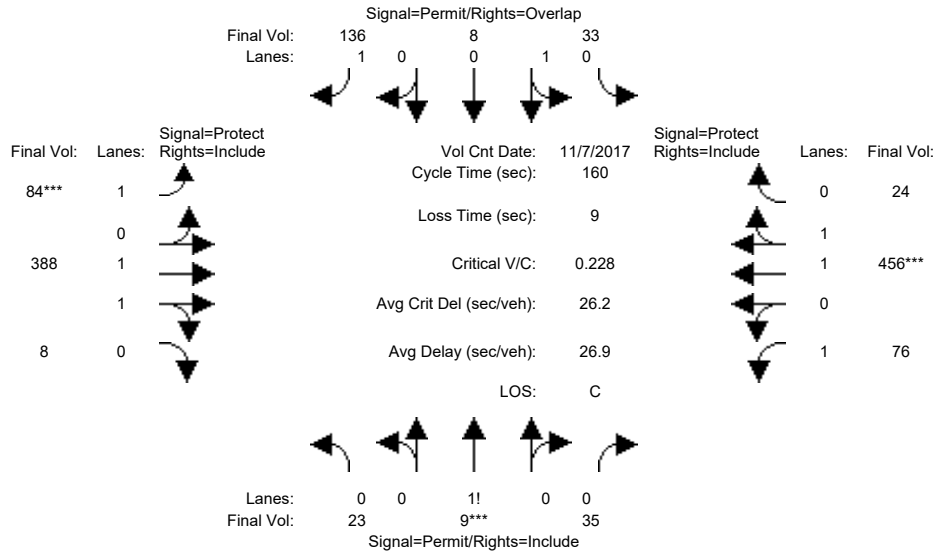
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.99	0.95	0.92	0.98	0.95
Lanes:	0.21	0.37	0.42	0.77	0.23	1.00	1.00	1.24	0.76	1.00	1.75	0.25
Final Sat.:	368	645	737	1385	415	1750	1750	2329	1370	1750	3255	444

Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.07	0.12	0.07	0.07	0.05	0.25	0.25
Crit Moves:					****		****				****	
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.37	0.25	0.53	0.53	0.23	0.52	0.52
Volume/Cap:	0.10	0.10	0.10	0.13	0.13	0.20	0.48	0.14	0.14	0.23	0.48	0.48
Delay/Veh:	31.2	31.2	31.2	31.4	31.4	17.3	26.6	9.4	9.4	25.5	12.6	12.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	31.2	31.2	31.4	31.4	17.3	26.6	9.4	9.4	25.5	12.6	12.6
LOS by Move:	C	C	C	C	C	B	C	A	A	C	B	B
HCM2kAvgQ:	1	1	1	1	1	2	5	2	2	2	8	8

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing PM (2-4 PM)

Intersection #2700: Jay St and Scott Blvd



Street Name:	Jay St						Scott Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	10	10	10	6	10	10	4	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0	6.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	18	7	28	26	6	109	67	310	6	61	365	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	7	28	26	6	109	67	310	6	61	365	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	7	28	26	6	109	67	310	6	61	365	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	23	9	35	33	8	136	84	388	8	76	456	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	9	35	33	8	136	84	388	8	76	456	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	9	35	33	8	136	84	388	8	76	456	24

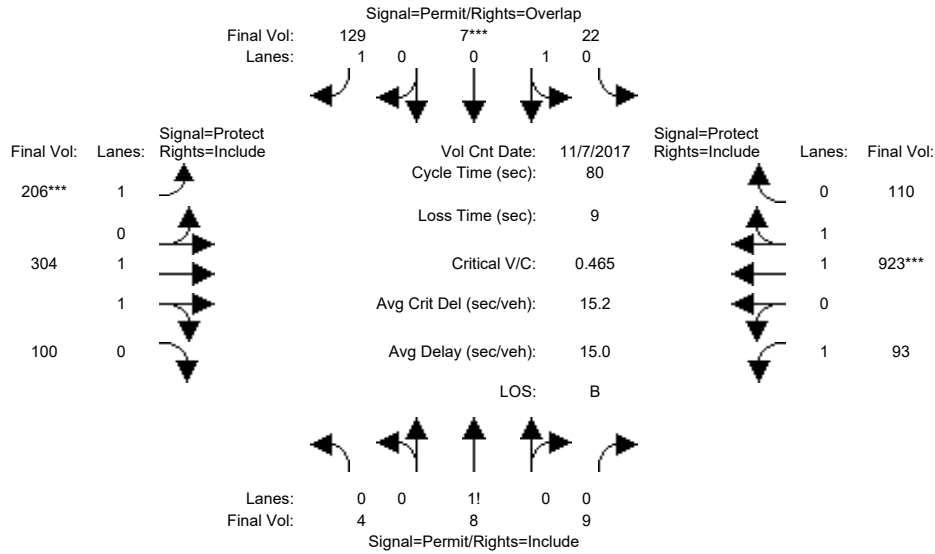
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.98	0.95
Lanes:	0.34	0.13	0.53	0.81	0.19	1.00	1.00	1.96	0.04	1.00	1.90	0.10
Final Sat.:	594	231	925	1462	337	1750	1750	3630	70	1750	3517	183

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.02	0.08	0.05	0.11	0.11	0.04	0.13	0.13
Crit Moves:	****						****			****		
Green/Cycle:	0.17	0.17	0.17	0.17	0.17	0.38	0.21	0.55	0.55	0.23	0.57	0.57
Volume/Cap:	0.23	0.23	0.23	0.13	0.13	0.21	0.23	0.19	0.19	0.19	0.23	0.23
Delay/Veh:	58.3	58.3	58.3	57.1	57.1	34.0	52.8	18.0	18.0	50.4	17.2	17.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	58.3	58.3	58.3	57.1	57.1	34.0	52.8	18.0	18.0	50.4	17.2	17.2
LOS by Move:	E+	E+	E+	E+	E+	C-	D-	B	B	D	B	B
HCM2kAvgQ:	3	3	3	2	2	5	4	5	5	3	6	6

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project AM

Intersection #2700: Jay St and Scott Blvd



Street Name:	Jay St						Scott Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:												
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	10	10	10	6	10	10	4	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0	6.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<											
Base Vol:	4	7	8	20	6	116	185	153	90	84	725	99				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	4	7	8	20	6	116	185	153	90	84	725	99				
Added Vol:	0	0	0	0	0	0	0	121	0	0	106	0				
Approved:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	4	7	8	20	6	116	185	274	90	84	831	99				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90				
PHF Volume:	4	8	9	22	7	129	206	304	100	93	923	110				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	4	8	9	22	7	129	206	304	100	93	923	110				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	4	8	9	22	7	129	206	304	100	93	923	110				

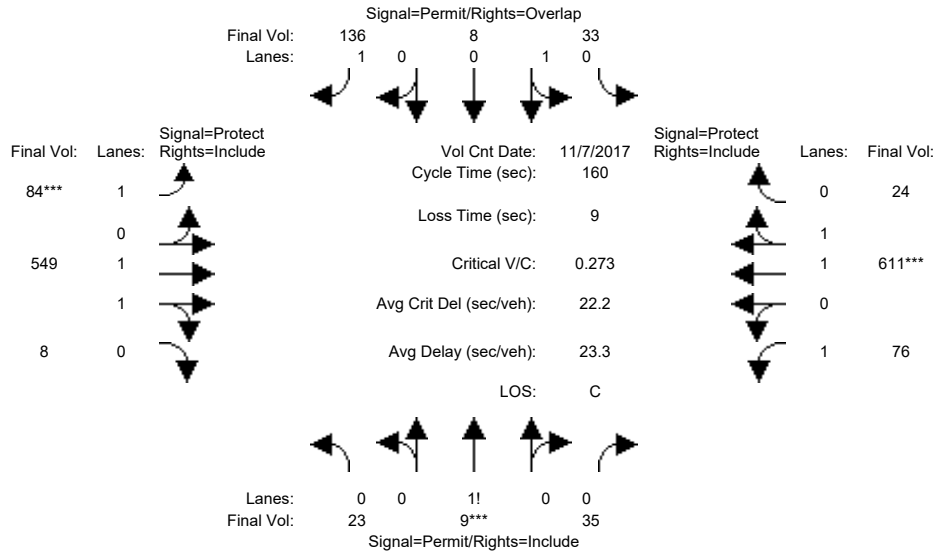
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.21	0.37	0.42	0.77	0.23	1.00	1.00	1.49	0.51	1.00	1.78	0.22
Final Sat.:	368	645	737	1385	415	1750	1750	2784	915	1750	3306	394

Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.07	0.12	0.11	0.11	0.05	0.28	0.28
Crit Moves:					****		****				****	
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.35	0.23	0.53	0.53	0.23	0.54	0.54
Volume/Cap:	0.10	0.10	0.10	0.13	0.13	0.21	0.52	0.20	0.20	0.23	0.52	0.52
Delay/Veh:	31.2	31.2	31.2	31.4	31.4	18.4	28.4	9.8	9.8	25.5	12.2	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:	31.2	31.2	31.2	31.4	31.4	18.4	28.4	9.8	9.8	25.5	12.2	12.2
LOS by Move:	C	C	C	C	C	B-	C	A	A	C	B	B
HCM2kAvgQ:	1	1	1	1	1	2	5	3	3	2	9	9

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project PM (2-4 PM)

Intersection #2700: Jay St and Scott Blvd



Street Name:	Jay St						Scott Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	10	10	10	6	10	10	4	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0	6.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	18	7	28	26	6	109	67	310	6	61	365	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	7	28	26	6	109	67	310	6	61	365	19
Added Vol:	0	0	0	0	0	0	0	129	0	0	124	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	7	28	26	6	109	67	439	6	61	489	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	23	9	35	33	8	136	84	549	8	76	611	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	9	35	33	8	136	84	549	8	76	611	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	9	35	33	8	136	84	549	8	76	611	24

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.34	0.13	0.53	0.81	0.19	1.00	1.00	1.97	0.03	1.00	1.92	0.08
Final Sat.:	594	231	925	1462	337	1750	1750	3650	50	1750	3562	138

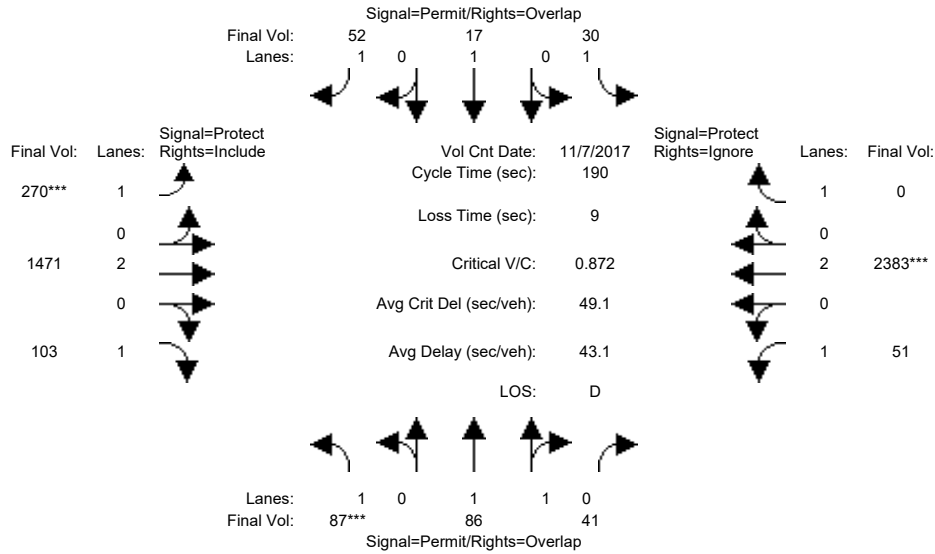
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.02	0.08	0.05	0.15	0.15	0.04	0.17	0.17
Crit Moves:	****						****			****		
Green/Cycle:	0.14	0.14	0.14	0.14	0.14	0.31	0.18	0.62	0.62	0.18	0.63	0.63
Volume/Cap:	0.27	0.27	0.27	0.16	0.16	0.25	0.27	0.24	0.24	0.24	0.27	0.27
Delay/Veh:	62.3	62.3	62.3	61.0	61.0	41.0	57.6	13.4	13.4	56.5	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:	62.3	62.3	62.3	61.0	61.0	41.0	57.6	13.4	13.4	56.5	13.3	13.3
LOS by Move:	E	E	E	E	E	D	E+	B	B	E+	B	B
HCM2kAvgQ:	3	3	3	2	2	5	4	6	6	3	7	7

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	25	25	25	25	25	31	138	138	12	117	117
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	87	86	41	30	17	52	270	1471	103	51	2383	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	86	41	30	17	52	270	1471	103	51	2383	307
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	86	41	30	17	52	270	1471	103	51	2383	307
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:	87	86	41	30	17	52	270	1471	103	51	2383	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	86	41	30	17	52	270	1471	103	51	2383	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	87	86	41	30	17	52	270	1471	103	51	2383	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.34	0.66	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2505	1194	1750	1900	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

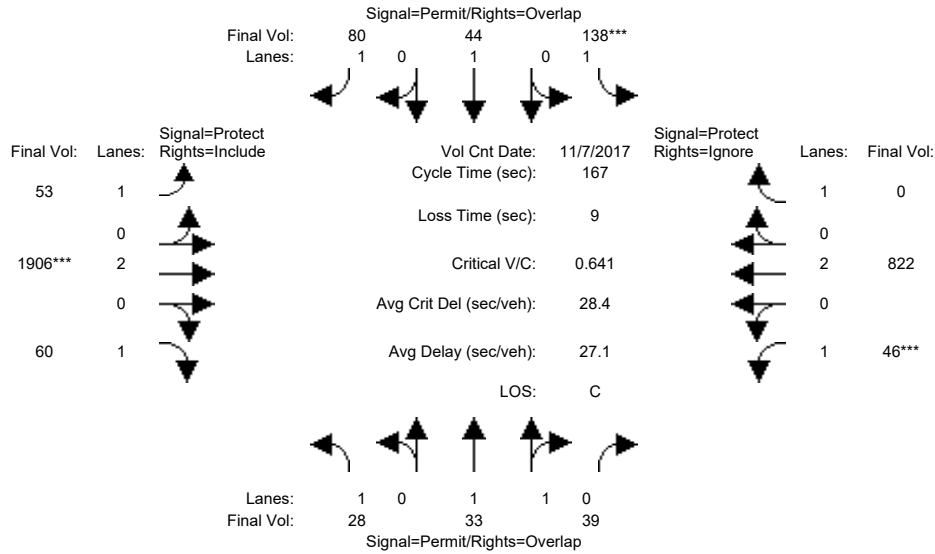
Vol/Sat:	0.05	0.03	0.03	0.02	0.01	0.03	0.15	0.39	0.06	0.03	0.63	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.13	0.13	0.20	0.13	0.13	0.29	0.16	0.76	0.76	0.07	0.66	0.00
Volume/Cap:	0.38	0.26	0.17	0.13	0.07	0.10	0.95	0.51	0.08	0.44	0.95	0.00
Delay/Veh:	76.4	74.5	63.5	73.2	72.4	48.8	127.6	28.5	18.5	88.1	39.2	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:	76.4	74.5	63.5	73.2	72.4	48.8	127.6	28.5	18.5	88.1	39.2	0.0
LOS by Move:	E-	E	E	E	E	D	F	C	B-	F	D	A
HCM2kAvgQ:	5	3	3	2	1	2	21	34	5	3	63	0

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing PM (2-4 PM)

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	23	23	24	24	24	11	113	113	15	117	117
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	28	33	39	138	44	80	53	1906	60	46	822	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	33	39	138	44	80	53	1906	60	46	822	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	33	39	138	44	80	53	1906	60	46	822	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	28	33	39	138	44	80	53	1906	60	46	822	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	33	39	138	44	80	53	1906	60	46	822	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:	28	33	39	138	44	80	53	1906	60	46	822	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

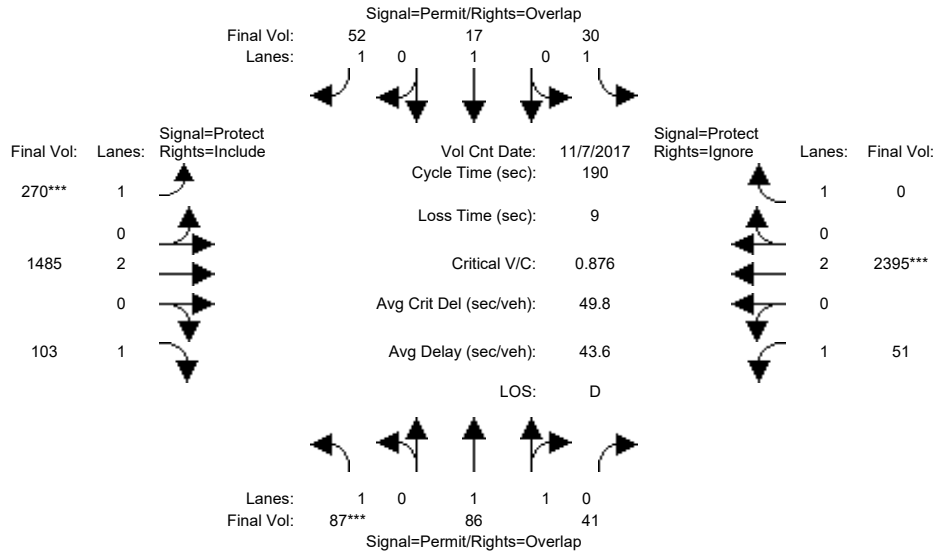
Vol/Sat:	0.02	0.02	0.02	0.08	0.02	0.05	0.03	0.50	0.03	0.03	0.22	0.00
Crit Moves:				****				****			****	
Green/Cycle:	0.14	0.14	0.23	0.14	0.14	0.21	0.07	0.71	0.71	0.09	0.73	0.00
Volume/Cap:	0.11	0.12	0.10	0.55	0.16	0.21	0.44	0.70	0.05	0.29	0.29	0.00
Delay/Veh:	62.4	62.4	50.2	69.0	63.0	54.5	77.2	24.4	12.1	72.1	13.6	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:	62.4	62.4	50.2	69.0	63.0	54.5	77.2	24.4	12.1	72.1	13.6	0.0
LOS by Move:	E	E	D	E	E	D-	E-	C	B	E	B	A
HCM2kAvgQ:	1	1	2	7	2	3	3	37	2	2	12	0

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	25	25	25	25	25	31	138	138	12	117	117
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	87	86	41	30	17	52	270	1471	103	51	2383	307
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	87	86	41	30	17	52	270	1471	103	51	2383	307
Added Vol:	0	0	0	0	0	0	0	14	0	0	12	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	87	86	41	30	17	52	270	1485	103	51	2395	307
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:	87	86	41	30	17	52	270	1485	103	51	2395	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	87	86	41	30	17	52	270	1485	103	51	2395	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	87	86	41	30	17	52	270	1485	103	51	2395	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.34	0.66	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2505	1194	1750	1900	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.05	0.03	0.03	0.02	0.01	0.03	0.15	0.39	0.06	0.03	0.63	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.13	0.13	0.20	0.13	0.13	0.29	0.16	0.76	0.76	0.07	0.66	0.00
Volume/Cap:	0.38	0.26	0.17	0.13	0.07	0.10	0.95	0.52	0.08	0.44	0.96	0.00
Delay/Veh:	76.4	74.5	63.5	73.2	72.4	48.8	127.6	28.7	18.5	88.1	40.1	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:	76.4	74.5	63.5	73.2	72.4	48.8	127.6	28.7	18.5	88.1	40.1	0.0
LOS by Move:	E-	E	E	E	E	D	F	C	B-	F	D	A
HCM2kAvgQ:	5	3	3	2	1	2	21	35	5	3	64	0

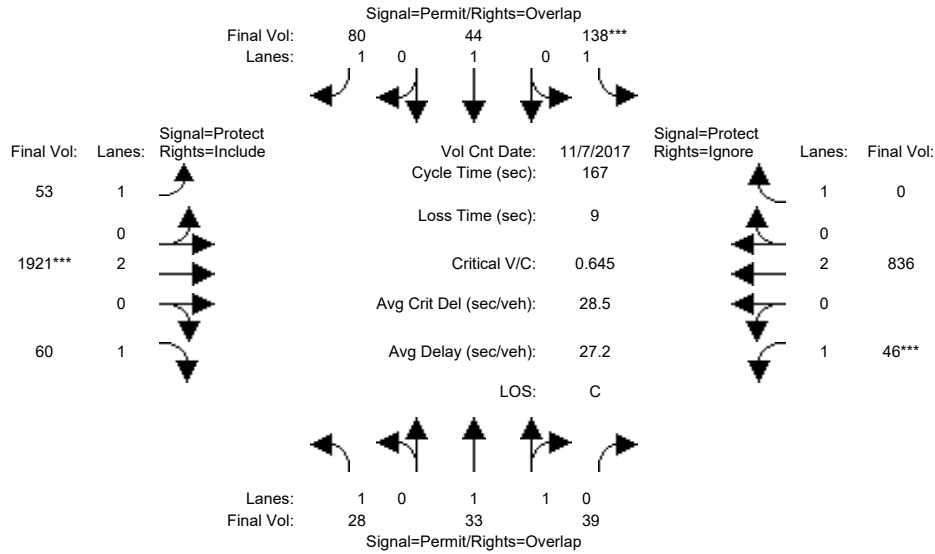
Note: Queue reported is the number of cars per lane.



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project PM (2-4 PM)

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	23	23	24	24	24	11	113	113	15	117	117
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	28	33	39	138	44	80	53	1906	60	46	822	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	28	33	39	138	44	80	53	1906	60	46	822	47
Added Vol:	0	0	0	0	0	0	0	15	0	0	14	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	28	33	39	138	44	80	53	1921	60	46	836	47
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	28	33	39	138	44	80	53	1921	60	46	836	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	33	39	138	44	80	53	1921	60	46	836	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:	28	33	39	138	44	80	53	1921	60	46	836	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

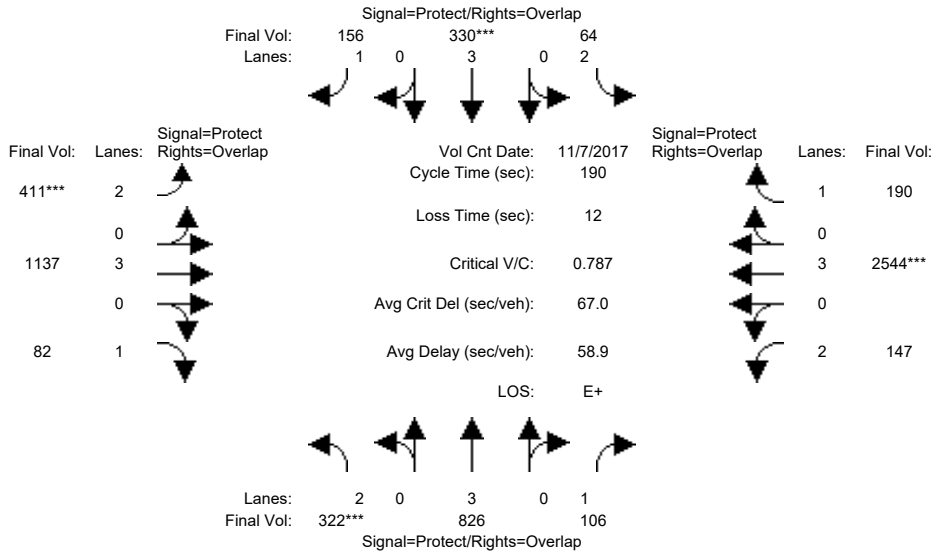
Vol/Sat:	0.02	0.02	0.02	0.08	0.02	0.05	0.03	0.51	0.03	0.03	0.22	0.00
Crit Moves:				****				****			****	
Green/Cycle:	0.14	0.14	0.23	0.14	0.14	0.21	0.07	0.71	0.71	0.09	0.73	0.00
Volume/Cap:	0.11	0.12	0.10	0.55	0.16	0.21	0.44	0.71	0.05	0.29	0.30	0.00
Delay/Veh:	62.4	62.4	50.2	69.0	63.0	54.5	77.2	24.6	12.1	72.1	13.6	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:	62.4	62.4	50.2	69.0	63.0	54.5	77.2	24.6	12.1	72.1	13.6	0.0
LOS by Move:	E	E	D	E	E	D-	E-	C	B	E	B	A
HCM2kAvgQ:	1	1	2	7	2	3	3	38	2	2	12	0

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5329: CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	40	40	14	33	33	25	95	95	17	88	88
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	322	826	106	64	330	156	411	1137	82	147	2544	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:	322	826	106	64	330	156	411	1137	82	147	2544	190
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	322	826	106	64	330	156	411	1137	82	147	2544	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	826	106	64	330	156	411	1137	82	147	2544	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	826	106	64	330	156	411	1137	82	147	2544	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	322	826	106	64	330	156	411	1137	82	147	2544	190

Saturation Flow Module:

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

Capacity Analysis Module:

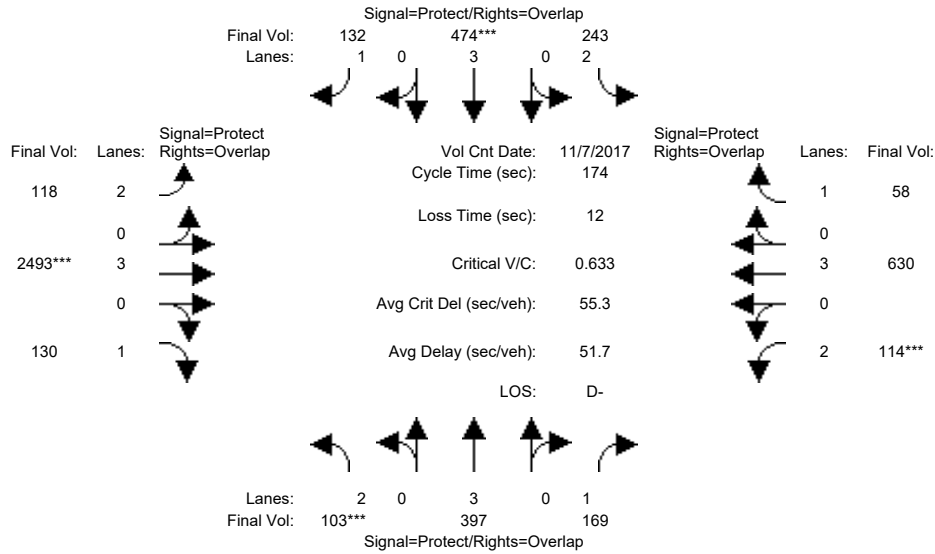
Vol/Sat:	0.10	0.14	0.06	0.02	0.06	0.09	0.13	0.20	0.05	0.05	0.45	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.21	0.31	0.07	0.17	0.32	0.15	0.55	0.66	0.10	0.50	0.58
Volume/Cap:	0.89	0.68	0.19	0.27	0.33	0.28	0.89	0.36	0.07	0.47	0.89	0.19
Delay/Veh:	105.6	70.2	48.0	83.6	69.1	48.5	98.3	31.5	17.3	82.2	56.8	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	105.6	70.2	48.0	83.6	69.1	48.5	98.3	31.5	17.3	82.2	56.8	25.9
LOS by Move:	F	E	D	F	E	D	F	C	B	F	E+	C
HCM2kAvqQ:	12	14	5	2	5	7	15	15	3	5	46	7

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing PM (2-4 PM)

Intersection #5329: CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	28	28	15	30	30	14	91	91	14	91	91
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	103	397	169	243	474	132	118	2493	130	114	630	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	397	169	243	474	132	118	2493	130	114	630	58
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	397	169	243	474	132	118	2493	130	114	630	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	397	169	243	474	132	118	2493	130	114	630	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	397	169	243	474	132	118	2493	130	114	630	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	397	169	243	474	132	118	2493	130	114	630	58

Saturation Flow Module:

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

Capacity Analysis Module:

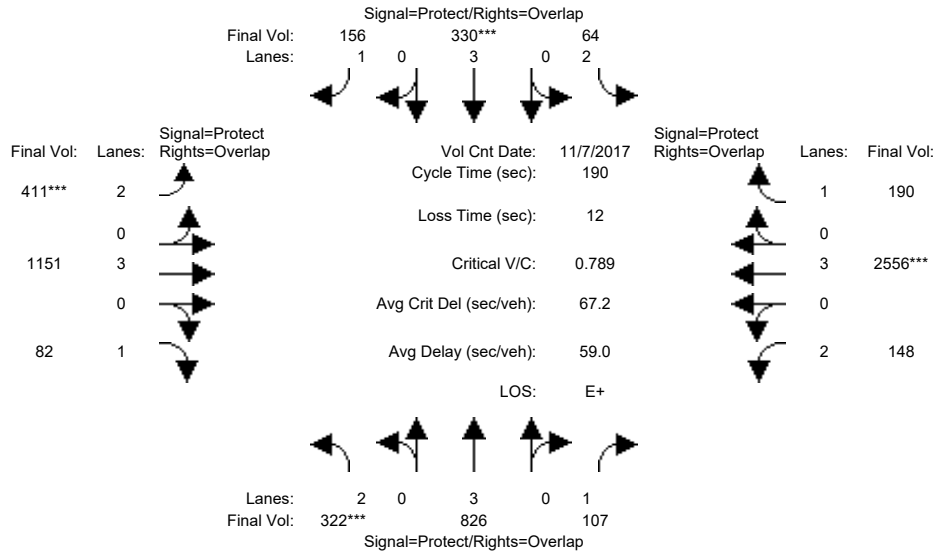
Vol/Sat:	0.03	0.07	0.10	0.08	0.08	0.08	0.04	0.44	0.07	0.04	0.11	0.03
Crit Moves:	****				****			****			****	
Green/Cycle:	0.09	0.17	0.25	0.09	0.17	0.26	0.09	0.59	0.68	0.08	0.58	0.67
Volume/Cap:	0.38	0.41	0.39	0.86	0.48	0.29	0.42	0.74	0.11	0.45	0.19	0.05
Delay/Veh:	76.0	65.0	54.9	99.6	65.4	51.6	80.8	51.5	23.5	77.6	10.5	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.0	65.0	54.9	99.6	65.4	51.6	80.8	51.5	23.5	77.6	10.5	3.5
LOS by Move:	E-	E	D-	F	E	D-	F	D-	C	E-	B+	A
HCM2kAvgQ:	3	6	8	8	7	6	4	40	6	3	3	0

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5329: CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	40	40	14	33	33	25	95	95	17	88	88
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	322	826	106	64	330	156	411	1137	82	147	2544	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:	322	826	106	64	330	156	411	1137	82	147	2544	190
Added Vol:	0	0	1	0	0	0	0	14	0	1	12	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	322	826	107	64	330	156	411	1151	82	148	2556	190
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	322	826	107	64	330	156	411	1151	82	148	2556	190
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	322	826	107	64	330	156	411	1151	82	148	2556	190
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	322	826	107	64	330	156	411	1151	82	148	2556	190

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

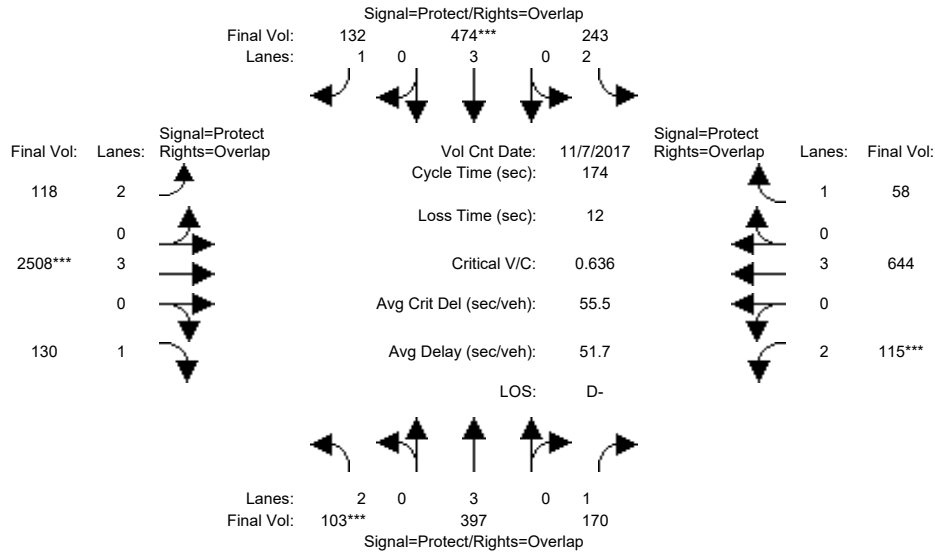
Capacity Analysis Module:												
Vol/Sat:	0.10	0.14	0.06	0.02	0.06	0.09	0.13	0.20	0.05	0.05	0.45	0.11
Crit Moves:	****				****		****				****	
Green/Cycle:	0.11	0.21	0.31	0.07	0.17	0.32	0.15	0.55	0.66	0.10	0.50	0.58
Volume/Cap:	0.89	0.68	0.20	0.27	0.33	0.28	0.89	0.37	0.07	0.48	0.89	0.19
Delay/Veh:	106.2	70.3	48.1	83.6	69.1	48.5	98.9	31.6	17.3	82.2	57.0	25.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.2	70.3	48.1	83.6	69.1	48.5	98.9	31.6	17.3	82.2	57.0	25.9
LOS by Move:	F	E	D	F	E	D	F	C	B	F	E+	C
HCM2kAvqQ:	12	14	5	2	5	7	15	15	3	5	47	7

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project PM (2-4 PM)

Intersection #5329: CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	28	28	15	30	30	14	91	91	14	91	91
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	103	397	169	243	474	132	118	2493	130	114	630	58
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	103	397	169	243	474	132	118	2493	130	114	630	58
Added Vol:	0	0	1	0	0	0	0	15	0	1	14	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	103	397	170	243	474	132	118	2508	130	115	644	58
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	103	397	170	243	474	132	118	2508	130	115	644	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	103	397	170	243	474	132	118	2508	130	115	644	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	103	397	170	243	474	132	118	2508	130	115	644	58

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

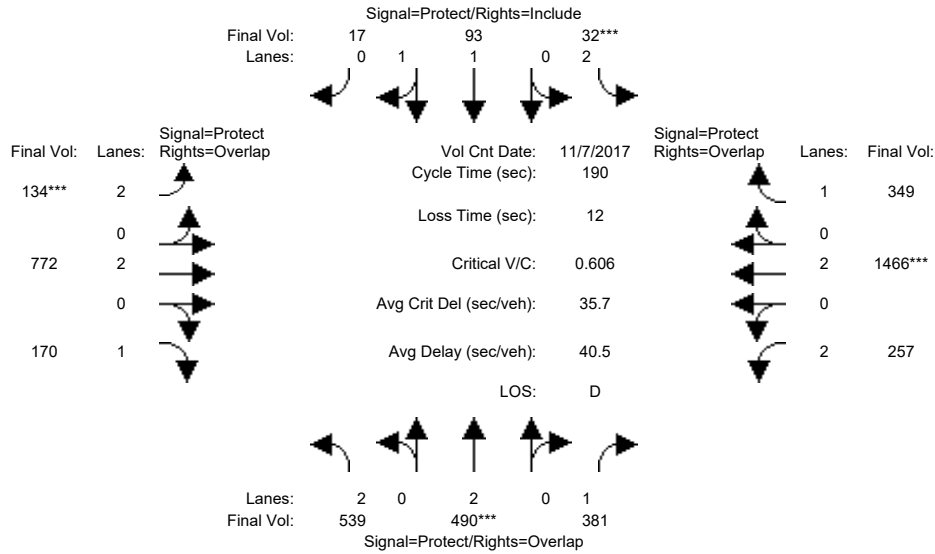
Capacity Analysis Module:												
Vol/Sat:	0.03	0.07	0.10	0.08	0.08	0.08	0.04	0.44	0.07	0.04	0.11	0.03
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.17	0.25	0.09	0.17	0.26	0.09	0.59	0.68	0.08	0.58	0.67
Volume/Cap:	0.38	0.41	0.39	0.86	0.48	0.29	0.42	0.74	0.11	0.45	0.19	0.05
Delay/Veh:	76.0	65.0	54.9	99.6	65.4	51.6	80.8	51.8	23.5	77.6	10.5	3.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.0	65.0	54.9	99.6	65.4	51.6	80.8	51.8	23.5	77.6	10.5	3.5
LOS by Move:	E-	E	D-	F	E	D-	F	D-	C	E-	B+	A
HCM2kAvgQ:	3	6	8	8	7	6	4	40	6	3	3	0

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

MCA School Expansion  
 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		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	45	45	12	17	17	14	89	89	26	102	102
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	539	490	381	32	93	17	134	898	170	257	1705	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	539	490	381	32	93	17	134	898	170	257	1705	349
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	539	490	381	32	93	17	134	898	170	257	1705	349
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:	539	490	381	32	93	17	134	772	170	257	1466	349
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	539	490	381	32	93	17	134	772	170	257	1466	349
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	539	490	381	32	93	17	134	772	170	257	1466	349

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.68	0.32	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3128	572	3150	3800	1750	3150	3800	1750

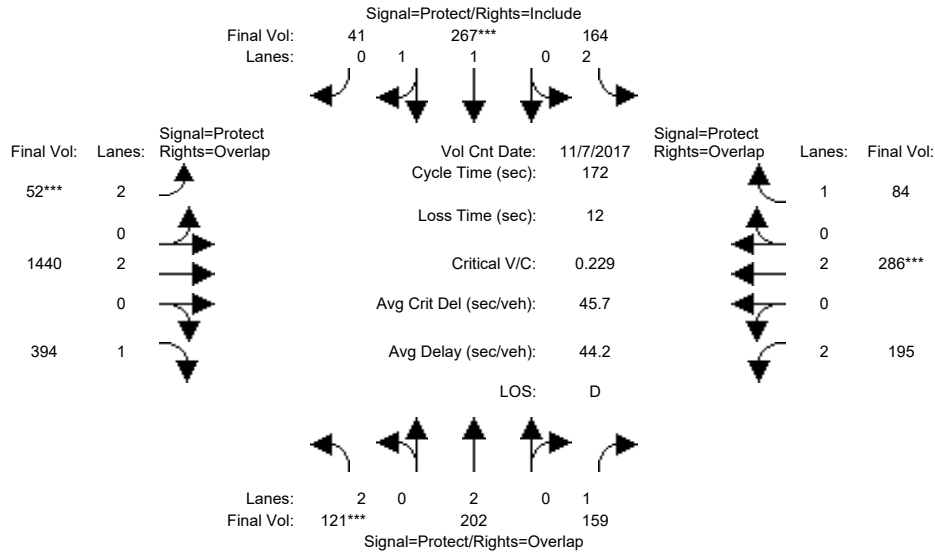
Capacity Analysis Module:												
Vol/Sat:	0.17	0.13	0.22	0.01	0.03	0.03	0.04	0.20	0.10	0.08	0.39	0.20
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.20	0.24	0.38	0.06	0.10	0.10	0.07	0.49	0.69	0.14	0.56	0.63
Volume/Cap:	0.86	0.54	0.57	0.16	0.30	0.30	0.58	0.41	0.14	0.57	0.69	0.32
Delay/Veh:	84.5	64.2	47.8	84.6	79.8	79.8	88.7	24.0	2.9	77.5	20.3	8.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.5	64.2	47.8	84.6	79.8	79.8	88.7	24.0	2.9	77.5	20.3	8.6
LOS by Move:	F	E	D	F	E-	E-	F	C	A	E-	C+	A
HCM2kAvqQ:	20	12	19	1	3	3	5	10	1	8	20	5

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing PM (2-4 PM)

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	29	29	15	29	29	17	90	90	15	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	121	202	159	164	267	41	52	1895	394	195	311	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	202	159	164	267	41	52	1895	394	195	311	84
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	202	159	164	267	41	52	1895	394	195	311	84
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	202	159	164	267	41	52	1440	394	195	286	84
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	202	159	164	267	41	52	1440	394	195	286	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:	121	202	159	164	267	41	52	1440	394	195	286	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	1.73	0.27	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3207	492	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

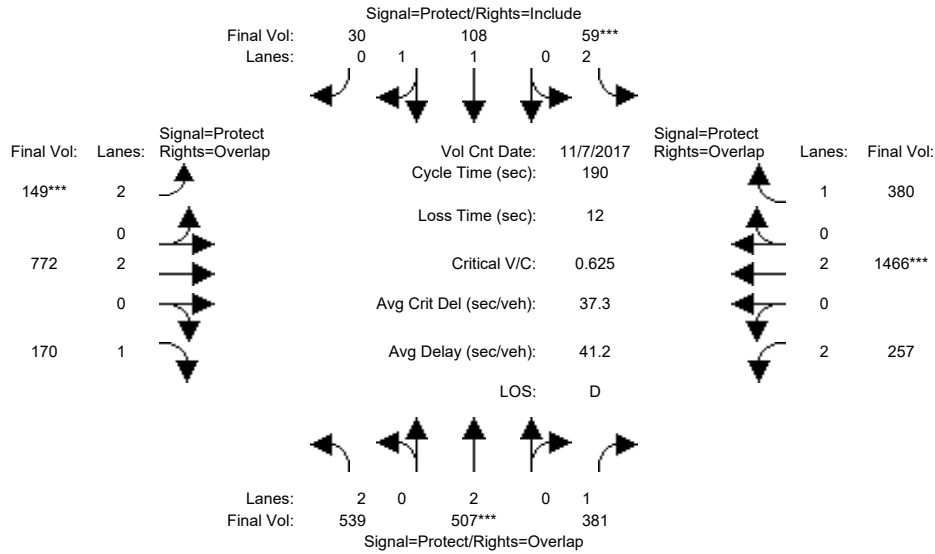
Vol/Sat:	0.04	0.05	0.09	0.05	0.08	0.08	0.02	0.38	0.23	0.06	0.08	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.21	0.29	0.11	0.21	0.21	0.10	0.53	0.63	0.09	0.52	0.62
Volume/Cap:	0.39	0.26	0.31	0.49	0.39	0.39	0.17	0.72	0.36	0.70	0.15	0.08
Delay/Veh:	73.4	57.3	47.4	73.4	58.1	58.1	71.3	40.6	22.6	84.1	16.0	6.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.4	57.3	47.4	73.4	58.1	58.1	71.3	40.6	22.6	84.1	16.0	6.6
LOS by Move:	E	E+	D	E	E+	E+	E	D	C+	F	B	A
HCM2kAvgQ:	4	4	7	5	7	7	2	32	15	6	3	1

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	45	45	12	17	17	14	89	89	26	102	102
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	539	490	381	32	93	17	134	898	170	257	1705	349
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	539	490	381	32	93	17	134	898	170	257	1705	349
Added Vol:	0	17	0	27	15	13	15	0	0	0	0	31
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	539	507	381	59	108	30	149	898	170	257	1705	380
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:	539	507	381	59	108	30	149	772	170	257	1466	380
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	539	507	381	59	108	30	149	772	170	257	1466	380
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	539	507	381	59	108	30	149	772	170	257	1466	380

Saturation Flow 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	1.55	0.45	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2895	804	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.17	0.13	0.22	0.02	0.04	0.04	0.05	0.20	0.10	0.08	0.39	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.20	0.24	0.38	0.06	0.10	0.10	0.07	0.49	0.69	0.14	0.56	0.63
Volume/Cap:	0.86	0.56	0.57	0.30	0.37	0.37	0.64	0.41	0.14	0.57	0.69	0.35
Delay/Veh:	84.5	64.7	47.8	85.8	80.6	80.6	91.6	24.0	2.9	77.5	20.3	8.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	84.5	64.7	47.8	85.8	80.6	80.6	91.6	24.0	2.9	77.5	20.3	8.8
LOS by Move:	F	E	D	F	F	F	F	C	A	E-	C+	A
HCM2kAvgQ:	20	13	19	2	4	4	6	10	1	8	20	5

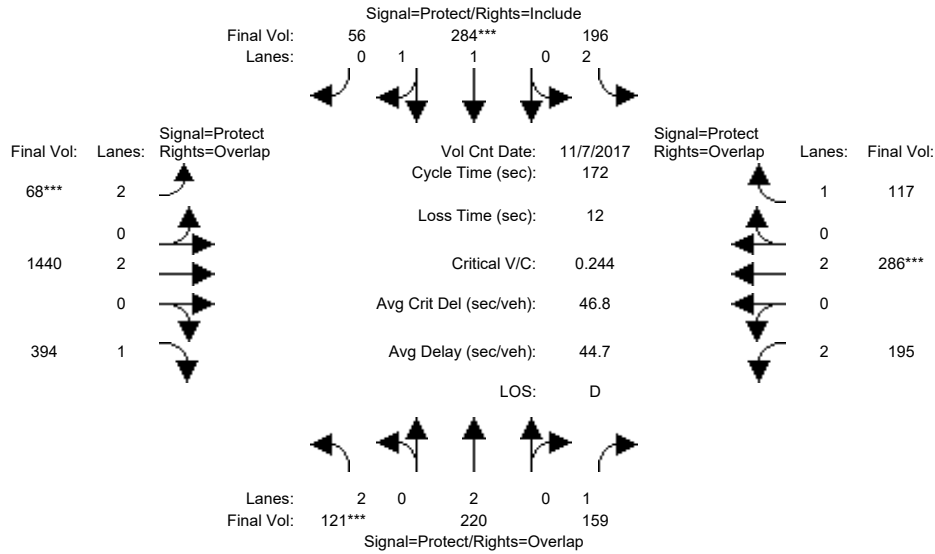
Note: Queue reported is the number of cars per lane.



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project PM (2-4 PM)

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	29	29	15	29	29	17	90	90	15	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	121	202	159	164	267	41	52	1895	394	195	311	84
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	121	202	159	164	267	41	52	1895	394	195	311	84
Added Vol:	0	18	0	32	17	15	16	0	0	0	0	33
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	121	220	159	196	284	56	68	1895	394	195	311	117
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	121	220	159	196	284	56	68	1440	394	195	286	117
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	121	220	159	196	284	56	68	1440	394	195	286	117
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	121	220	159	196	284	56	68	1440	394	195	286	117

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.66	0.34	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3090	609	3150	3800	1750	3150	3800	1750

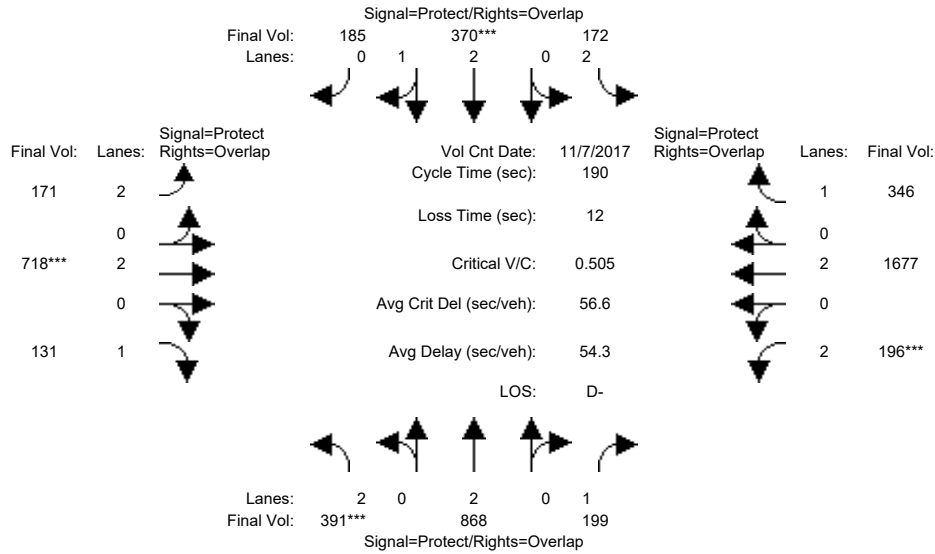
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.09	0.06	0.09	0.09	0.02	0.38	0.23	0.06	0.08	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.21	0.29	0.11	0.22	0.22	0.10	0.53	0.62	0.09	0.52	0.62
Volume/Cap:	0.42	0.28	0.31	0.58	0.42	0.42	0.22	0.72	0.36	0.70	0.15	0.11
Delay/Veh:	74.6	57.6	47.4	75.7	57.8	57.8	71.7	40.6	23.2	84.1	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:	74.6	57.6	47.4	75.7	57.8	57.8	71.7	40.6	23.2	84.1	16.0	6.7
LOS by Move:	E	E+	D	E-	E+	E+	E	D	C	F	B	A
HCM2kAvgQ:	4	5	7	6	8	8	2	32	15	6	3	1

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

MCA School Expansion  
 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		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	44	44	17	39	39	18	86	86	20	88	88
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	391	868	199	172	370	185	171	835	131	196	1950	346
Growth Adj:	1.00	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	868	199	172	370	185	171	835	131	196	1950	346
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	391	868	199	172	370	185	171	835	131	196	1950	346
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:	391	868	199	172	370	185	171	718	131	196	1677	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	391	868	199	172	370	185	171	718	131	196	1677	346
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	391	868	199	172	370	185	171	718	131	196	1677	346

Saturation Flow 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	3800	1800	3150	3800	1750	3150	3800	1750

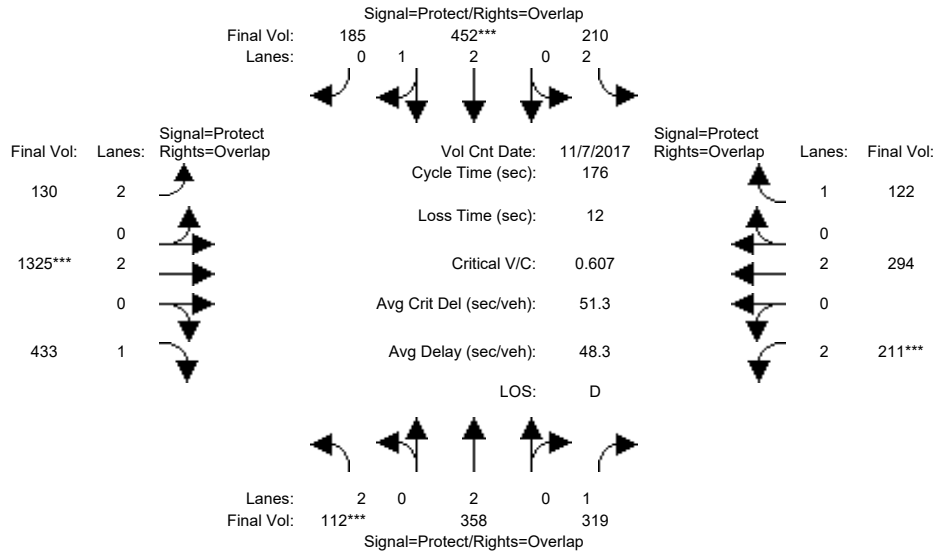
Capacity Analysis Module:												
Vol/Sat:	0.12	0.23	0.11	0.05	0.10	0.10	0.05	0.19	0.07	0.06	0.44	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.27	0.38	0.11	0.21	0.30	0.09	0.45	0.63	0.11	0.46	0.57
Volume/Cap:	0.71	0.84	0.30	0.52	0.47	0.34	0.57	0.42	0.12	0.59	0.95	0.35
Delay/Veh:	78.5	71.0	41.6	81.8	66.8	52.0	85.0	29.4	7.3	83.9	52.3	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.5	71.0	41.6	81.8	66.8	52.0	85.0	29.4	7.3	83.9	52.3	14.4
LOS by Move:	E-	E	D	F	E	D-	F	C	A	F	D-	B
HCM2kAvgQ:	14	25	8	6	9	9	6	11	2	7	49	7

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing PM (2-4 PM)

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	32	32	21	40	40	15	84	84	19	88	88
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	112	358	319	210	452	185	130	1744	433	211	320	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:	112	358	319	210	452	185	130	1744	433	211	320	122
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	112	358	319	210	452	185	130	1744	433	211	320	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	112	358	319	210	452	185	130	1325	433	211	294	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	112	358	319	210	452	185	130	1325	433	211	294	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:	112	358	319	210	452	185	130	1325	433	211	294	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	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	2.10	0.90	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3972	1626	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

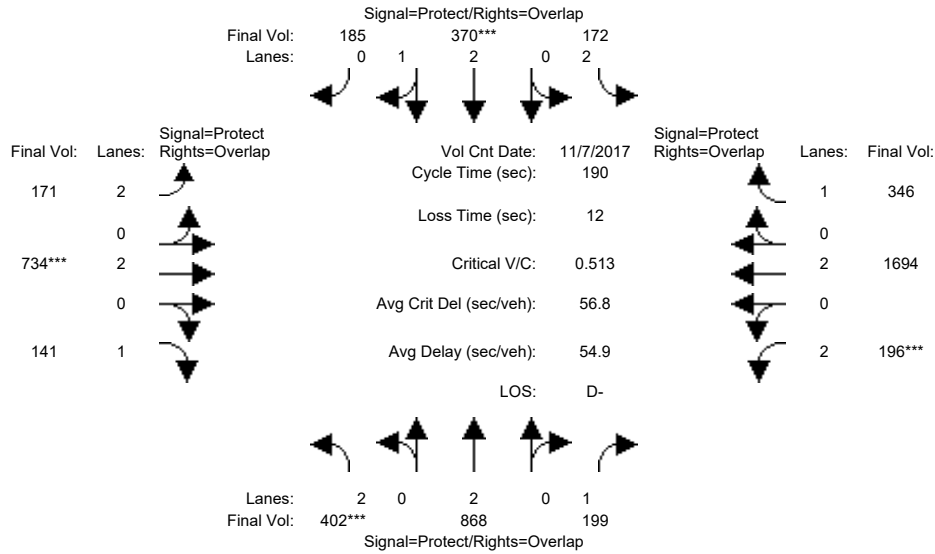
Vol/Sat:	0.04	0.09	0.18	0.07	0.11	0.11	0.04	0.35	0.25	0.07	0.08	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.19	0.29	0.12	0.23	0.32	0.09	0.52	0.60	0.11	0.53	0.66
Volume/Cap:	0.45	0.51	0.62	0.55	0.50	0.36	0.45	0.67	0.41	0.62	0.15	0.11
Delay/Veh:	78.6	65.1	56.1	74.4	59.6	46.3	77.0	40.7	26.7	78.6	20.7	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	78.6	65.1	56.1	74.4	59.6	46.3	77.0	40.7	26.7	78.6	20.7	11.3
LOS by Move:	E-	E	E+	E	E+	D	E-	D	C	E-	C+	B+
HCM2kAvgQ:	4	9	16	7	10	9	4	29	17	7	4	3

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	44	44	17	39	39	18	86	86	20	88	88
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	391	868	199	172	370	185	171	835	131	196	1950	346
Growth Adj:	1.00	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	868	199	172	370	185	171	835	131	196	1950	346
Added Vol:	11	0	0	0	0	0	0	18	10	0	20	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	402	868	199	172	370	185	171	853	141	196	1970	346
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:	402	868	199	172	370	185	171	734	141	196	1694	346
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	402	868	199	172	370	185	171	734	141	196	1694	346
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	402	868	199	172	370	185	171	734	141	196	1694	346

Saturation Flow 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	3800	1800	3150	3800	1750	3150	3800	1750

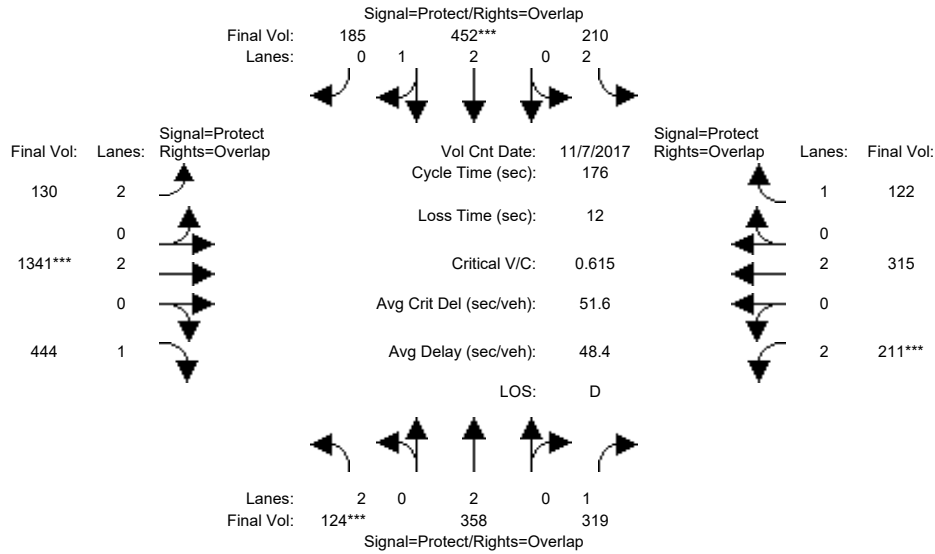
Capacity Analysis Module:												
Vol/Sat:	0.13	0.23	0.11	0.05	0.10	0.10	0.05	0.19	0.08	0.06	0.45	0.20
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.27	0.38	0.11	0.21	0.30	0.09	0.45	0.63	0.11	0.46	0.57
Volume/Cap:	0.73	0.84	0.30	0.52	0.47	0.34	0.57	0.43	0.13	0.59	0.96	0.35
Delay/Veh:	79.5	71.0	41.6	81.8	66.8	52.0	85.0	29.6	7.4	83.9	54.1	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.5	71.0	41.6	81.8	66.8	52.0	85.0	29.6	7.4	83.9	54.1	14.4
LOS by Move:	E-	E	D	F	E	D-	F	C	A	F	D-	B
HCM2kAvgQ:	14	25	8	6	9	9	6	11	2	7	51	7

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project PM (2-4 PM)

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	32	32	21	40	40	15	84	84	19	88	88
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	112	358	319	210	452	185	130	1744	433	211	320	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:	112	358	319	210	452	185	130	1744	433	211	320	122
Added Vol:	12	0	0	0	0	0	0	21	11	0	22	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	124	358	319	210	452	185	130	1765	444	211	342	122
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	124	358	319	210	452	185	130	1341	444	211	315	122
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	124	358	319	210	452	185	130	1341	444	211	315	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:	124	358	319	210	452	185	130	1341	444	211	315	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	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	2.10	0.90	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3972	1626	3150	3800	1750	3150	3800	1750

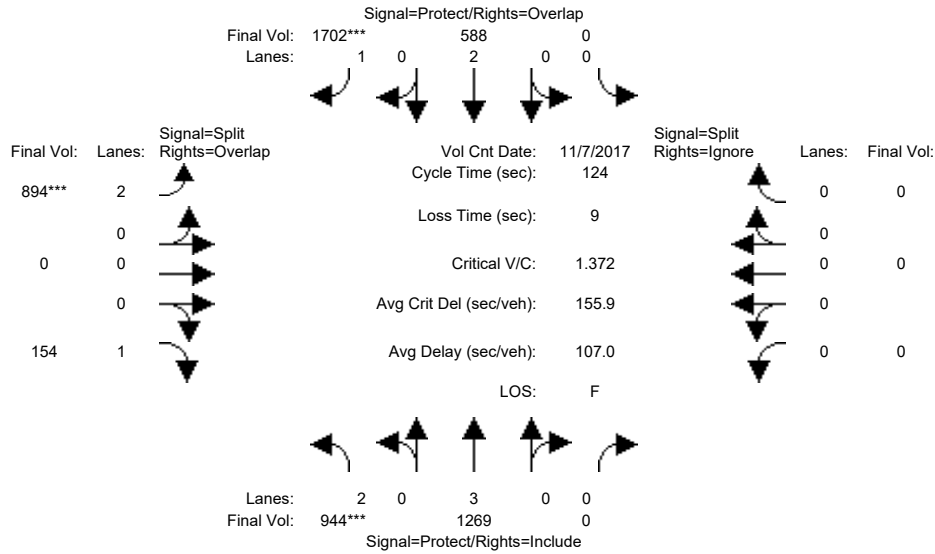
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.18	0.07	0.11	0.11	0.04	0.35	0.25	0.07	0.08	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.19	0.29	0.12	0.23	0.32	0.09	0.52	0.60	0.11	0.53	0.66
Volume/Cap:	0.49	0.51	0.62	0.55	0.50	0.36	0.45	0.68	0.43	0.62	0.16	0.11
Delay/Veh:	79.1	65.1	56.1	74.4	59.6	46.3	77.0	41.0	26.9	78.6	20.9	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.1	65.1	56.1	74.4	59.6	46.3	77.0	41.0	26.9	78.6	20.9	11.3
LOS by Move:	E-	E	E+	E	E+	D	E-	D	C	E-	C+	B+
HCM2kAvgQ:	4	9	16	7	10	9	4	29	18	7	4	3

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

MCA School Expansion  
 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		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	66	0	0	31	31	46	0	46	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:	7 Nov 2017	<<							
Base Vol:	944	1269	0	0	588	1702	1040	0	154	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:	944	1269	0	0	588	1702	1040	0	154	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	944	1269	0	0	588	1702	1040	0	154	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	944	1269	0	0	588	1702	894	0	154	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	944	1269	0	0	588	1702	894	0	154	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	944	1269	0	0	588	1702	894	0	154	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

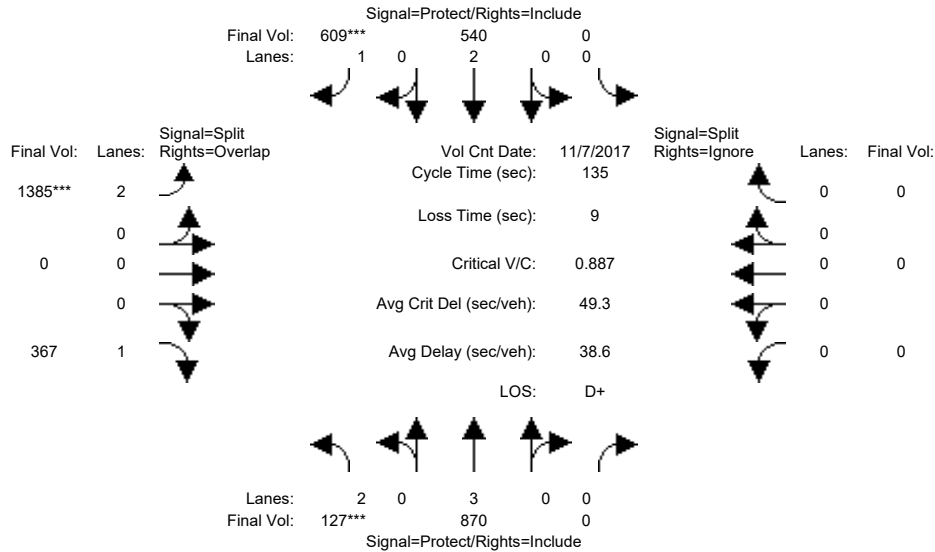
Capacity Analysis Module:												
Vol/Sat:	0.30	0.22	0.00	0.00	0.15	0.97	0.28	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.24	0.56	0.00	0.00	0.31	0.69	0.37	0.00	0.61	0.00	0.00	0.00
Volume/Cap:	1.24	0.40	0.00	0.00	0.49	1.42	0.77	0.00	0.14	0.00	0.00	0.00
Delay/Veh:	165.5	15.8	0.0	0.0	34.8	212.9	37.3	0.0	10.2	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:	165.5	15.8	0.0	0.0	34.8	212.9	37.3	0.0	10.2	0.0	0.0	0.0
LOS by Move:	F	B	A	A	C-	F	D+	A	B+	A	A	A
HCM2kAvgQ:	36	9	0	0	9	135	17	0	1	0	0	0

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing PM (2-4 PM)

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	55	0	0	38	38	70	0	70	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:	7 Nov 2017	<<											
Base Vol:	127	870	0	0	540	609	1822	0	367	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:	127	870	0	0	540	609	1822	0	367	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Approved:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	127	870	0	0	540	609	1822	0	367	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.76	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:	127	870	0	0	540	609	1385	0	367	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	127	870	0	0	540	609	1385	0	367	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
Final Volume:	127	870	0	0	540	609	1385	0	367	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

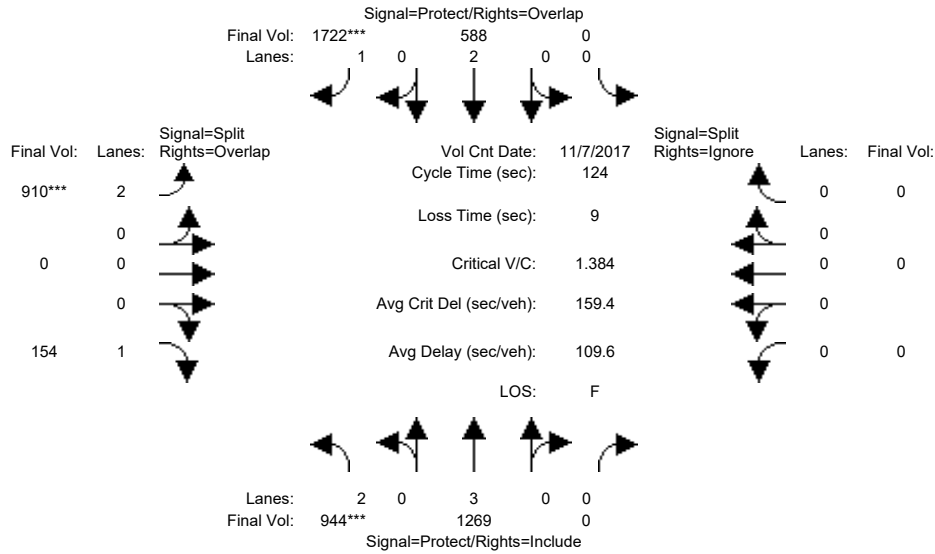
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.00	0.00	0.14	0.35	0.44	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.09	0.41	0.00	0.00	0.33	0.33	0.52	0.00	0.61	0.00	0.00	0.00
Volume/Cap:	0.45	0.37	0.00	0.00	0.44	1.07	0.85	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	59.6	27.4	0.0	0.0	36.0	102.6	24.9	0.0	7.5	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:	59.6	27.4	0.0	0.0	36.0	102.6	24.9	0.0	7.5	0.0	0.0	0.0
LOS by Move:	E+	C	A	A	D+	F	C	A	A	A	A	A
HCM2kAvgQ:	3	8	0	0	9	37	26	0	4	0	0	0

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	66	0	0	31	31	46	0	46	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:	7 Nov 2017	<<							
Base Vol:	944	1269	0	0	588	1702	1040	0	154	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:	944	1269	0	0	588	1702	1040	0	154	0	0	0
Added Vol:	0	0	0	0	0	20	18	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	944	1269	0	0	588	1722	1058	0	154	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	944	1269	0	0	588	1722	910	0	154	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	944	1269	0	0	588	1722	910	0	154	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	944	1269	0	0	588	1722	910	0	154	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:	0.30	0.22	0.00	0.00	0.15	0.98	0.29	0.00	0.09	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.24	0.56	0.00	0.00	0.31	0.69	0.37	0.00	0.61	0.00	0.00	0.00
Volume/Cap:	1.24	0.40	0.00	0.00	0.49	1.44	0.78	0.00	0.14	0.00	0.00	0.00
Delay/Veh:	165.5	15.8	0.0	0.0	34.8	220.3	37.9	0.0	10.2	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:	165.5	15.8	0.0	0.0	34.8	220.3	37.9	0.0	10.2	0.0	0.0	0.0
LOS by Move:	F	B	A	A	C-	F	D+	A	B+	A	A	A
HCM2kAvgQ:	36	9	0	0	9	138	18	0	1	0	0	0

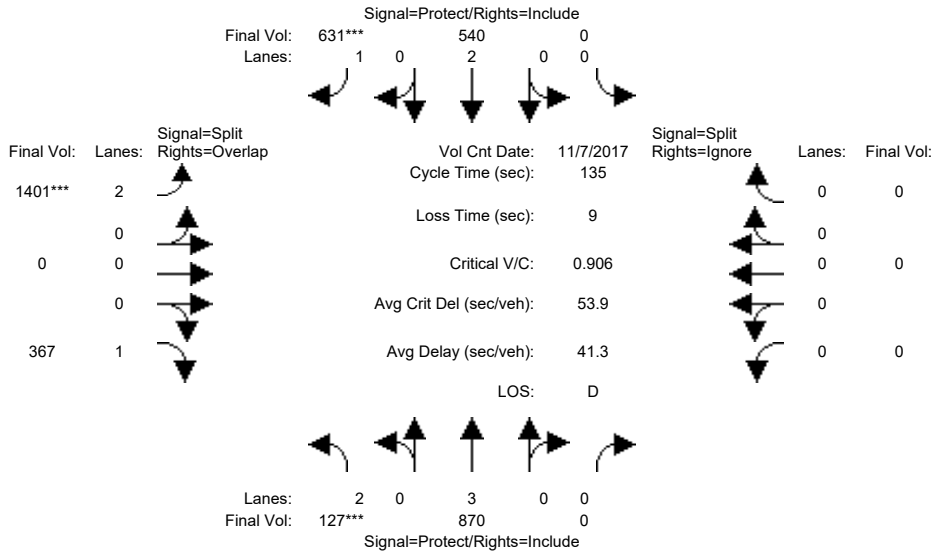
Note: Queue reported is the number of cars per lane.



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project PM (2-4 PM)

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	55	0	0	38	38	70	0	70	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:	7 Nov 2017	<<							
Base Vol:	127	870	0	0	540	609	1822	0	367	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:	127	870	0	0	540	609	1822	0	367	0	0	0
Added Vol:	0	0	0	0	0	22	21	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	870	0	0	540	631	1843	0	367	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.76	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:	127	870	0	0	540	631	1401	0	367	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	870	0	0	540	631	1401	0	367	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	127	870	0	0	540	631	1401	0	367	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

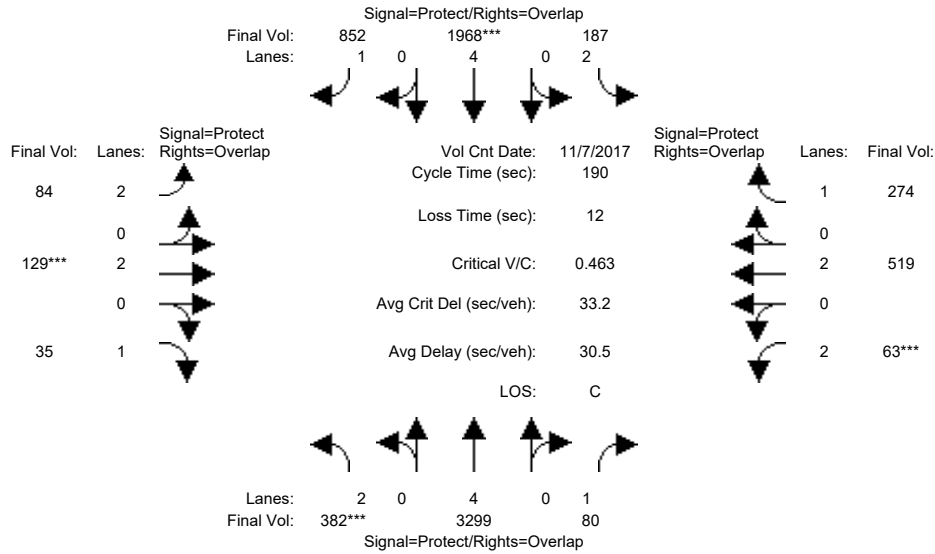
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.00	0.00	0.14	0.36	0.44	0.00	0.21	0.00	0.00	0.00
Crit Moves:	****					****	****					
Green/Cycle:	0.09	0.41	0.00	0.00	0.33	0.33	0.52	0.00	0.61	0.00	0.00	0.00
Volume/Cap:	0.45	0.37	0.00	0.00	0.44	1.11	0.86	0.00	0.35	0.00	0.00	0.00
Delay/Veh:	59.6	27.4	0.0	0.0	36.0	115.7	25.5	0.0	7.5	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:	59.6	27.4	0.0	0.0	36.0	115.7	25.5	0.0	7.5	0.0	0.0	0.0
LOS by Move:	E+	C	A	A	D+	F	C	A	A	A	A	A
HCM2kAvqQ:	3	8	0	0	9	40	27	0	4	0	0	0

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5408: SAN TOMAS EXPWY/SCOTT BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	108	108	17	100	100	12	33	33	11	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	382	3299	80	187	1968	852	84	129	35	63	519	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	3299	80	187	1968	852	84	129	35	63	519	274
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	3299	80	187	1968	852	84	129	35	63	519	274
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	3299	80	187	1968	852	84	129	35	63	519	274
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	3299	80	187	1968	852	84	129	35	63	519	274
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	382	3299	80	187	1968	852	84	129	35	63	519	274

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

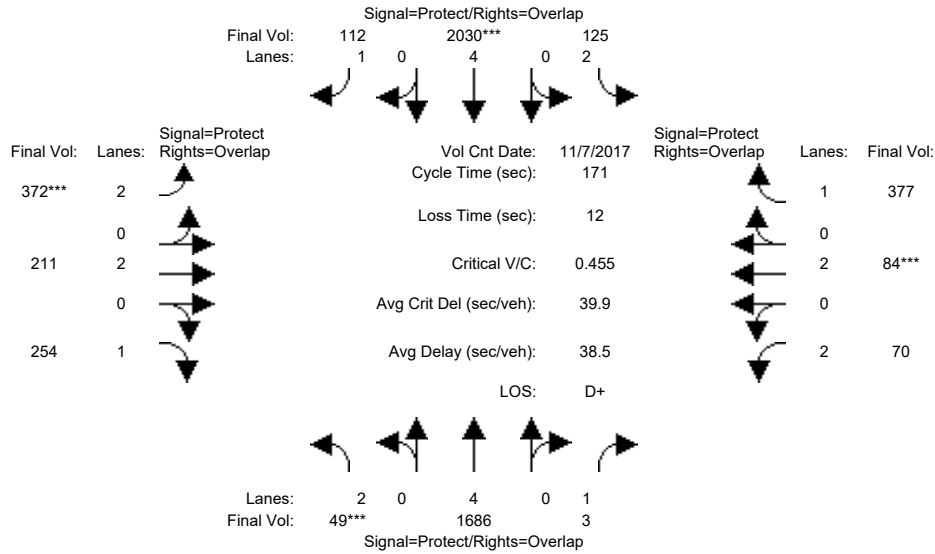
Vol/Sat:	0.12	0.43	0.05	0.06	0.26	0.49	0.03	0.03	0.02	0.02	0.14	0.16
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.61	0.67	0.10	0.53	0.59	0.07	0.17	0.35	0.06	0.17	0.26
Volume/Cap:	0.68	0.71	0.07	0.62	0.49	0.82	0.40	0.20	0.06	0.35	0.83	0.60
Delay/Veh:	76.2	14.7	4.2	86.4	20.9	23.6	86.4	67.3	40.7	87.2	85.4	63.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.2	14.7	4.2	86.4	20.9	23.6	86.4	67.3	40.7	87.2	85.4	63.7
LOS by Move:	E-	B	A	F	C+	C	F	E	D	F	F	E
HCM2kAvgQ:	13	22	1	7	13	33	3	3	1	2	15	15

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing PM (2-4 PM)

Intersection #5408: SAN TOMAS EXPWY/SCOTT BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	80	80	20	90	90	25	37	37	11	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	49	1686	3	125	2030	112	372	211	254	70	84	377
Growth Adj:	1.00	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	1686	3	125	2030	112	372	211	254	70	84	377
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1686	3	125	2030	112	372	211	254	70	84	377
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1686	3	125	2030	112	372	211	254	70	84	377
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1686	3	125	2030	112	372	211	254	70	84	377
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	1686	3	125	2030	112	372	211	254	70	84	377

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

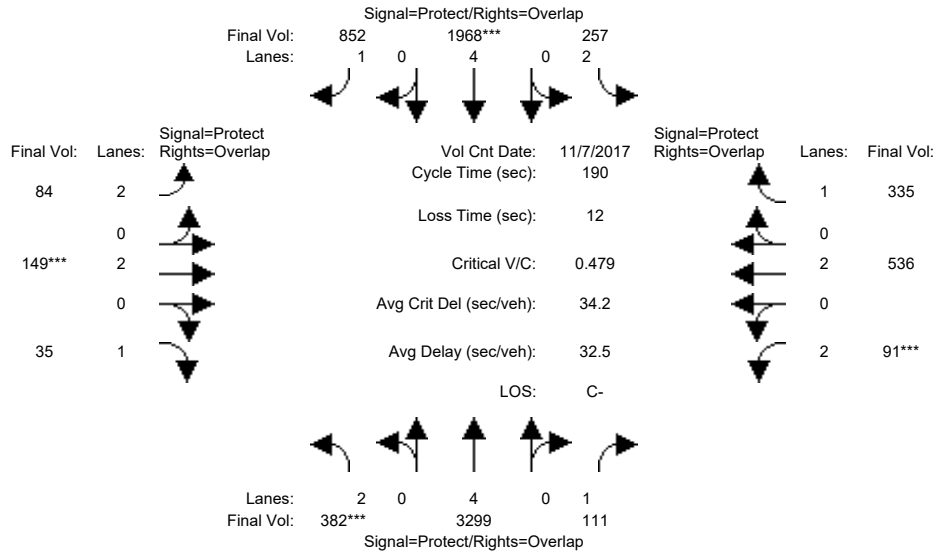
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.22	0.00	0.04	0.27	0.06	0.12	0.06	0.15	0.02	0.02	0.22
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.48	0.55	0.12	0.53	0.72	0.19	0.26	0.33	0.08	0.14	0.26
Volume/Cap:	0.22	0.46	0.00	0.33	0.51	0.09	0.61	0.22	0.44	0.29	0.16	0.83
Delay/Veh:	75.6	24.1	11.5	69.6	33.5	12.4	65.0	50.1	45.8	75.3	64.8	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:	75.6	24.1	11.5	69.6	33.5	12.4	65.0	50.1	45.8	75.3	64.8	71.9
LOS by Move:	E-	C	B+	E	C-	B	E	D	D	E-	E	E
HCM2kAvgQ:	2	11	0	4	20	3	11	4	11	2	2	21

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5408: SAN TOMAS EXPWY/SCOTT BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	108	108	17	100	100	12	33	33	11	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	382	3299	80	187	1968	852	84	129	35	63	519	274
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	382	3299	80	187	1968	852	84	129	35	63	519	274
Added Vol:	0	0	31	70	0	0	0	20	0	28	17	61
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	382	3299	111	257	1968	852	84	149	35	91	536	335
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	382	3299	111	257	1968	852	84	149	35	91	536	335
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	382	3299	111	257	1968	852	84	149	35	91	536	335
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	382	3299	111	257	1968	852	84	149	35	91	536	335

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

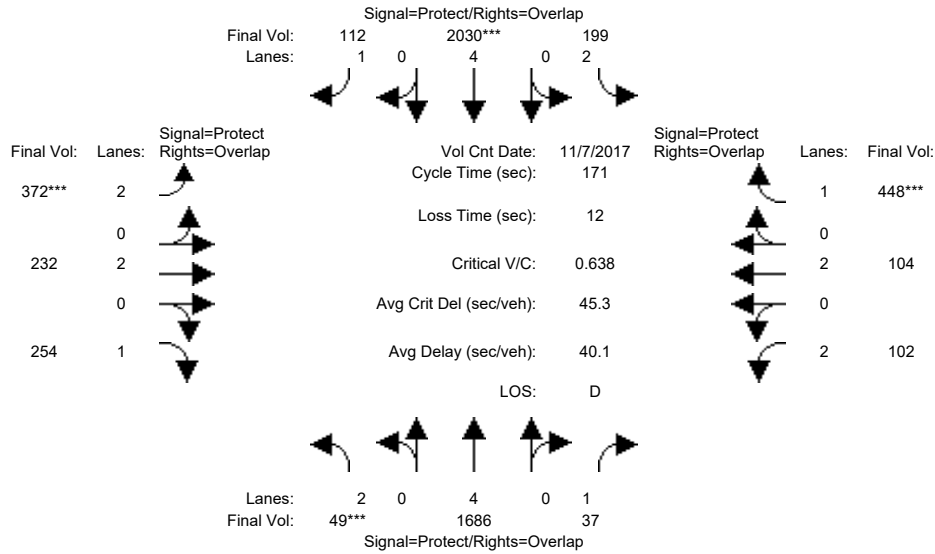
Capacity Analysis Module:												
Vol/Sat:	0.12	0.43	0.06	0.08	0.26	0.49	0.03	0.04	0.02	0.03	0.14	0.19
Crit Moves:	****			****			****			****		
Green/Cycle:	0.18	0.61	0.67	0.10	0.53	0.59	0.07	0.17	0.35	0.06	0.17	0.26
Volume/Cap:	0.68	0.71	0.10	0.85	0.49	0.82	0.40	0.23	0.06	0.50	0.85	0.73
Delay/Veh:	76.2	14.7	4.3	104.5	20.9	23.6	86.4	67.7	40.7	89.0	87.9	70.1
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:	76.2	14.7	4.3	104.5	20.9	23.6	86.4	67.7	40.7	89.0	87.9	70.1
LOS by Move:	E-	B	A	F	C+	C	F	E	D	F	F	E
HCM2kAvgQ:	13	22	1	11	13	33	3	4	1	3	16	19

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

MCA School Expansion  
Santa Clara, CA  
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing + Project PM (2-4 PM)

Intersection #5408: SAN TOMAS EXPWY/SCOTT BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	80	80	20	90	90	25	37	37	11	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	49	1686	3	125	2030	112	372	211	254	70	84	377
Growth Adj:	1.00	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	1686	3	125	2030	112	372	211	254	70	84	377
Added Vol:	0	0	34	74	0	0	0	21	0	32	20	71
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	1686	37	199	2030	112	372	232	254	102	104	448
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	1686	37	199	2030	112	372	232	254	102	104	448
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	1686	37	199	2030	112	372	232	254	102	104	448
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	49	1686	37	199	2030	112	372	232	254	102	104	448

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

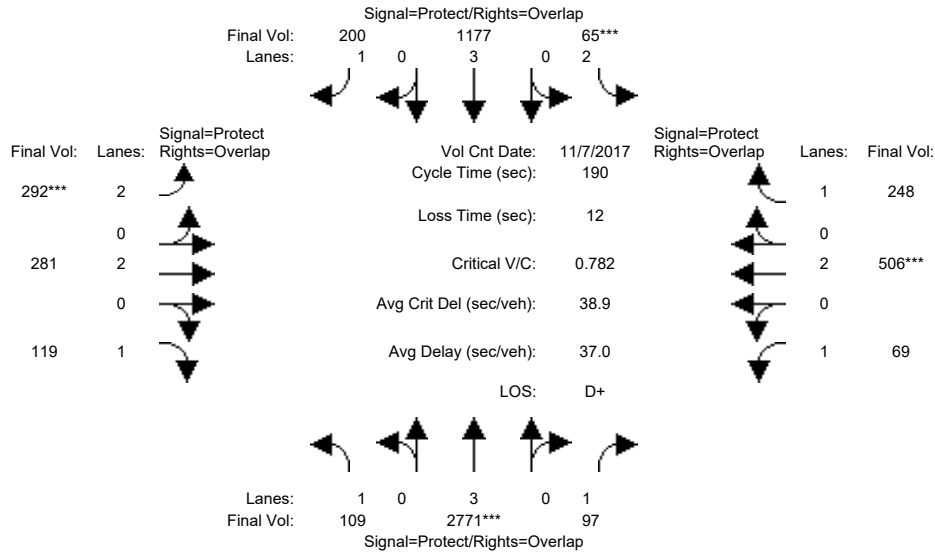
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.22	0.02	0.06	0.27	0.06	0.12	0.06	0.15	0.03	0.03	0.26
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.48	0.55	0.12	0.53	0.68	0.15	0.26	0.33	0.08	0.18	0.30
Volume/Cap:	0.22	0.46	0.04	0.53	0.51	0.09	0.77	0.24	0.44	0.42	0.15	0.85
Delay/Veh:	75.6	24.1	11.8	72.2	33.5	14.9	77.0	50.4	45.8	76.6	59.2	69.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	75.6	24.1	11.8	72.2	33.5	14.9	77.0	50.4	45.8	76.6	59.2	69.3
LOS by Move:	E-	C	B+	E	C-	B	E-	D	D	E-	E+	E
HCM2kAvgQ:	2	11	1	7	20	3	13	5	11	3	2	25

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5414: SAN TOMAS EXPWY/MONROE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	101	101	11	97	97	17	42	42	14	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	109	3260	97	65	1385	200	292	281	119	69	506	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	3260	97	65	1385	200	292	281	119	69	506	248
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	3260	97	65	1385	200	292	281	119	69	506	248
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	2771	97	65	1177	200	292	281	119	69	506	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	2771	97	65	1177	200	292	281	119	69	506	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	2771	97	65	1177	200	292	281	119	69	506	248

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

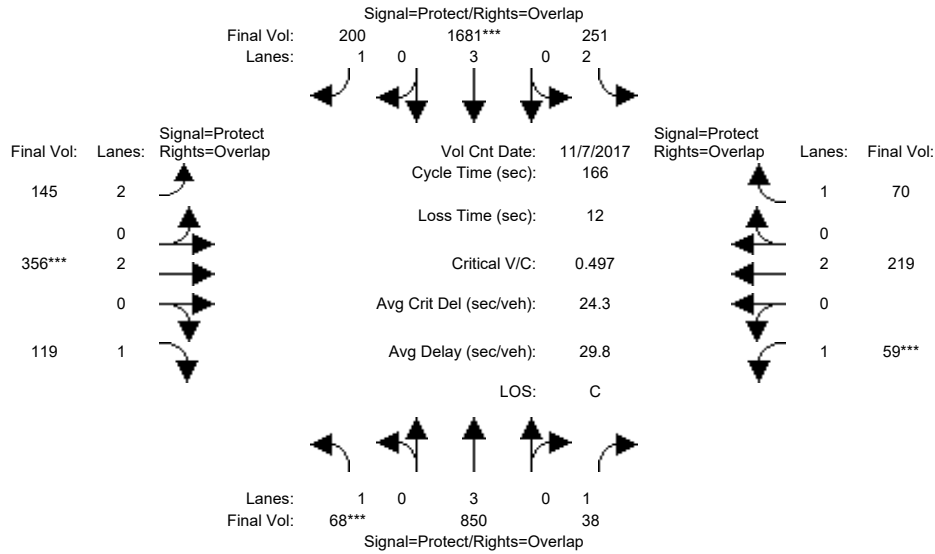
Capacity Analysis Module:												
Vol/Sat:	0.06	0.49	0.06	0.02	0.21	0.11	0.09	0.07	0.07	0.04	0.13	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.08	0.57	0.64	0.06	0.54	0.65	0.11	0.23	0.32	0.08	0.21	0.26
Volume/Cap:	0.75	0.86	0.09	0.36	0.38	0.18	0.86	0.31	0.21	0.50	0.65	0.54
Delay/Veh:	103.8	25.2	5.8	87.3	17.8	6.0	102.5	60.3	47.5	87.0	71.1	61.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.8	25.2	5.8	87.3	17.8	6.0	102.5	60.3	47.5	87.0	71.1	61.4
LOS by Move:	F	C	A	F	B	A	F	E	D	F	E	E
HCM2kAvgQ:	7	37	1	2	9	2	12	7	5	4	13	13

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing PM (2-4 PM)

Intersection #5414: SAN TOMAS EXPWY/MONROE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	68	68	30	86	86	12	34	34	11	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<											
Base Vol:	68	1148	38	251	2050	200	145	356	119	59	219	70				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	68	1148	38	251	2050	200	145	356	119	59	219	70				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Approved:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	68	1148	38	251	2050	200	145	356	119	59	219	70				
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	68	850	38	251	1681	200	145	356	119	59	219	70				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	68	850	38	251	1681	200	145	356	119	59	219	70				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	68	850	38	251	1681	200	145	356	119	59	219	70				

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

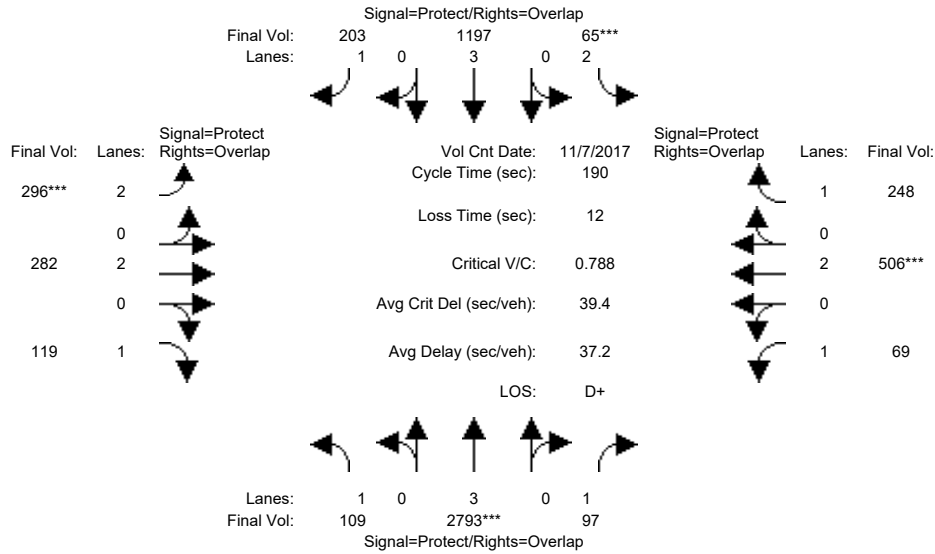
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.02	0.08	0.29	0.11	0.05	0.09	0.07	0.03	0.06	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.46	0.52	0.20	0.58	0.65	0.07	0.20	0.28	0.07	0.20	0.40
Volume/Cap:	0.51	0.33	0.04	0.40	0.51	0.18	0.64	0.46	0.24	0.51	0.29	0.10
Delay/Veh:	76.9	24.0	14.2	58.0	13.0	4.9	80.7	58.3	46.3	78.6	56.7	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:	76.9	24.0	14.2	58.0	13.0	4.9	80.7	58.3	46.3	78.6	56.7	31.2
LOS by Move:	E-	C	B	E+	B	A	F	E+	D	E-	E+	C
HCM2kAvgQ:	4	7	1	6	10	2	5	8	5	3	5	2

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5414: SAN TOMAS EXPWY/MONROE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	101	101	11	97	97	17	42	42	14	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	109	3260	97	65	1385	200	292	281	119	69	506	248
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	109	3260	97	65	1385	200	292	281	119	69	506	248
Added Vol:	0	26	0	0	23	3	4	1	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	3286	97	65	1408	203	296	282	119	69	506	248
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	109	2793	97	65	1197	203	296	282	119	69	506	248
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	109	2793	97	65	1197	203	296	282	119	69	506	248
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	109	2793	97	65	1197	203	296	282	119	69	506	248

Saturation Flow Module:

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

Capacity Analysis Module:

Vol/Sat:	0.06	0.49	0.06	0.02	0.21	0.12	0.09	0.07	0.07	0.04	0.13	0.14
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.08	0.57	0.64	0.06	0.54	0.65	0.11	0.24	0.32	0.08	0.21	0.26
Volume/Cap:	0.75	0.87	0.09	0.36	0.39	0.18	0.87	0.32	0.21	0.50	0.65	0.54
Delay/Veh:	103.9	25.7	5.9	87.3	17.9	6.0	103.6	60.2	47.5	86.9	71.1	61.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	103.9	25.7	5.9	87.3	17.9	6.0	103.6	60.2	47.5	86.9	71.1	61.4
LOS by Move:	F	C	A	F	B	A	F	E	D	F	E	E
HCM2kAvgQ:	7	38	1	2	9	2	13	7	5	4	13	13

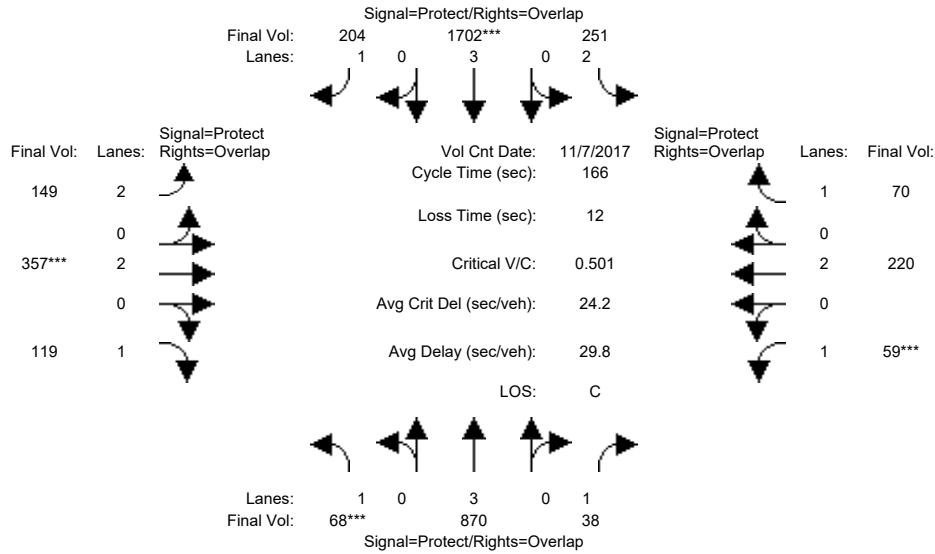
Note: Queue reported is the number of cars per lane.



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project PM (2-4 PM)

Intersection #5414: SAN TOMAS EXPWY/MONROE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	68	68	30	86	86	12	34	34	11	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<											
Base Vol:	68	1148	38	251	2050	200	145	356	119	59	219	70				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	68	1148	38	251	2050	200	145	356	119	59	219	70				
Added Vol:	0	27	0	0	26	4	4	1	0	0	1	0				
Approved:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	68	1175	38	251	2076	204	149	357	119	59	220	70				
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	68	870	38	251	1702	204	149	357	119	59	220	70				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	68	870	38	251	1702	204	149	357	119	59	220	70				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	68	870	38	251	1702	204	149	357	119	59	220	70				

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

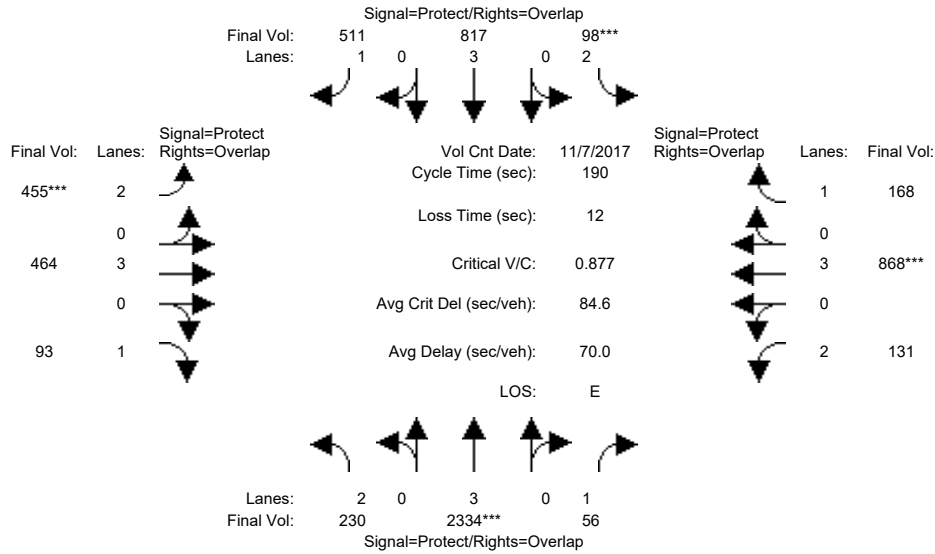
Capacity Analysis Module:														
Vol/Sat:	0.04	0.15	0.02	0.08	0.30	0.12	0.05	0.09	0.07	0.03	0.06	0.04		
Crit Moves:	****			****			****			****				
Green/Cycle:	0.08	0.46	0.52	0.20	0.58	0.65	0.07	0.20	0.28	0.07	0.20	0.40		
Volume/Cap:	0.51	0.33	0.04	0.40	0.51	0.18	0.65	0.46	0.24	0.51	0.29	0.10		
Delay/Veh:	77.2	24.1	14.2	58.0	13.0	4.9	81.7	58.4	46.4	78.6	56.8	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:	77.2	24.1	14.2	58.0	13.0	4.9	81.7	58.4	46.4	78.6	56.8	31.2		
LOS by Move:	E-	C	B	E+	B	A	F	E+	D	E-	E+	C		
HCM2kAvgQ:	4	7	1	6	10	2	6	8	5	3	5	2		

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	97	97	15	88	88	23	41	41	15	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<											
Base Vol:	230	2746	56	98	961	511	455	464	93	131	868	168				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	230	2746	56	98	961	511	455	464	93	131	868	168				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Approved:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	230	2746	56	98	961	511	455	464	93	131	868	168				
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	230	2334	56	98	817	511	455	464	93	131	868	168				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	230	2334	56	98	817	511	455	464	93	131	868	168				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	230	2334	56	98	817	511	455	464	93	131	868	168				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	4731	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

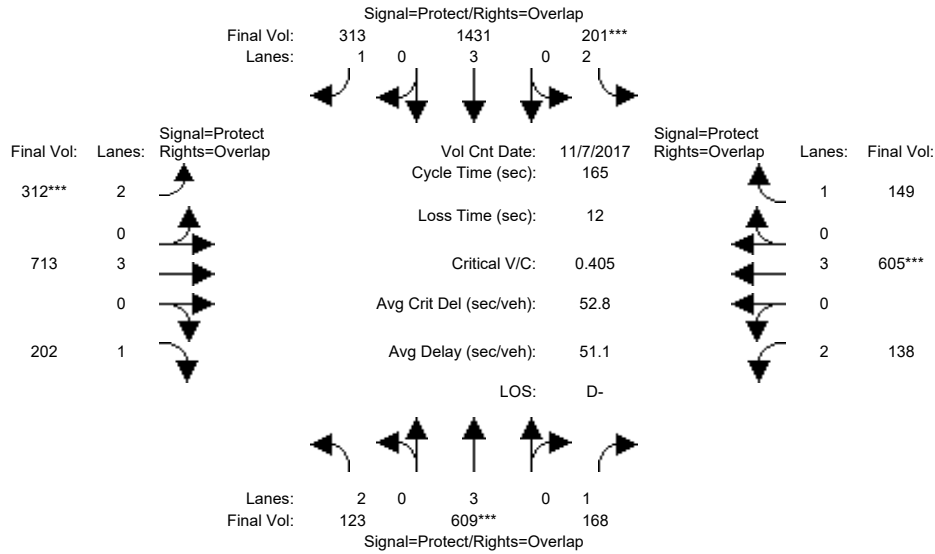
Capacity Analysis Module:												
Vol/Sat:	0.07	0.49	0.03	0.03	0.14	0.29	0.14	0.08	0.05	0.04	0.15	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.13	0.53	0.61	0.08	0.48	0.63	0.15	0.24	0.37	0.09	0.18	0.26
Volume/Cap:	0.58	0.94	0.05	0.39	0.30	0.46	0.94	0.33	0.14	0.47	0.85	0.37
Delay/Veh:	88.1	81.3	30.1	84.2	36.6	26.8	105.9	59.3	40.1	83.5	82.5	58.4
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:	88.1	81.3	30.1	84.2	36.6	26.8	105.9	59.3	40.1	83.5	82.5	58.4
LOS by Move:	F	F	C	F	D+	C	F	E+	D	F	F	E+
HCM2kAvgQ:	8	48	3	4	11	22	19	7	4	4	17	8

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

MCA School Expansion  
Santa Clara, CA  
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM (2-4 PM)

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	66	66	17	69	69	21	44	44	14	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	123	823	168	201	1745	313	312	713	202	138	605	149
Growth Adj:	1.00	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	823	168	201	1745	313	312	713	202	138	605	149
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	823	168	201	1745	313	312	713	202	138	605	149
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	609	168	201	1431	313	312	713	202	138	605	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	609	168	201	1431	313	312	713	202	138	605	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	609	168	201	1431	313	312	713	202	138	605	149

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

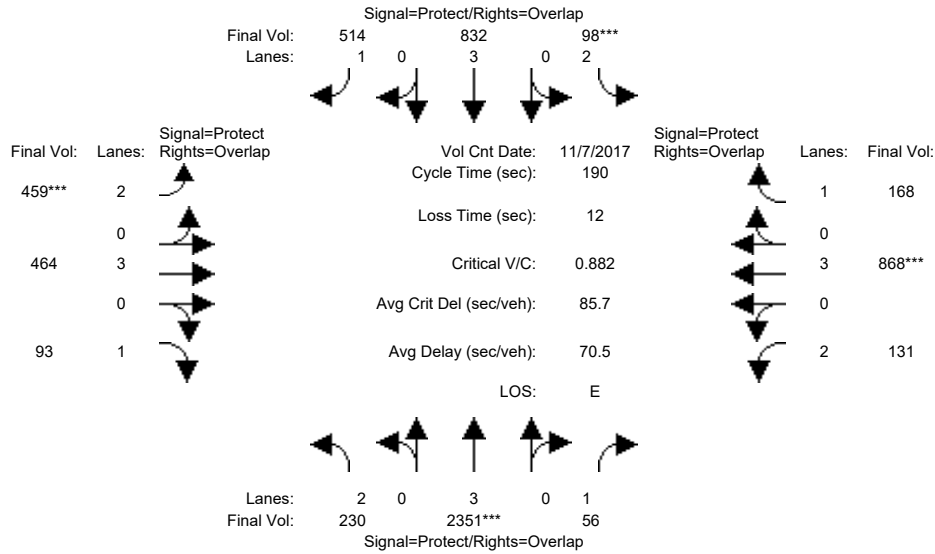
Vol/Sat:	0.04	0.11	0.10	0.06	0.30	0.18	0.10	0.13	0.12	0.04	0.11	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.09	0.40	0.50	0.12	0.43	0.61	0.18	0.31	0.40	0.10	0.23	0.35
Volume/Cap:	0.45	0.27	0.19	0.55	0.70	0.29	0.55	0.40	0.29	0.44	0.46	0.25
Delay/Veh:	72.7	37.9	28.5	76.6	59.0	31.4	62.6	44.8	33.9	71.0	54.9	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.7	37.9	28.5	76.6	59.0	31.4	62.6	44.8	33.9	71.0	54.9	38.7
LOS by Move:	E	D+	C	E-	E+	C	E	D	C-	E	D-	D+
HCM2kAvqQ:	4	8	6	7	23	14	9	9	7	4	8	6

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	97	97	15	88	88	23	41	41	15	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	230	2746	56	98	961	511	455	464	93	131	868	168
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	230	2746	56	98	961	511	455	464	93	131	868	168
Added Vol:	0	20	0	0	18	3	4	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	230	2766	56	98	979	514	459	464	93	131	868	168
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	230	2351	56	98	832	514	459	464	93	131	868	168
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	230	2351	56	98	832	514	459	464	93	131	868	168
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	230	2351	56	98	832	514	459	464	93	131	868	168

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	4731	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

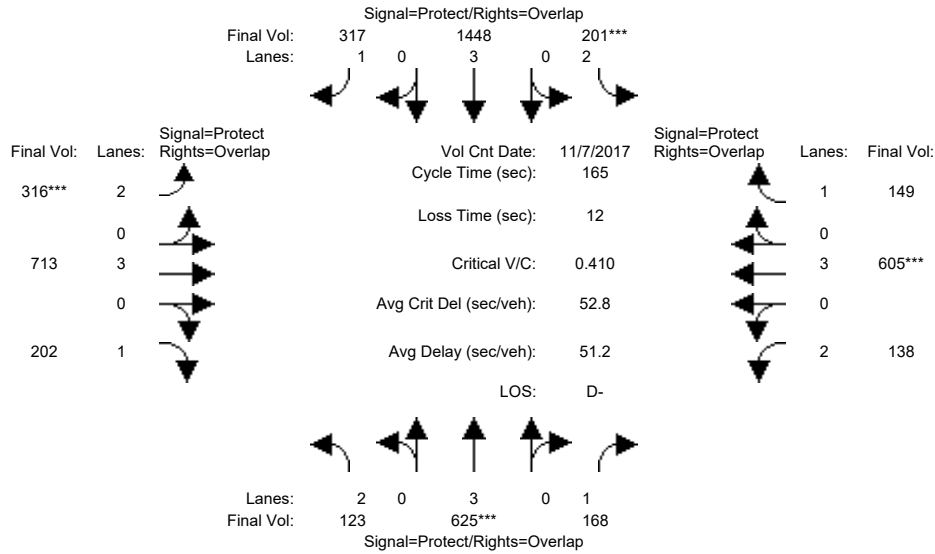
Vol/Sat:	0.07	0.50	0.03	0.03	0.15	0.29	0.15	0.08	0.05	0.04	0.15	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.13	0.53	0.61	0.08	0.48	0.63	0.15	0.24	0.37	0.09	0.18	0.26
Volume/Cap:	0.58	0.95	0.05	0.39	0.30	0.46	0.95	0.33	0.14	0.47	0.85	0.37
Delay/Veh:	88.2	82.6	30.1	84.2	36.8	26.9	107.5	59.3	40.1	83.5	82.5	58.4
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:	88.2	82.6	30.1	84.2	36.8	26.9	107.5	59.3	40.1	83.5	82.5	58.4
LOS by Move:	F	F	C	F	D+	C	F	E+	D	F	F	E+
HCM2kAvgQ:	8	48	3	4	11	22	19	7	4	4	17	8

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project PM (2-4 PM)

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	66	66	17	69	69	21	44	44	14	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	123	823	168	201	1745	313	312	713	202	138	605	149
Growth Adj:	1.00	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	823	168	201	1745	313	312	713	202	138	605	149
Added Vol:	0	22	0	0	21	4	4	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	845	168	201	1766	317	316	713	202	138	605	149
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	625	168	201	1448	317	316	713	202	138	605	149
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	625	168	201	1448	317	316	713	202	138	605	149
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	625	168	201	1448	317	316	713	202	138	605	149

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750

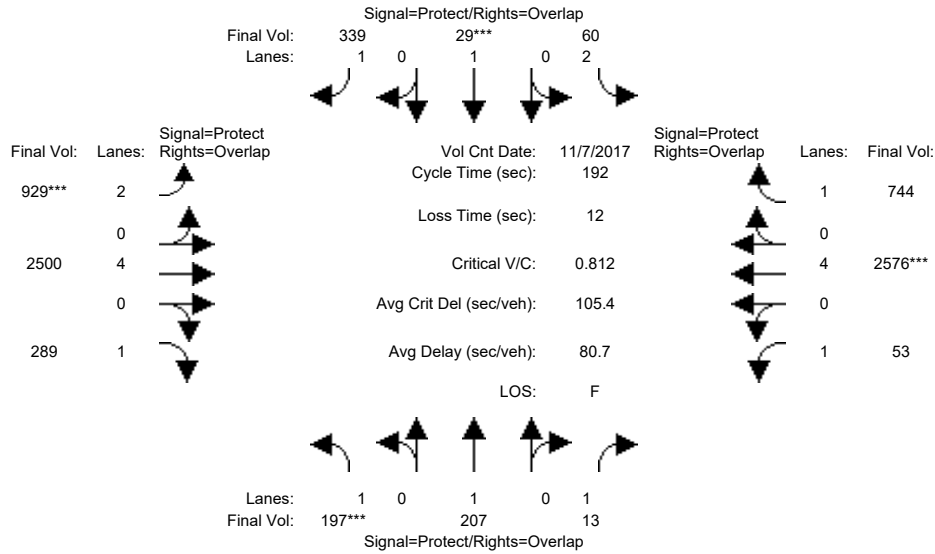
Capacity Analysis Module:												
Vol/Sat:	0.04	0.11	0.10	0.06	0.31	0.18	0.10	0.13	0.12	0.04	0.11	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.09	0.40	0.50	0.12	0.43	0.61	0.18	0.31	0.40	0.10	0.23	0.35
Volume/Cap:	0.45	0.27	0.19	0.55	0.71	0.30	0.55	0.40	0.29	0.44	0.46	0.25
Delay/Veh:	72.7	38.0	28.4	76.8	59.5	31.5	62.6	44.7	33.9	71.0	54.9	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.7	38.0	28.4	76.8	59.5	31.5	62.6	44.7	33.9	71.0	54.9	38.8
LOS by Move:	E	D+	C	E-	E+	C	E	D	C-	E	D-	D+
HCM2kAvgQ:	4	8	6	7	23	14	9	9	7	4	8	6

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	39	39	12	33	33	48	107	107	12	71	71
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	197	207	13	60	29	339	929	2500	289	53	2576	744
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	207	13	60	29	339	929	2500	289	53	2576	744
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	207	13	60	29	339	929	2500	289	53	2576	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:	197	207	13	60	29	339	929	2500	289	53	2576	744
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	207	13	60	29	339	929	2500	289	53	2576	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:	197	207	13	60	29	339	929	2500	289	53	2576	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	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750

Capacity Analysis Module:

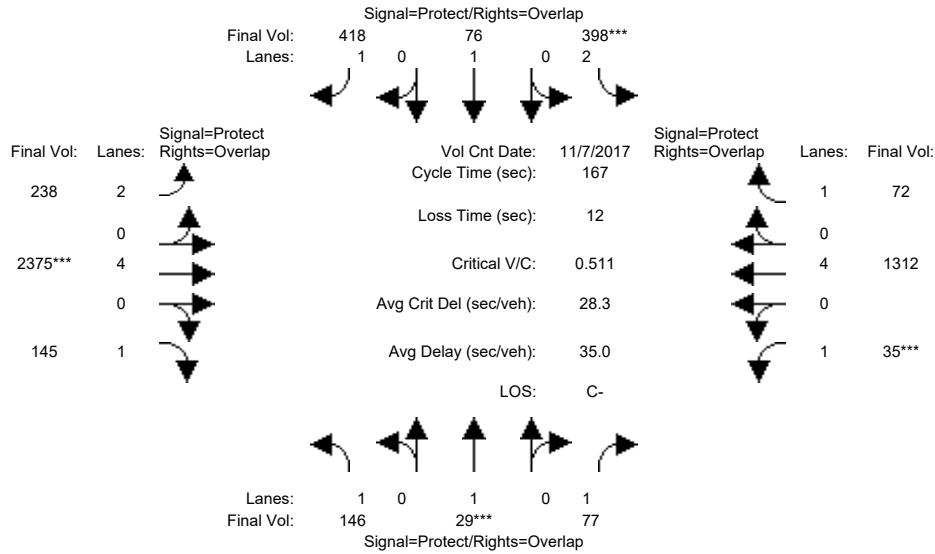
Vol/Sat:	0.11	0.11	0.01	0.02	0.02	0.19	0.29	0.33	0.17	0.03	0.34	0.43
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.23	0.30	0.07	0.17	0.43	0.26	0.57	0.70	0.06	0.37	0.44
Volume/Cap:	0.83	0.46	0.02	0.26	0.09	0.45	1.13	0.58	0.24	0.48	0.92	0.96
Delay/Veh:	102.2	63.8	47.6	84.8	67.0	38.8	162.3	50.5	26.3	93.9	85.6	102.7
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:	102.2	63.8	47.6	84.8	67.0	38.8	162.3	50.5	26.3	93.9	85.6	102.7
LOS by Move:	F	E	D	F	E	D+	F	D	C	F	F	F
HCM2kAvgQ:	14	10	1	2	1	15	43	32	14	3	35	44

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing PM (2-4 PM)

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	28	28	27	31	31	21	88	88	11	74	74
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	146	29	77	398	76	418	238	2375	145	35	1312	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	29	77	398	76	418	238	2375	145	35	1312	72
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	29	77	398	76	418	238	2375	145	35	1312	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	29	77	398	76	418	238	2375	145	35	1312	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	29	77	398	76	418	238	2375	145	35	1312	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	29	77	398	76	418	238	2375	145	35	1312	72

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

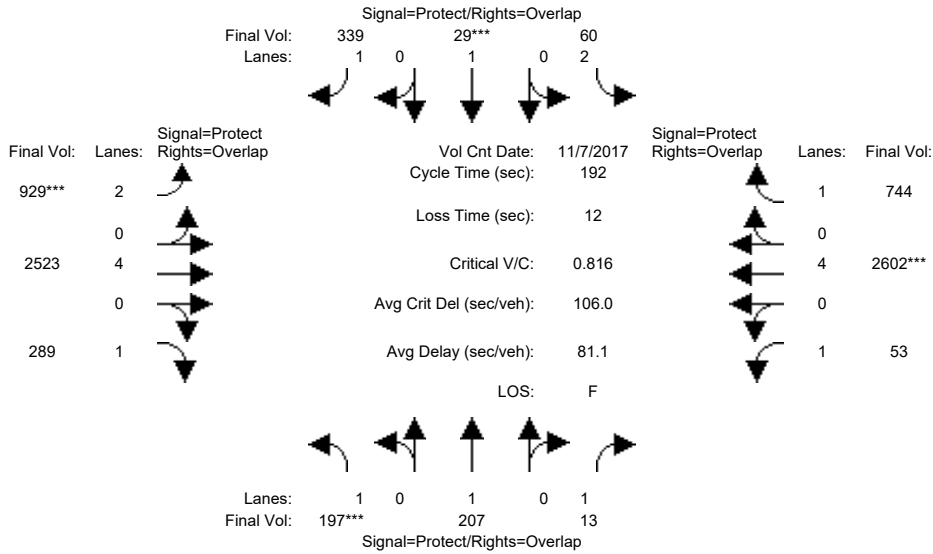
Capacity Analysis Module:												
Vol/Sat:	0.08	0.02	0.04	0.13	0.04	0.24	0.08	0.31	0.08	0.02	0.17	0.04
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.17	0.23	0.17	0.20	0.33	0.13	0.53	0.66	0.07	0.46	0.63
Volume/Cap:	0.62	0.09	0.19	0.75	0.20	0.72	0.58	0.59	0.13	0.30	0.37	0.07
Delay/Veh:	72.9	58.9	51.5	72.3	55.9	53.5	70.2	19.9	4.2	75.8	35.0	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.9	58.9	51.5	72.3	55.9	53.5	70.2	19.9	4.2	75.8	35.0	17.4
LOS by Move:	E	E+	D-	E	E+	D-	E	B-	A	E-	D+	B
HCM2kAvgQ:	8	1	3	12	3	20	7	15	1	2	12	2

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	39	39	12	33	33	48	107	107	12	71	71
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	197	207	13	60	29	339	929	2500	289	53	2576	744
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	197	207	13	60	29	339	929	2500	289	53	2576	744
Added Vol:	0	0	0	0	0	0	0	23	0	0	26	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	197	207	13	60	29	339	929	2523	289	53	2602	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:	197	207	13	60	29	339	929	2523	289	53	2602	744
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	197	207	13	60	29	339	929	2523	289	53	2602	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:	197	207	13	60	29	339	929	2523	289	53	2602	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	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750

Capacity Analysis Module:

Vol/Sat:	0.11	0.11	0.01	0.02	0.02	0.19	0.29	0.33	0.17	0.03	0.34	0.43
Crit Moves:	****			****			****			****		
Green/Cycle:	0.14	0.23	0.30	0.07	0.17	0.43	0.26	0.57	0.70	0.06	0.37	0.44
Volume/Cap:	0.83	0.46	0.02	0.26	0.09	0.45	1.13	0.59	0.24	0.48	0.93	0.96
Delay/Veh:	102.2	63.8	47.6	84.8	67.0	38.8	162.3	50.7	26.3	93.9	86.6	102.7
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:	102.2	63.8	47.6	84.8	67.0	38.8	162.3	50.7	26.3	93.9	86.6	102.7
LOS by Move:	F	E	D	F	E	D+	F	D	C	F	F	F
HCM2kAvgQ:	14	10	1	2	1	15	43	32	14	3	35	44

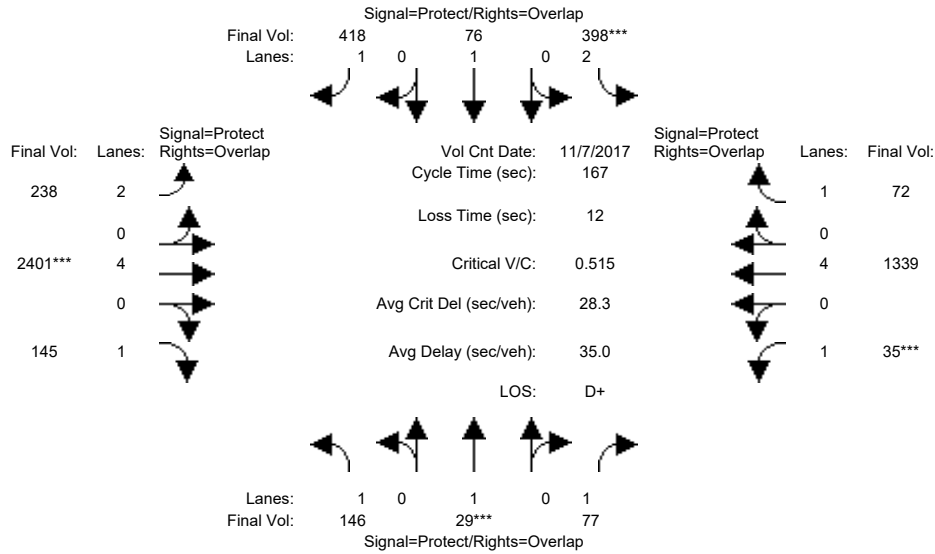
Note: Queue reported is the number of cars per lane.



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project PM (2-4 PM)

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	28	28	27	31	31	21	88	88	11	74	74
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	146	29	77	398	76	418	238	2375	145	35	1312	72
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	146	29	77	398	76	418	238	2375	145	35	1312	72
Added Vol:	0	0	0	0	0	0	0	26	0	0	27	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	146	29	77	398	76	418	238	2401	145	35	1339	72
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	29	77	398	76	418	238	2401	145	35	1339	72
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	146	29	77	398	76	418	238	2401	145	35	1339	72
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	146	29	77	398	76	418	238	2401	145	35	1339	72

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750

Capacity Analysis Module:

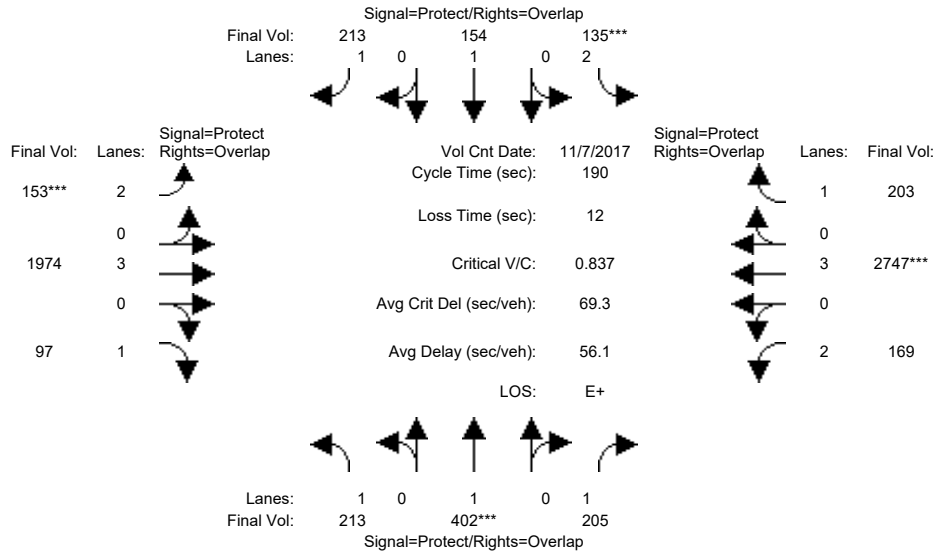
Vol/Sat:	0.08	0.02	0.04	0.13	0.04	0.24	0.08	0.32	0.08	0.02	0.18	0.04
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.14	0.17	0.23	0.17	0.20	0.33	0.13	0.53	0.66	0.07	0.46	0.63
Volume/Cap:	0.62	0.09	0.19	0.75	0.20	0.72	0.58	0.60	0.13	0.30	0.38	0.07
Delay/Veh:	72.9	58.9	51.5	72.3	55.9	53.5	70.2	20.0	4.2	75.8	35.2	17.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	72.9	58.9	51.5	72.3	55.9	53.5	70.2	20.0	4.2	75.8	35.2	17.4
LOS by Move:	E	E+	D-	E	E+	D-	E	C+	A	E-	D+	B
HCM2kAvgQ:	8	1	3	12	3	20	7	16	1	2	13	2

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5806: MONTAGUE EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	49	49	25	37	37	16	91	91	15	90	90
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	213	402	205	135	154	213	153	2269	97	169	3158	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	402	205	135	154	213	153	2269	97	169	3158	203
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	402	205	135	154	213	153	2269	97	169	3158	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	402	205	135	154	213	153	1974	97	169	2747	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	402	205	135	154	213	153	1974	97	169	2747	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	213	402	205	135	154	213	153	1974	97	169	2747	203

Saturation Flow Module:

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

Capacity Analysis Module:

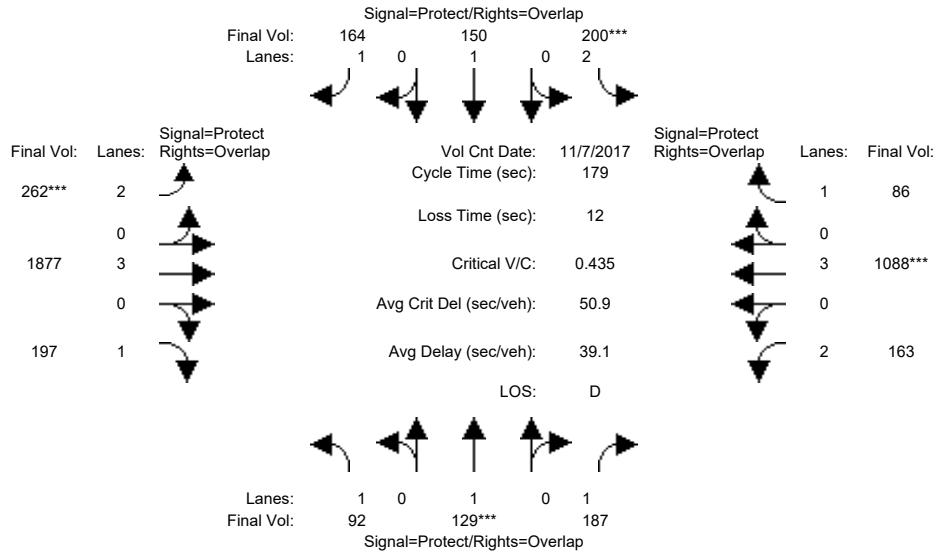
Vol/Sat:	0.12	0.21	0.12	0.04	0.08	0.12	0.05	0.35	0.06	0.05	0.48	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.16	0.26	0.33	0.13	0.23	0.31	0.08	0.47	0.63	0.08	0.47	0.60
Volume/Cap:	0.78	0.83	0.35	0.33	0.35	0.39	0.58	0.73	0.09	0.69	1.03	0.19
Delay/Veh:	91.7	78.9	48.7	76.4	62.4	52.0	88.1	33.7	7.0	94.1	66.5	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.7	78.9	48.7	76.4	62.4	52.0	88.1	33.7	7.0	94.1	66.5	10.2
LOS by Move:	F	E-	D	E-	E	D-	F	C-	A	F	E	B+
HCM2kAvqQ:	13	23	9	4	7	10	5	26	1	6	61	3

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

MCA School Expansion  
Santa Clara, CA  
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
2000 HCM Operations (Future Volume Alternative)  
Existing PM (2-4 PM)

Intersection #5806: MONTAGUE EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	38	38	16	40	40	23	87	87	15	79	79
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	92	129	187	200	150	164	262	2406	197	163	1251	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	129	187	200	150	164	262	2406	197	163	1251	86
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	129	187	200	150	164	262	2406	197	163	1251	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	129	187	200	150	164	262	1877	197	163	1088	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	129	187	200	150	164	262	1877	197	163	1088	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	92	129	187	200	150	164	262	1877	197	163	1088	86

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

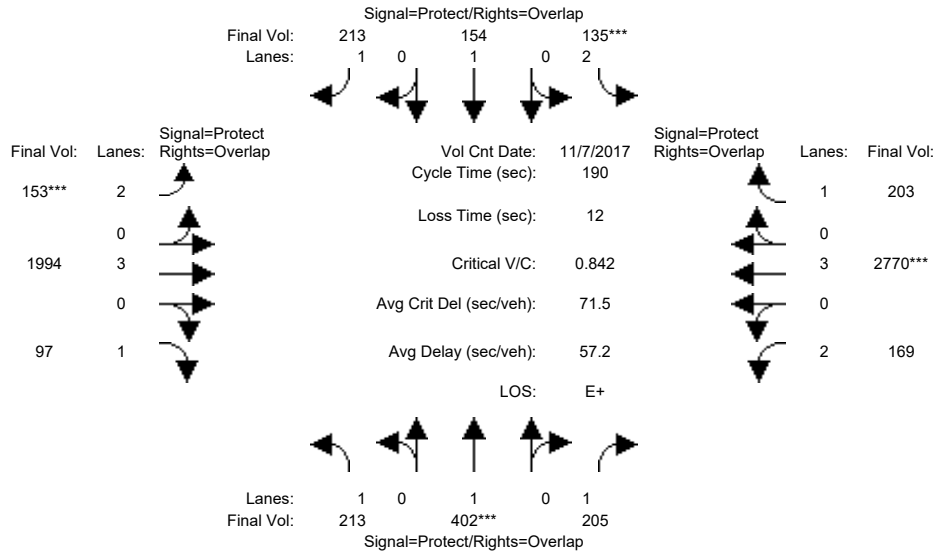
Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.11	0.06	0.08	0.09	0.08	0.33	0.11	0.05	0.19	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.09	0.21	0.30	0.12	0.25	0.41	0.16	0.51	0.60	0.09	0.44	0.56
Volume/Cap:	0.61	0.32	0.36	0.53	0.32	0.23	0.53	0.64	0.19	0.59	0.43	0.09
Delay/Veh:	85.9	60.0	49.4	75.2	55.5	35.1	70.2	24.3	9.5	81.7	40.7	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.9	60.0	49.4	75.2	55.5	35.1	70.2	24.3	9.5	81.7	40.7	24.0
LOS by Move:	F	E	D	E-	E+	D+	E	C	A	F	D	C
HCM2kAvgQ:	5	6	8	7	7	6	7	19	3	5	15	3

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5806: MONTAGUE EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	49	49	25	37	37	16	91	91	15	90	90
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	213	402	205	135	154	213	153	2269	97	169	3158	203
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	402	205	135	154	213	153	2269	97	169	3158	203
Added Vol:	0	0	0	0	0	0	0	23	0	0	26	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	402	205	135	154	213	153	2292	97	169	3184	203
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	402	205	135	154	213	153	1994	97	169	2770	203
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	402	205	135	154	213	153	1994	97	169	2770	203
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	213	402	205	135	154	213	153	1994	97	169	2770	203

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

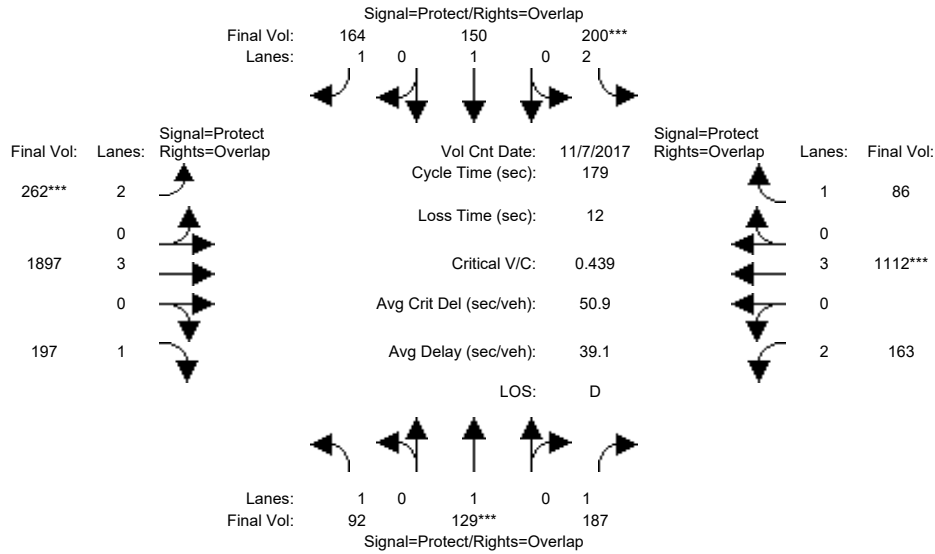
Capacity Analysis Module:												
Vol/Sat:	0.12	0.21	0.12	0.04	0.08	0.12	0.05	0.35	0.06	0.05	0.49	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.16	0.26	0.33	0.13	0.23	0.31	0.08	0.47	0.63	0.08	0.47	0.60
Volume/Cap:	0.78	0.83	0.35	0.33	0.35	0.39	0.58	0.74	0.09	0.69	1.04	0.19
Delay/Veh:	91.7	78.9	48.7	76.4	62.4	52.0	88.1	34.0	7.0	94.1	69.2	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	91.7	78.9	48.7	76.4	62.4	52.0	88.1	34.0	7.0	94.1	69.2	10.2
LOS by Move:	F	E-	D	E-	E	D-	F	C-	A	F	E	B+
HCM2kAvqQ:	13	23	9	4	7	10	5	27	1	6	62	3

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Existing + Project PM (2-4 PM)

Intersection #5806: MONTAGUE EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	38	38	16	40	40	23	87	87	15	79	79
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	92	129	187	200	150	164	262	2406	197	163	1251	86
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	92	129	187	200	150	164	262	2406	197	163	1251	86
Added Vol:	0	0	0	0	0	0	0	26	0	0	27	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	92	129	187	200	150	164	262	2432	197	163	1278	86
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	92	129	187	200	150	164	262	1897	197	163	1112	86
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	92	129	187	200	150	164	262	1897	197	163	1112	86
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	92	129	187	200	150	164	262	1897	197	163	1112	86

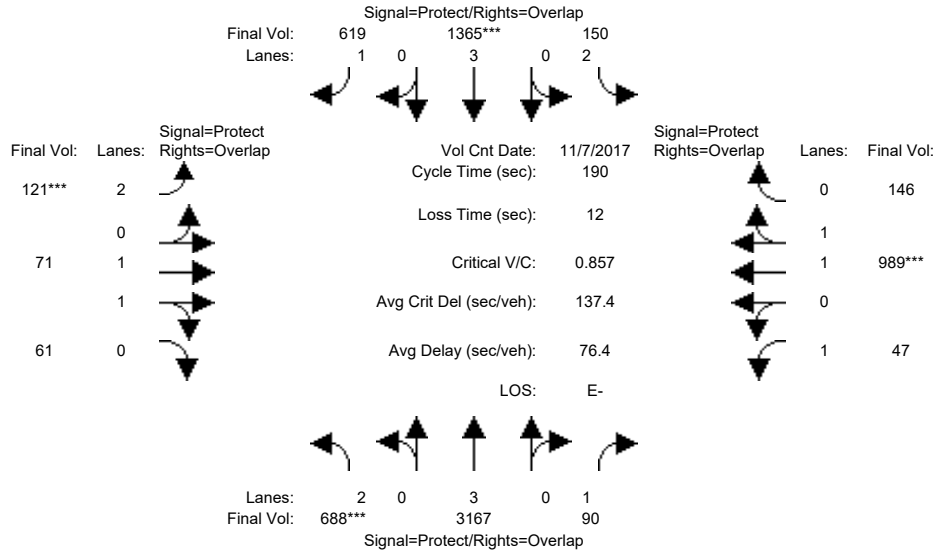
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	5700	1750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

Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.11	0.06	0.08	0.09	0.08	0.33	0.11	0.05	0.20	0.05
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.09	0.21	0.30	0.12	0.25	0.41	0.16	0.51	0.60	0.09	0.44	0.56
Volume/Cap:	0.61	0.32	0.36	0.53	0.32	0.23	0.53	0.65	0.19	0.59	0.44	0.09
Delay/Veh:	85.9	60.0	49.4	75.2	55.5	35.1	70.2	24.5	9.5	81.7	40.9	24.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	85.9	60.0	49.4	75.2	55.5	35.1	70.2	24.5	9.5	81.7	40.9	24.0
LOS by Move:	F	E	D	E-	E+	D+	E	C	A	F	D	C
HCM2kAvgQ:	5	6	8	7	7	6	7	19	3	5	16	3

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background AM

Intersection #115: San Tomas EXPWY (N/S) / Walsh Ave [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	102	102	15	94	94	7	42	42	13	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<											
Base Vol:	688	3726	90	150	1606	619	121	71	61	47	989	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:	688	3726	90	150	1606	619	121	71	61	47	989	146				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Approved:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	688	3726	90	150	1606	619	121	71	61	47	989	146				
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	688	3167	90	150	1365	619	121	71	61	47	989	146				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	688	3167	90	150	1365	619	121	71	61	47	989	146				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	688	3167	90	150	1365	619	121	71	61	47	989	146				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.05	0.95	1.00	1.74	0.26
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	1989	1709	1750	3224	476

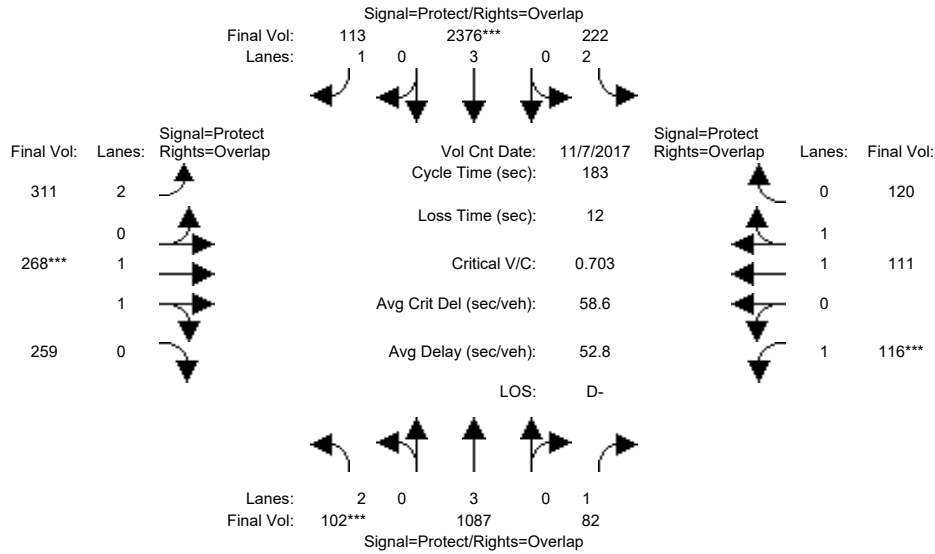
Capacity Analysis Module:												
Vol/Sat:	0.22	0.56	0.05	0.05	0.24	0.35	0.04	0.04	0.04	0.03	0.31	0.31
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.58	0.65	0.08	0.49	0.53	0.04	0.21	0.38	0.06	0.24	0.32
Volume/Cap:	1.30	0.96	0.08	0.58	0.48	0.67	1.04	0.17	0.09	0.42	1.30	0.96
Delay/Veh:	225.7	31.2	5.7	87.2	24.8	24.9	186.9	61.8	38.2	87.9	214	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:	225.7	31.2	5.7	87.2	24.8	24.9	186.9	61.8	38.2	87.9	214	81.1
LOS by Move:	F	C	A	F	C	C	F	E	D+	F	F	F
HCM2kAvgQ:	34	50	1	6	13	21	5	3	2	3	51	37

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM (2-4 PM)

Intersection #115: San Tomas EXPWY (N/S) / Walsh Ave [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	81	81	13	81	81	26	55	55	14	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	102	1469	82	222	2897	113	311	268	259	116	111	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:	102	1469	82	222	2897	113	311	268	259	116	111	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	1469	82	222	2897	113	311	268	259	116	111	120
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	1087	82	222	2376	113	311	268	259	116	111	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1087	82	222	2376	113	311	268	259	116	111	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	1087	82	222	2376	113	311	268	259	116	111	120

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	1898	1800	1750	1900	1750

Capacity Analysis Module:

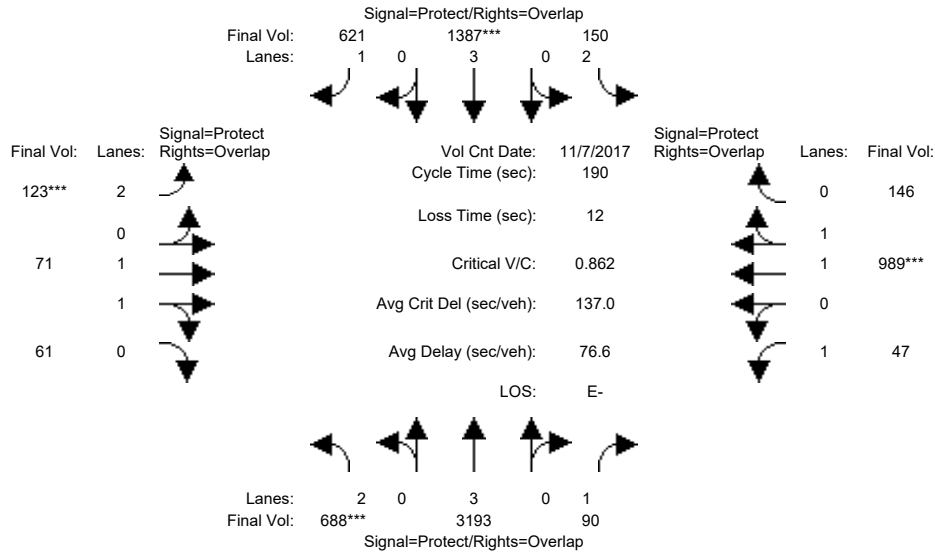
Vol/Sat:	0.03	0.19	0.05	0.07	0.42	0.06	0.10	0.14	0.14	0.07	0.06	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.48	0.56	0.08	0.48	0.62	0.15	0.30	0.38	0.08	0.23	0.31
Volume/Cap:	0.40	0.40	0.08	0.91	0.88	0.10	0.67	0.47	0.38	0.87	0.25	0.22
Delay/Veh:	80.7	24.4	12.6	119.4	55.8	20.2	77.9	52.4	40.9	124.4	57.7	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.7	24.4	12.6	119.4	55.8	20.2	77.9	52.4	40.9	124.4	57.7	47.2
LOS by Move:	F	C	B	F	E+	C+	E-	D-	D	F	E+	D
HCM2kAvgQ:	3	9	1	10	43	4	10	12	11	9	5	5

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #115: San Tomas EXPWY (N/S) / Walsh Ave [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	102	102	15	94	94	7	42	42	13	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	688	3726	90	150	1606	619	121	71	61	47	989	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:	688	3726	90	150	1606	619	121	71	61	47	989	146
Added Vol:	0	30	0	0	26	2	2	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	688	3756	90	150	1632	621	123	71	61	47	989	146
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	688	3193	90	150	1387	621	123	71	61	47	989	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	688	3193	90	150	1387	621	123	71	61	47	989	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	688	3193	90	150	1387	621	123	71	61	47	989	146

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.05	0.95	1.00	1.74	0.26
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	1989	1709	1750	3224	476

Capacity Analysis Module:												
Vol/Sat:	0.22	0.56	0.05	0.05	0.24	0.35	0.04	0.04	0.04	0.03	0.31	0.31
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.58	0.65	0.08	0.49	0.53	0.04	0.21	0.38	0.06	0.24	0.32
Volume/Cap:	1.30	0.96	0.08	0.58	0.49	0.67	1.06	0.17	0.09	0.42	1.30	0.96
Delay/Veh:	225.7	32.2	5.7	87.4	25.0	25.0	192.0	61.8	38.2	87.9	214	81.5
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:	225.7	32.2	5.7	87.4	25.0	25.0	192.0	61.8	38.2	87.9	214	81.5
LOS by Move:	F	C-	A	F	C	C	F	E	D+	F	F	F
HCM2kAvgQ:	34	52	1	6	13	22	6	3	2	3	51	37

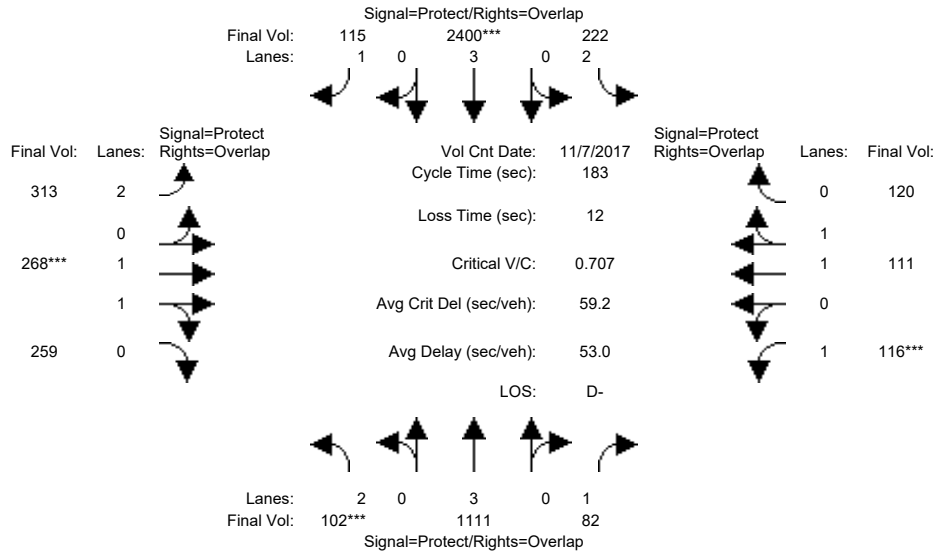
Note: Queue reported is the number of cars per lane.



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

Intersection #115: San Tomas EXPWY (N/S) / Walsh Ave [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	81	81	13	81	81	26	55	55	14	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	102	1469	82	222	2897	113	311	268	259	116	111	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:	102	1469	82	222	2897	113	311	268	259	116	111	120
Added Vol:	0	32	0	0	30	2	2	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	102	1501	82	222	2927	115	313	268	259	116	111	120
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	102	1111	82	222	2400	115	313	268	259	116	111	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	102	1111	82	222	2400	115	313	268	259	116	111	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	102	1111	82	222	2400	115	313	268	259	116	111	120

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	1898	1800	1750	1900	1750

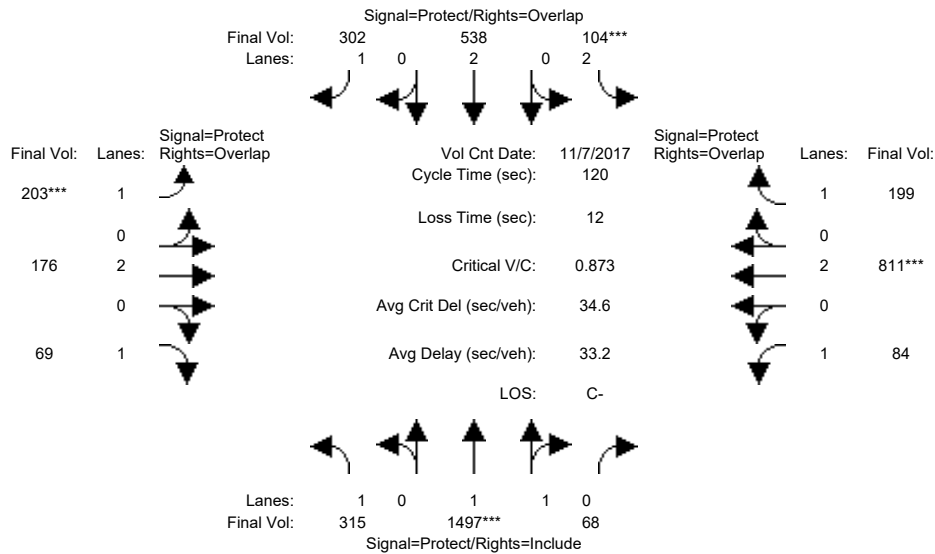
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.03	0.19	0.05	0.07	0.42	0.07	0.10	0.14	0.14	0.07	0.06	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.48	0.56	0.08	0.48	0.62	0.15	0.30	0.38	0.08	0.23	0.31
Volume/Cap:	0.40	0.41	0.08	0.91	0.89	0.11	0.68	0.47	0.38	0.87	0.25	0.22
Delay/Veh:	80.7	24.5	12.6	119.4	56.6	20.2	78.1	52.4	40.9	124.4	57.7	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.7	24.5	12.6	119.4	56.6	20.2	78.1	52.4	40.9	124.4	57.7	47.2
LOS by Move:	F	C	B	F	E+	C+	E-	D-	D	F	E+	D
HCM2kAvgQ:	3	10	1	10	44	4	10	12	11	9	5	5

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #202: BOWERS AV / KIFER RD-WALSH AV



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

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	296	1407	64	98	506	284	191	165	65	79	762	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	1407	64	98	506	284	191	165	65	79	762	187
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	1407	64	98	506	284	191	165	65	79	762	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	315	1497	68	104	538	302	203	176	69	84	811	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	1497	68	104	538	302	203	176	69	84	811	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	1497	68	104	538	302	203	176	69	84	811	199

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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3539	161	3150	3800	1750	1750	3800	1750	1750	3800	1750

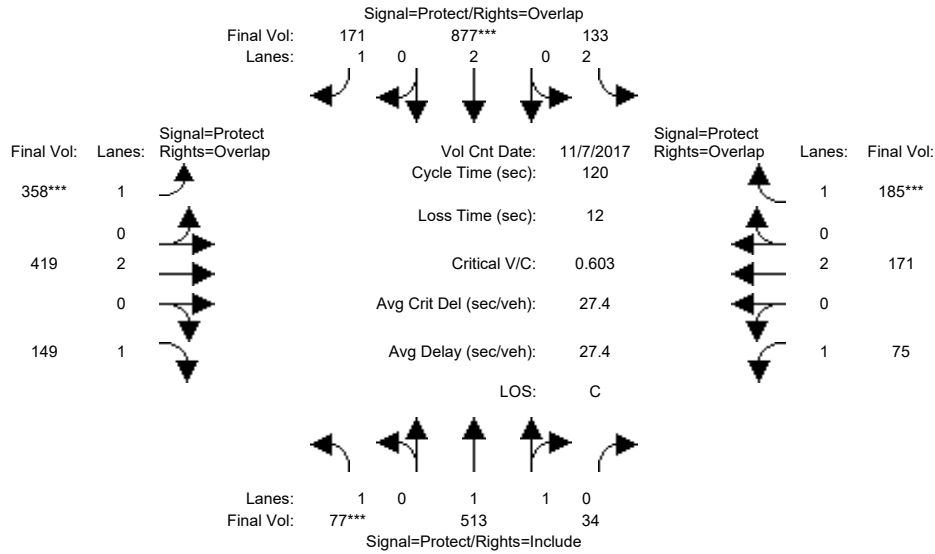
Capacity Analysis Module:												
Vol/Sat:	0.18	0.42	0.42	0.03	0.14	0.17	0.12	0.05	0.04	0.05	0.21	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.29	0.48	0.48	0.04	0.23	0.36	0.13	0.18	0.48	0.19	0.24	0.29
Volume/Cap:	0.61	0.88	0.88	0.79	0.61	0.48	0.88	0.25	0.08	0.25	0.88	0.40
Delay/Veh:	28.6	15.8	15.8	82.8	34.4	18.8	80.1	42.0	17.1	41.6	53.1	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:	28.6	15.8	15.8	82.8	34.4	18.8	80.1	42.0	17.1	41.6	53.1	35.1
LOS by Move:	C	B	B	F	C-	B-	F	D	B	D	D-	D+
HCM2kAvqQ:	9	22	22	2	8	6	11	3	1	3	16	6

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM (2-4 PM)

Intersection #202: BOWERS AV / KIFER RD-WALSH AV



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

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	73	487	32	126	833	162	340	398	142	71	162	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	487	32	126	833	162	340	398	142	71	162	176
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	487	32	126	833	162	340	398	142	71	162	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	513	34	133	877	171	358	419	149	75	171	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	513	34	133	877	171	358	419	149	75	171	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	513	34	133	877	171	358	419	149	75	171	185

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.87	0.13	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3472	228	3150	3800	1750	1750	3800	1750	1750	3800	1750

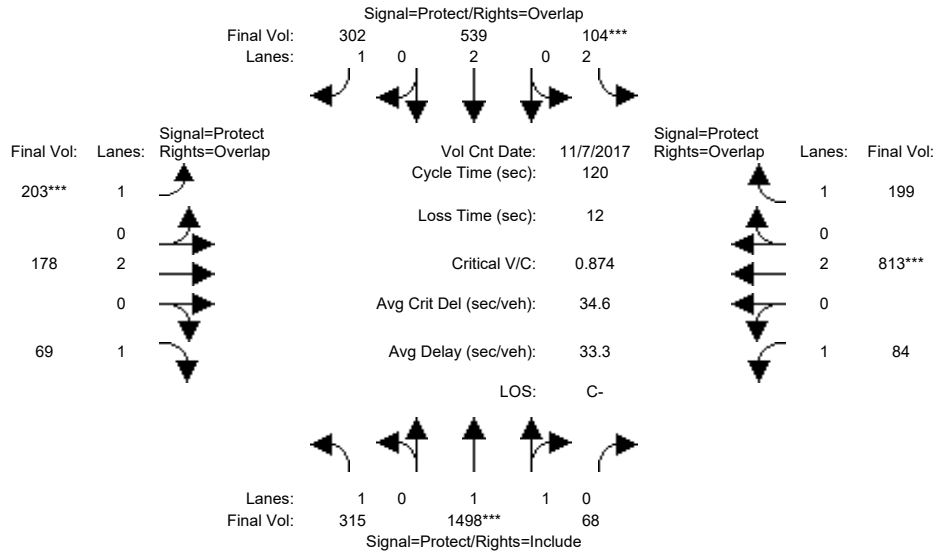
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.04	0.15	0.15	0.04	0.23	0.10	0.20	0.11	0.09	0.04	0.04	0.11
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.35	0.35	0.10	0.38	0.72	0.34	0.32	0.39	0.12	0.11	0.21
Volume/Cap:	0.60	0.42	0.42	0.42	0.60	0.14	0.60	0.34	0.22	0.34	0.42	0.51
Delay/Veh:	59.1	18.8	18.8	47.7	18.2	0.0	34.7	31.3	24.3	49.0	51.0	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:	59.1	18.8	18.8	47.7	18.2	0.0	34.7	31.3	24.3	49.0	51.0	43.5
LOS by Move:	E+	B-	B-	D	B-	A	C-	C	C	D	D	D
HCM2kAvgQ:	3	6	6	2	9	0	12	6	4	3	3	6

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #202: BOWERS AV / KIFER RD-WALSH AV



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

Volume Module:	>>	Count	Date:	7	Nov	2017	<<					
Base Vol:	296	1407	64	98	506	284	191	165	65	79	762	187
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	296	1407	64	98	506	284	191	165	65	79	762	187
Added Vol:	0	1	0	0	1	0	0	2	0	0	2	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	296	1408	64	98	507	284	191	167	65	79	764	187
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	315	1498	68	104	539	302	203	178	69	84	813	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	315	1498	68	104	539	302	203	178	69	84	813	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	315	1498	68	104	539	302	203	178	69	84	813	199

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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.91	0.09	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3539	161	3150	3800	1750	1750	3800	1750	1750	3800	1750

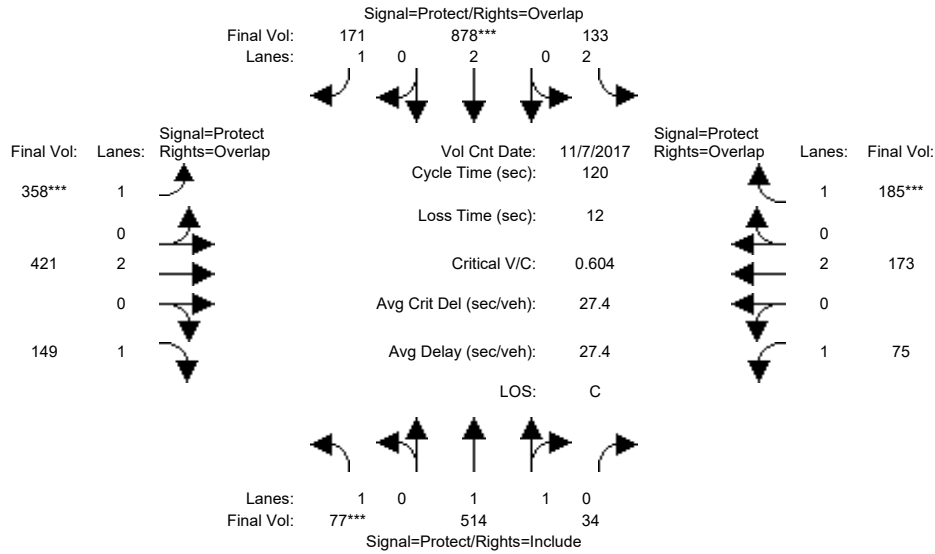
Capacity Analysis Module:												
Vol/Sat:	0.18	0.42	0.42	0.03	0.14	0.17	0.12	0.05	0.04	0.05	0.21	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.29	0.48	0.48	0.04	0.23	0.36	0.13	0.19	0.48	0.19	0.24	0.29
Volume/Cap:	0.61	0.88	0.88	0.79	0.61	0.48	0.88	0.25	0.08	0.25	0.88	0.40
Delay/Veh:	28.7	15.9	15.9	82.8	34.4	18.8	80.4	41.9	17.0	41.7	53.2	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:	28.7	15.9	15.9	82.8	34.4	18.8	80.4	41.9	17.0	41.7	53.2	35.1
LOS by Move:	C	B	B	F	C-	B-	F	D	B	D	D-	D+
HCM2kAvgQ:	9	22	22	2	8	6	11	3	1	3	16	6

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

Intersection #202: BOWERS AV / KIFER RD-WALSH AV



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

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	73	487	32	126	833	162	340	398	142	71	162	176
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	73	487	32	126	833	162	340	398	142	71	162	176
Added Vol:	0	1	0	0	1	0	0	2	0	0	2	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	73	488	32	126	834	162	340	400	142	71	164	176
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	77	514	34	133	878	171	358	421	149	75	173	185
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	514	34	133	878	171	358	421	149	75	173	185
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	77	514	34	133	878	171	358	421	149	75	173	185

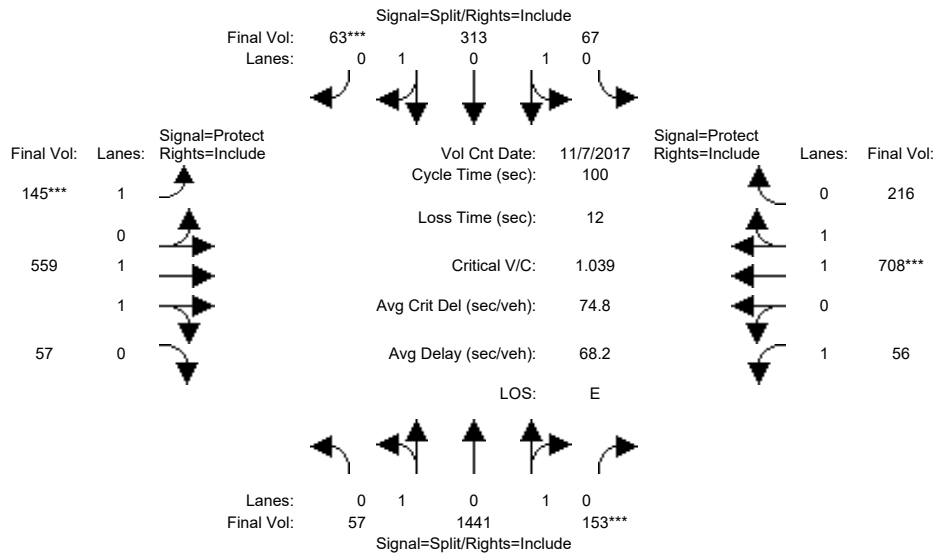
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.87	0.13	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3472	228	3150	3800	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.04	0.23	0.10	0.20	0.11	0.09	0.04	0.05	0.11
Crit Moves:	****			****			****					****
Green/Cycle:	0.07	0.35	0.35	0.10	0.38	0.72	0.34	0.32	0.39	0.12	0.11	0.21
Volume/Cap:	0.60	0.42	0.42	0.42	0.60	0.14	0.60	0.35	0.22	0.35	0.43	0.51
Delay/Veh:	59.1	18.8	18.8	47.7	18.2	0.0	34.7	31.3	24.3	49.1	51.0	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:	59.1	18.8	18.8	47.7	18.2	0.0	34.7	31.3	24.3	49.1	51.0	43.5
LOS by Move:	E+	B-	B-	D	B-	A	C-	C	C	D	D-	D
HCM2kAvgQ:	3	6	6	2	9	0	12	6	4	3	3	6

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background AM

Intersection #205: BOWERS/MONROE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	5.5	5.5	5.5	4.5	4.5	4.5	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	50	1254	133	58	272	55	126	486	50	49	616	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1254	133	58	272	55	126	486	50	49	616	188
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1254	133	58	272	55	126	486	50	49	616	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	57	1441	153	67	313	63	145	559	57	56	708	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1441	153	67	313	63	145	559	57	56	708	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	1441	153	67	313	63	145	559	57	56	708	216

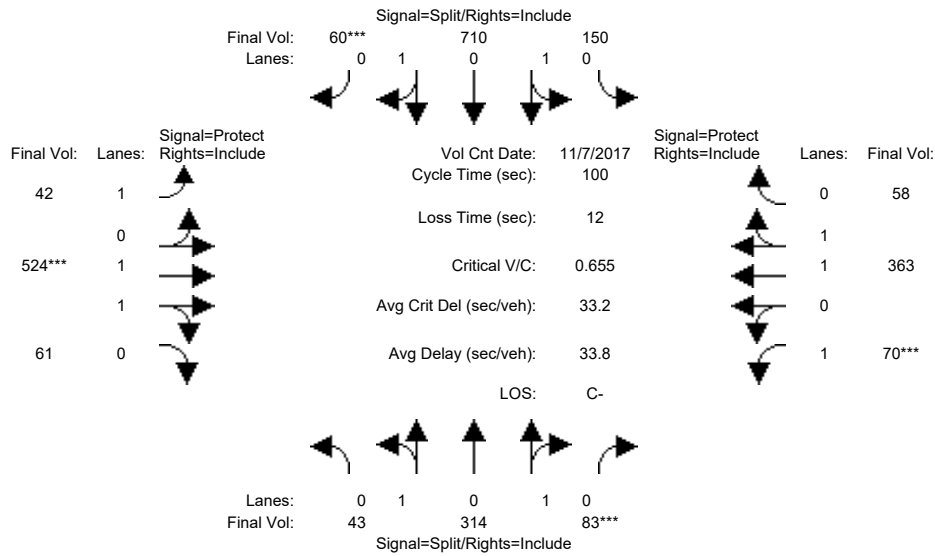
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.07	1.75	0.18	0.30	1.41	0.29	1.00	1.81	0.19	1.00	1.52	0.48
Final Sat.:	125	3142	333	542	2543	514	1750	3355	345	1750	2834	865

Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.12	0.12	0.12	0.08	0.17	0.17	0.03	0.25	0.25
Crit Moves:			****				****	****			****	
Green/Cycle:	0.44	0.44	0.44	0.12	0.12	0.12	0.08	0.25	0.25	0.07	0.24	0.24
Volume/Cap:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	0.68	0.68	0.44	1.04	1.04
Delay/Veh:	61.3	61.3	61.3	98.2	98.2	98.2	133.0	36.1	36.1	46.6	78.7	78.7
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:	61.3	61.3	61.3	98.2	98.2	98.2	133.0	36.1	36.1	46.6	78.7	78.7
LOS by Move:	E	E	E	F	F	F	F	D+	D+	D	E-	E-
HCM2kAvgQ:	34	34	34	10	10	10	9	10	10	2	22	22

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM (2-4 PM)

Intersection #205: BOWERS/MONROE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	5.5	5.5	5.5	4.5	4.5	4.5	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	39	283	75	135	639	54	38	472	55	63	327	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	283	75	135	639	54	38	472	55	63	327	52
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	283	75	135	639	54	38	472	55	63	327	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	43	314	83	150	710	60	42	524	61	70	363	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	314	83	150	710	60	42	524	61	70	363	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	314	83	150	710	60	42	524	61	70	363	58

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.20	1.42	0.38	0.33	1.54	0.13	1.00	1.79	0.21	1.00	1.72	0.28
Final Sat.:	354	2566	680	587	2778	235	1750	3314	386	1750	3192	508

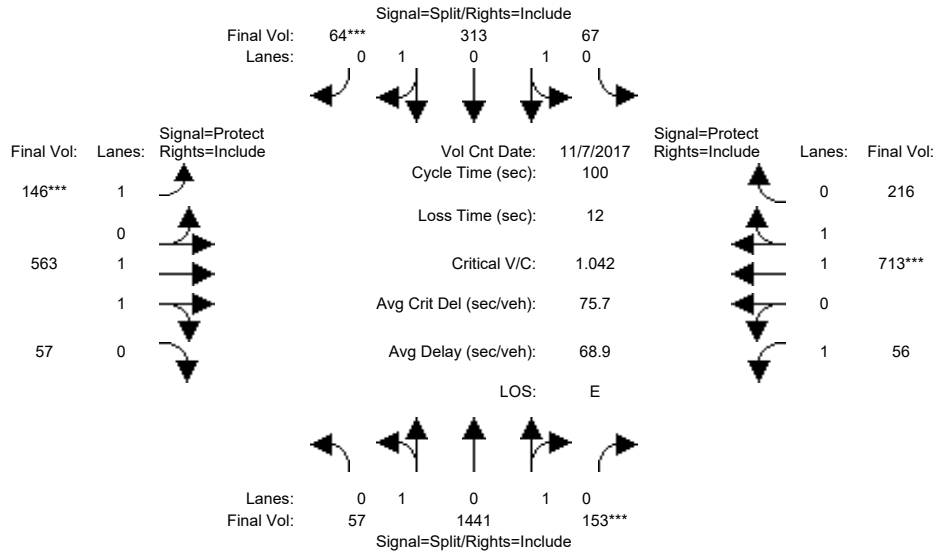
Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.26	0.26	0.26	0.02	0.16	0.16	0.04	0.11	0.11
Crit Moves:			****			****		****		****		
Green/Cycle:	0.19	0.19	0.19	0.39	0.39	0.39	0.09	0.24	0.24	0.06	0.21	0.21
Volume/Cap:	0.65	0.65	0.65	0.65	0.65	0.65	0.26	0.65	0.65	0.65	0.54	0.54
Delay/Veh:	40.0	40.0	40.0	26.1	26.1	26.1	43.1	35.9	35.9	59.7	36.0	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:	40.0	40.0	40.0	26.1	26.1	26.1	43.1	35.9	35.9	59.7	36.0	36.0
LOS by Move:	D	D	D	C	C	C	D	D+	D+	E+	D+	D+
HCM2kAvgQ:	7	7	7	12	12	12	2	9	9	4	6	6

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #205: BOWERS/MONROE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	5.5	5.5	5.5	4.5	4.5	4.5	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	50	1254	133	58	272	55	126	486	50	49	616	188
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1254	133	58	272	55	126	486	50	49	616	188
Added Vol:	0	0	0	0	0	1	1	4	0	0	4	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1254	133	58	272	56	127	490	50	49	620	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:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	57	1441	153	67	313	64	146	563	57	56	713	216
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1441	153	67	313	64	146	563	57	56	713	216
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	1441	153	67	313	64	146	563	57	56	713	216

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.07	1.75	0.18	0.30	1.41	0.29	1.00	1.81	0.19	1.00	1.52	0.48
Final Sat.:	125	3142	333	541	2537	522	1750	3357	343	1750	2838	861

Capacity Analysis Module:												
Vol/Sat:	0.46	0.46	0.46	0.12	0.12	0.12	0.08	0.17	0.17	0.03	0.25	0.25
Crit Moves:			****			****	****				****	
Green/Cycle:	0.44	0.44	0.44	0.12	0.12	0.12	0.08	0.25	0.25	0.07	0.24	0.24
Volume/Cap:	1.04	1.04	1.04	1.04	1.04	1.04	1.04	0.68	0.68	0.44	1.04	1.04
Delay/Veh:	62.2	62.2	62.2	98.9	98.9	98.9	133.5	36.1	36.1	46.7	79.4	79.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.2	62.2	62.2	98.9	98.9	98.9	133.5	36.1	36.1	46.7	79.4	79.4
LOS by Move:	E	E	E	F	F	F	F	D+	D+	D	E-	E-
HCM2kAvgQ:	34	34	34	10	10	10	9	10	10	2	22	22

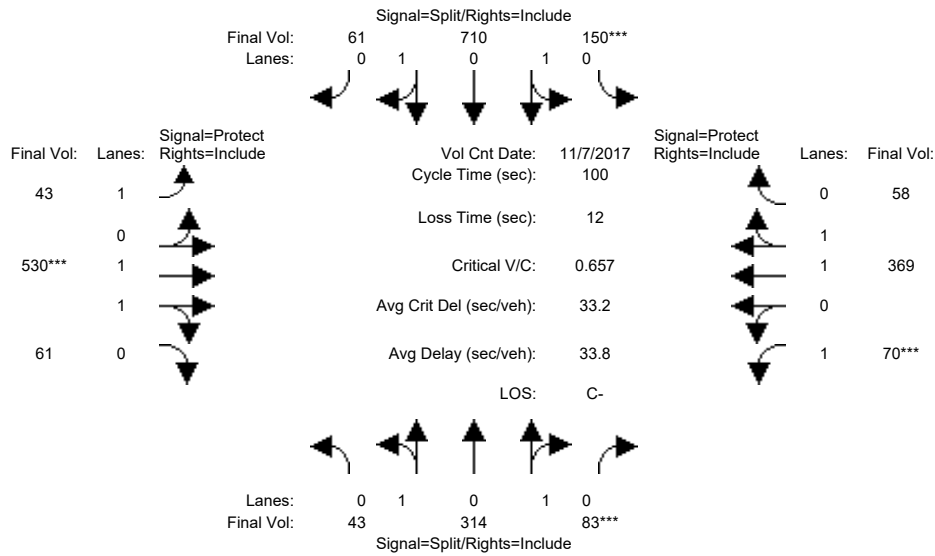
Note: Queue reported is the number of cars per lane.



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

Intersection #205: BOWERS/MONROE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	5.5	5.5	5.5	4.5	4.5	4.5	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	39	283	75	135	639	54	38	472	55	63	327	52
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	283	75	135	639	54	38	472	55	63	327	52
Added Vol:	0	0	0	0	0	1	1	5	0	0	5	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	283	75	135	639	55	39	477	55	63	332	52
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	43	314	83	150	710	61	43	530	61	70	369	58
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	314	83	150	710	61	43	530	61	70	369	58
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	43	314	83	150	710	61	43	530	61	70	369	58

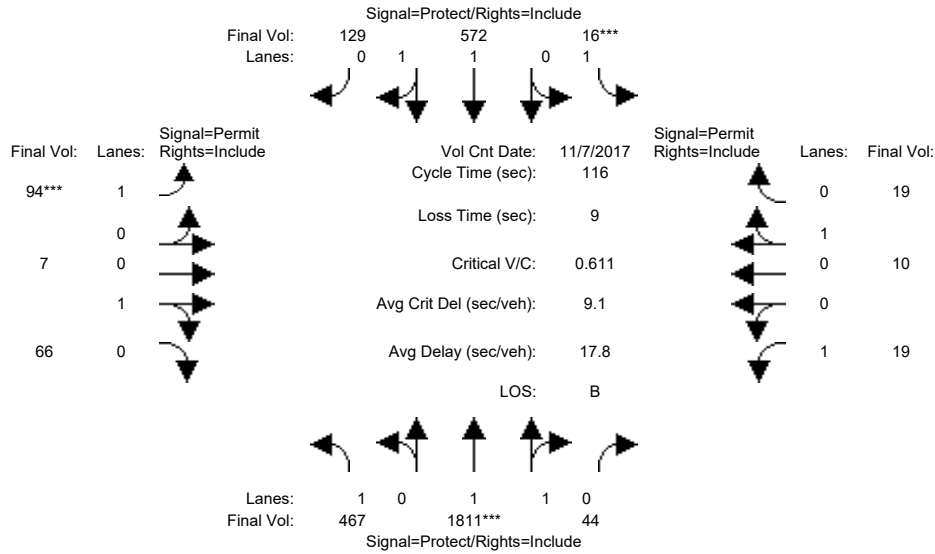
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.20	1.42	0.38	0.33	1.54	0.13	1.00	1.79	0.21	1.00	1.72	0.28
Final Sat.:	354	2566	680	586	2775	239	1750	3317	382	1750	3199	501

Capacity Analysis Module:												
Vol/Sat:	0.12	0.12	0.12	0.26	0.26	0.26	0.02	0.16	0.16	0.04	0.12	0.12
Crit Moves:			****	****				****		****		
Green/Cycle:	0.19	0.19	0.19	0.39	0.39	0.39	0.09	0.24	0.24	0.06	0.21	0.21
Volume/Cap:	0.66	0.66	0.66	0.66	0.66	0.66	0.27	0.66	0.66	0.66	0.54	0.54
Delay/Veh:	40.1	40.1	40.1	26.2	26.2	26.2	43.2	35.9	35.9	59.9	35.9	35.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.1	40.1	40.1	26.2	26.2	26.2	43.2	35.9	35.9	59.9	35.9	35.9
LOS by Move:	D	D	D	C	C	C	D	D+	D+	E+	D+	D+
HCM2kAvgQ:	7	7	7	12	12	12	2	9	9	4	7	7

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background AM

Intersection #304: LAFAYETTE/WALSH



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	439	1702	41	15	538	121	88	7	62	18	9	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	439	1702	41	15	538	121	88	7	62	18	9	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	439	1702	41	15	538	121	88	7	62	18	9	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	467	1811	44	16	572	129	94	7	66	19	10	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	1811	44	16	572	129	94	7	66	19	10	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	467	1811	44	16	572	129	94	7	66	19	10	19

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.95	0.05	1.00	1.62	0.38	1.00	0.10	0.90	1.00	0.33	0.67
Final Sat.:	1750	3613	87	1750	3020	679	1750	183	1617	1750	600	1200

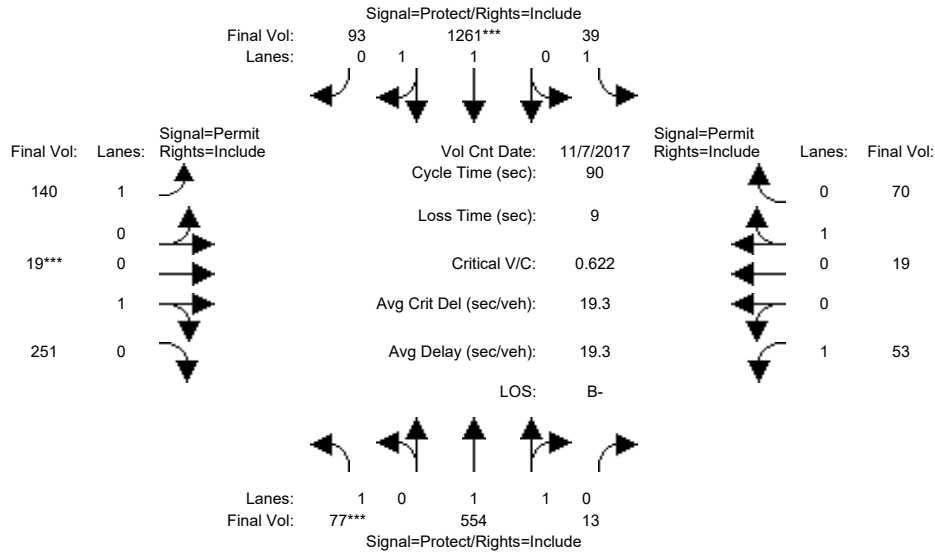
Capacity Analysis Module:												
Vol/Sat:	0.27	0.50	0.50	0.01	0.19	0.19	0.05	0.04	0.04	0.01	0.02	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.49	0.80	0.80	0.03	0.35	0.35	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.55	0.62	0.62	0.26	0.55	0.55	0.62	0.48	0.48	0.13	0.19	0.19
Delay/Veh:	23.1	5.5	5.5	65.0	32.1	32.1	69.3	60.7	60.7	50.8	51.9	51.9
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:	23.1	5.5	5.5	65.0	32.1	32.1	69.3	60.7	60.7	50.8	51.9	51.9
LOS by Move:	C	A	A	E	C-	C-	E	E	E	D	D-	D-
HCM2kAvgQ:	13	15	15	1	11	11	5	3	3	1	1	1

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM (2-4 PM)

Intersection #304: LAFAYETTE/WALSH



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	75	543	13	38	1236	91	137	19	246	52	19	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	543	13	38	1236	91	137	19	246	52	19	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	543	13	38	1236	91	137	19	246	52	19	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	77	554	13	39	1261	93	140	19	251	53	19	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	554	13	39	1261	93	140	19	251	53	19	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	554	13	39	1261	93	140	19	251	53	19	70

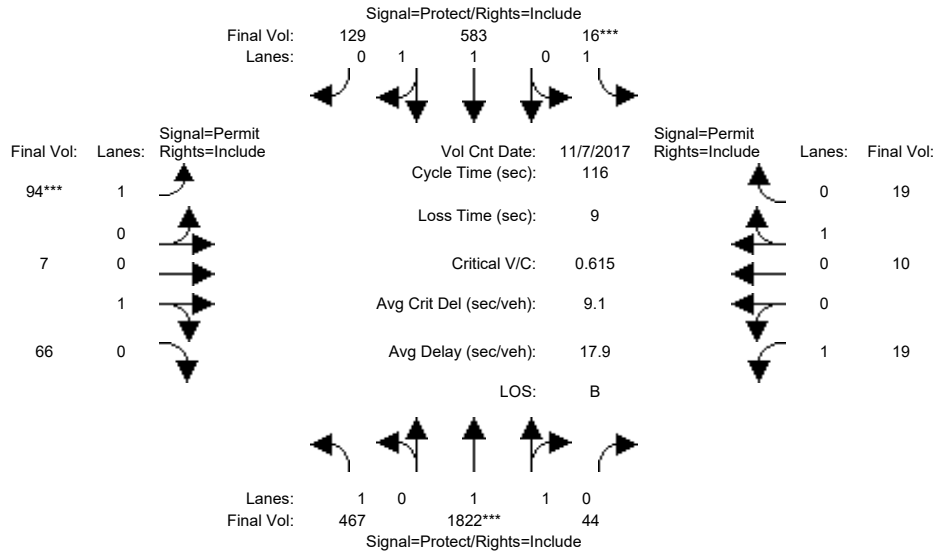
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.95	0.05	1.00	1.86	0.14	1.00	0.07	0.93	1.00	0.22	0.78
Final Sat.:	1750	3613	87	1750	3446	254	1750	129	1671	1750	389	1411

Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.02	0.37	0.37	0.08	0.15	0.15	0.03	0.05	0.05
Crit Moves:	****				****			****				
Green/Cycle:	0.07	0.51	0.51	0.15	0.59	0.59	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.62	0.30	0.30	0.15	0.62	0.62	0.33	0.62	0.62	0.13	0.21	0.21
Delay/Veh:	62.1	13.1	13.1	34.6	13.4	13.4	30.2	37.0	37.0	27.3	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.1	13.1	13.1	34.6	13.4	13.4	30.2	37.0	37.0	27.3	28.3	28.3
LOS by Move:	E	B	B	C-	B	B	C	D+	D+	C	C	C
HCM2kAvqQ:	2	5	5	1	13	13	4	8	8	1	2	2

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project AM

Intersection #304: LAFAYETTE/WALSH



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	439	1702	41	15	538	121	88	7	62	18	9	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	439	1702	41	15	538	121	88	7	62	18	9	18
Added Vol:	0	11	0	0	10	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	439	1713	41	15	548	121	88	7	62	18	9	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	467	1822	44	16	583	129	94	7	66	19	10	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	467	1822	44	16	583	129	94	7	66	19	10	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	467	1822	44	16	583	129	94	7	66	19	10	19

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.95	0.05	1.00	1.63	0.37	1.00	0.10	0.90	1.00	0.33	0.67
Final Sat.:	1750	3613	86	1750	3030	669	1750	183	1617	1750	600	1200

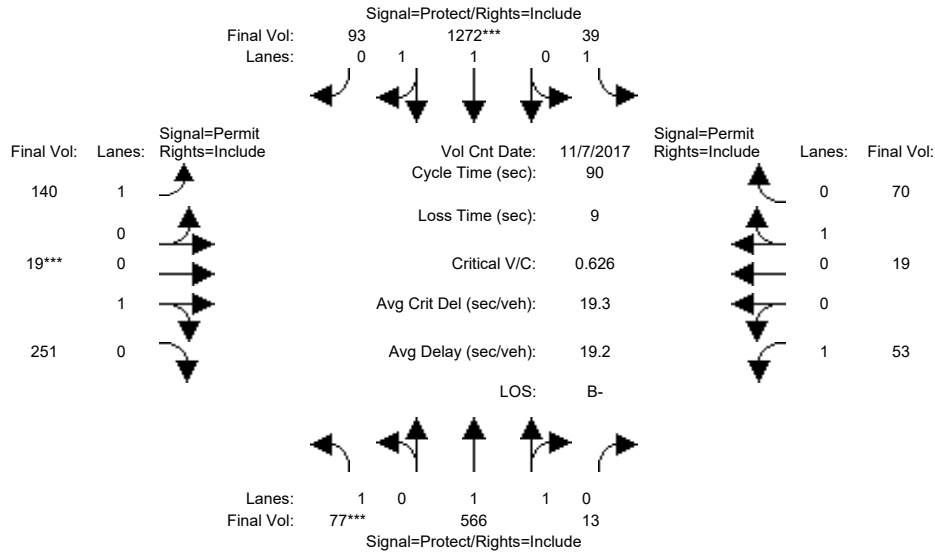
Capacity Analysis Module:												
Vol/Sat:	0.27	0.50	0.50	0.01	0.19	0.19	0.05	0.04	0.04	0.01	0.02	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.49	0.80	0.80	0.03	0.35	0.35	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.55	0.63	0.63	0.26	0.55	0.55	0.63	0.48	0.48	0.13	0.19	0.19
Delay/Veh:	23.4	5.6	5.6	65.0	31.9	31.9	69.7	60.9	60.9	50.9	52.0	52.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	23.4	5.6	5.6	65.0	31.9	31.9	69.7	60.9	60.9	50.9	52.0	52.0
LOS by Move:	C	A	A	E	C	C	E	E	E	D	D-	D-
HCM2kAvgQ:	13	15	15	1	11	11	5	3	3	1	1	1

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

Intersection #304: LAFAYETTE/WALSH



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	75	543	13	38	1236	91	137	19	246	52	19	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	75	543	13	38	1236	91	137	19	246	52	19	69
Added Vol:	0	12	0	0	11	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	75	555	13	38	1247	91	137	19	246	52	19	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	77	566	13	39	1272	93	140	19	251	53	19	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	77	566	13	39	1272	93	140	19	251	53	19	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	77	566	13	39	1272	93	140	19	251	53	19	70

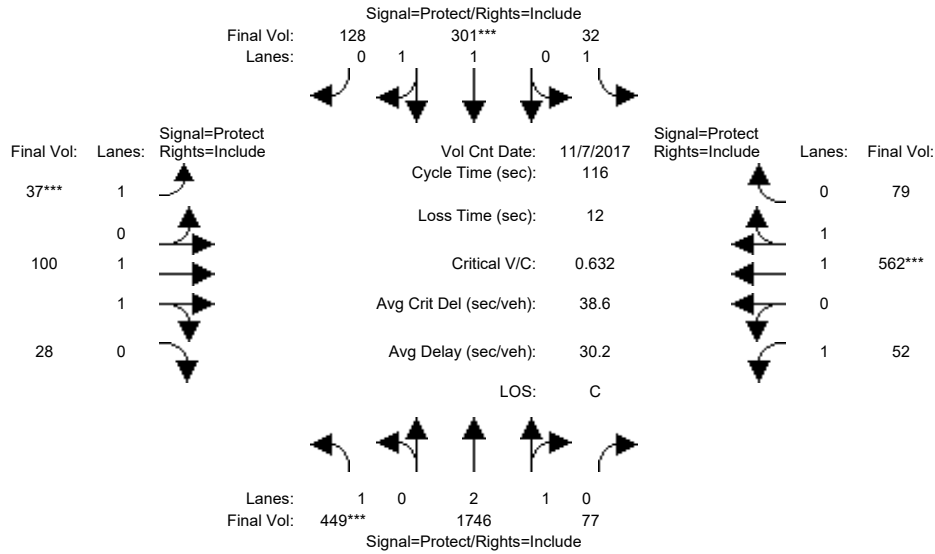
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.95	0.05	1.00	1.86	0.14	1.00	0.07	0.93	1.00	0.22	0.78
Final Sat.:	1750	3615	85	1750	3448	252	1750	129	1671	1750	389	1411

Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.02	0.37	0.37	0.08	0.15	0.15	0.03	0.05	0.05
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.51	0.51	0.15	0.59	0.59	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.63	0.30	0.30	0.15	0.63	0.63	0.33	0.63	0.63	0.13	0.21	0.21
Delay/Veh:	62.5	13.0	13.0	34.8	13.4	13.4	30.4	37.3	37.3	27.4	28.4	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:	62.5	13.0	13.0	34.8	13.4	13.4	30.4	37.3	37.3	27.4	28.4	28.4
LOS by Move:	E	B	B	C-	B	B	C	D+	D+	C	C	C
HCM2kAvqQ:	2	5	5	1	13	13	4	8	8	1	2	2

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background AM

Intersection #501: SCOTT / WALSH



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	413	1606	71	29	277	118	34	92	26	48	517	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	413	1606	71	29	277	118	34	92	26	48	517	73
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	413	1606	71	29	277	118	34	92	26	48	517	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	449	1746	77	32	301	128	37	100	28	52	562	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	1746	77	32	301	128	37	100	28	52	562	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	449	1746	77	32	301	128	37	100	28	52	562	79

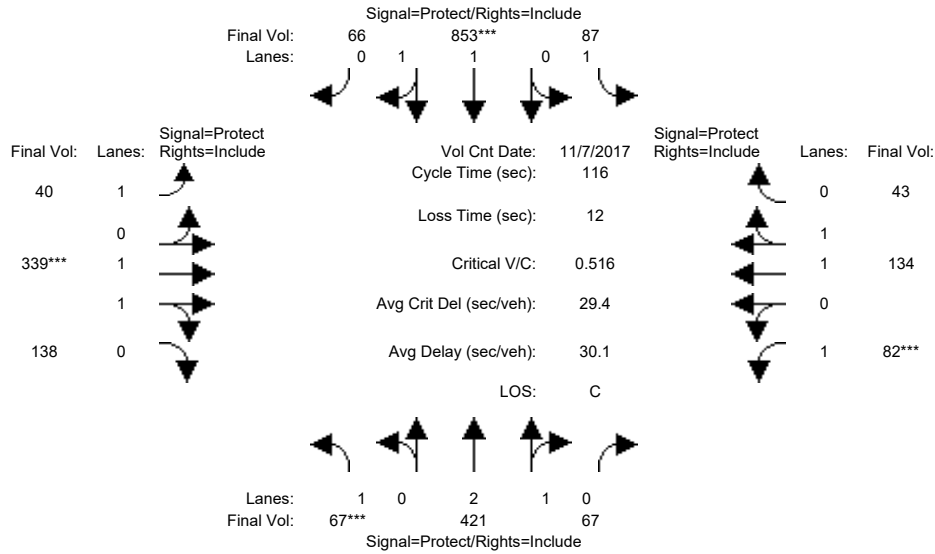
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.87	0.13	1.00	1.39	0.61	1.00	1.55	0.45	1.00	1.75	0.25
Final Sat.:	1750	5363	237	1750	2594	1105	1750	2884	815	1750	3242	458

Capacity Analysis Module:												
Vol/Sat:	0.26	0.33	0.33	0.02	0.12	0.12	0.02	0.03	0.03	0.03	0.17	0.17
Crit Moves:	****				****		****				****	
Green/Cycle:	0.41	0.51	0.51	0.08	0.18	0.18	0.03	0.17	0.17	0.14	0.27	0.27
Volume/Cap:	0.63	0.64	0.64	0.22	0.63	0.63	0.61	0.20	0.20	0.22	0.63	0.63
Delay/Veh:	29.5	21.3	21.3	50.7	45.7	45.7	72.4	41.4	41.4	45.0	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:	29.5	21.3	21.3	50.7	45.7	45.7	72.4	41.4	41.4	45.0	38.3	38.3
LOS by Move:	C	C+	C+	D	D	D	E	D	D	D	D+	D+
HCM2kAvqQ:	13	15	15	1	8	8	2	2	2	2	11	11

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM (2-4 PM)

Intersection #501: SCOTT / WALSH



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	62	387	62	80	785	61	37	312	127	75	123	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	387	62	80	785	61	37	312	127	75	123	40
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	387	62	80	785	61	37	312	127	75	123	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	67	421	67	87	853	66	40	339	138	82	134	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	421	67	87	853	66	40	339	138	82	134	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	421	67	87	853	66	40	339	138	82	134	43

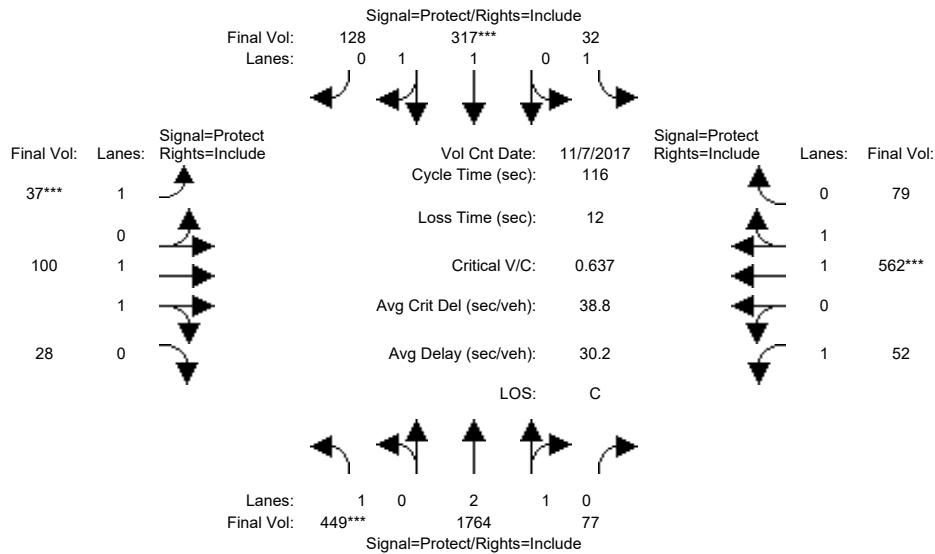
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.57	0.43	1.00	1.85	0.15	1.00	1.41	0.59	1.00	1.50	0.50
Final Sat.:	1750	4826	773	1750	3433	267	1750	2629	1070	1750	2791	908

Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.05	0.25	0.25	0.02	0.13	0.13	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.35	0.35	0.21	0.48	0.48	0.11	0.25	0.25	0.09	0.23	0.23
Volume/Cap:	0.52	0.25	0.25	0.24	0.52	0.52	0.20	0.52	0.52	0.52	0.21	0.21
Delay/Veh:	55.2	27.0	27.0	38.7	21.0	21.0	47.2	38.0	38.0	53.3	36.5	36.5
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:	55.2	27.0	27.0	38.7	21.0	21.0	47.2	38.0	38.0	53.3	36.5	36.5
LOS by Move:	E+	C	C	D+	C+	C+	D	D+	D+	D-	D+	D+
HCM2kAvgQ:	3	4	4	3	12	12	2	8	8	4	3	3

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project AM

Intersection #501: SCOTT / WALSH



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	413	1606	71	29	277	118	34	92	26	48	517	73
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	413	1606	71	29	277	118	34	92	26	48	517	73
Added Vol:	0	17	0	0	15	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	413	1623	71	29	292	118	34	92	26	48	517	73
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	449	1764	77	32	317	128	37	100	28	52	562	79
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	449	1764	77	32	317	128	37	100	28	52	562	79
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	449	1764	77	32	317	128	37	100	28	52	562	79

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.87	0.13	1.00	1.41	0.59	1.00	1.55	0.45	1.00	1.75	0.25
Final Sat.:	1750	5365	235	1750	2634	1065	1750	2884	815	1750	3242	458

Capacity Analysis Module:												
Vol/Sat:	0.26	0.33	0.33	0.02	0.12	0.12	0.02	0.03	0.03	0.03	0.17	0.17
Crit Moves:	****			****			****				****	
Green/Cycle:	0.40	0.51	0.51	0.08	0.19	0.19	0.03	0.17	0.17	0.14	0.27	0.27
Volume/Cap:	0.64	0.64	0.64	0.22	0.64	0.64	0.61	0.20	0.20	0.22	0.64	0.64
Delay/Veh:	29.9	21.2	21.2	50.8	45.4	45.4	72.4	41.6	41.6	45.1	38.6	38.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.9	21.2	21.2	50.8	45.4	45.4	72.4	41.6	41.6	45.1	38.6	38.6
LOS by Move:	C	C+	C+	D	D	D	E	D	D	D	D+	D+
HCM2kAvgQ:	13	16	16	1	8	8	2	2	2	2	11	11

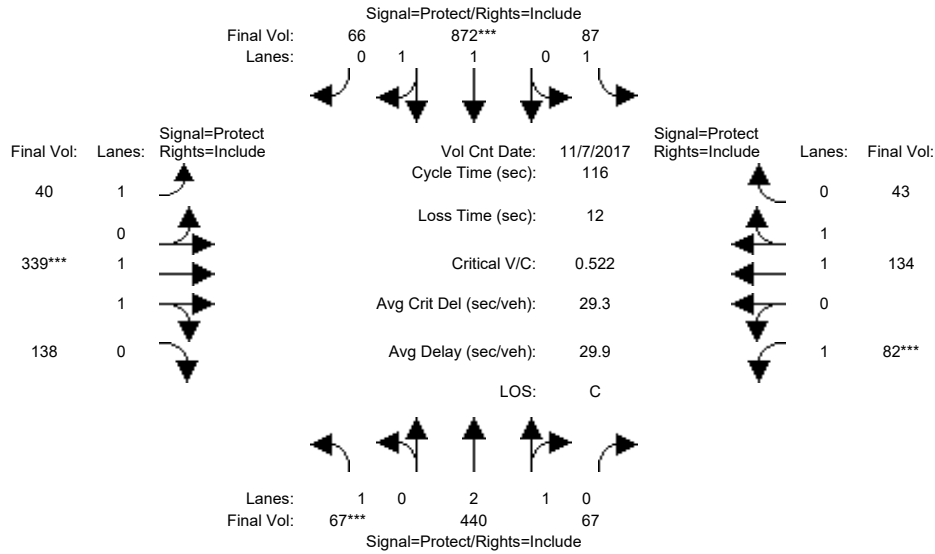
Note: Queue reported is the number of cars per lane.



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

Intersection #501: SCOTT / WALSH



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	62	387	62	80	785	61	37	312	127	75	123	40
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	62	387	62	80	785	61	37	312	127	75	123	40
Added Vol:	0	18	0	0	17	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	62	405	62	80	802	61	37	312	127	75	123	40
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	67	440	67	87	872	66	40	339	138	82	134	43
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	67	440	67	87	872	66	40	339	138	82	134	43
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	67	440	67	87	872	66	40	339	138	82	134	43

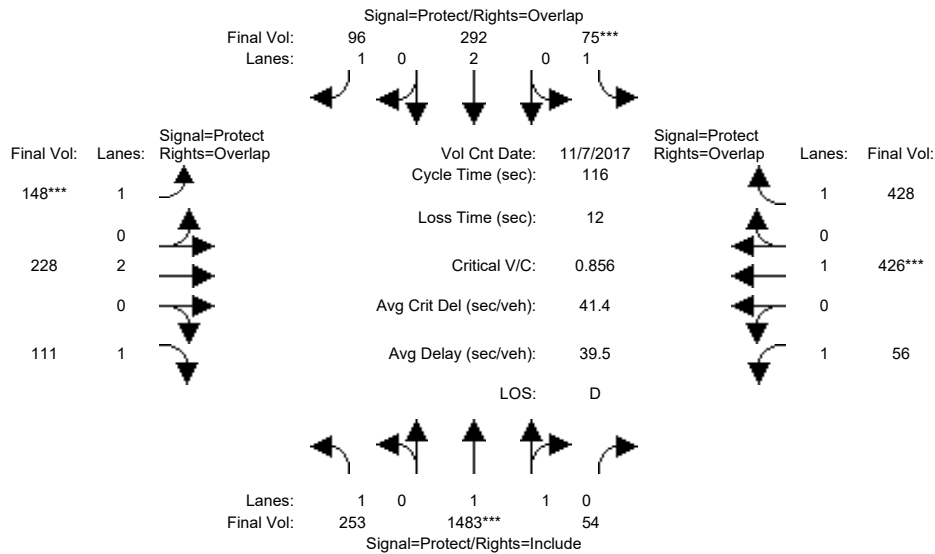
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.59	0.41	1.00	1.85	0.15	1.00	1.41	0.59	1.00	1.50	0.50
Final Sat.:	1750	4856	743	1750	3438	262	1750	2629	1070	1750	2791	908

Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.05	0.25	0.25	0.02	0.13	0.13	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.36	0.36	0.20	0.49	0.49	0.11	0.25	0.25	0.09	0.22	0.22
Volume/Cap:	0.52	0.25	0.25	0.24	0.52	0.52	0.20	0.52	0.52	0.52	0.21	0.21
Delay/Veh:	55.5	26.5	26.5	39.1	20.8	20.8	47.3	38.3	38.3	53.6	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:	55.5	26.5	26.5	39.1	20.8	20.8	47.3	38.3	38.3	53.6	36.8	36.8
LOS by Move:	E+	C	C	D	C+	C+	D	D+	D+	D-	D+	D+
HCM2kAvgQ:	3	4	4	3	12	12	2	8	8	4	3	3

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background AM

Intersection #504: SCOTT / MONROE

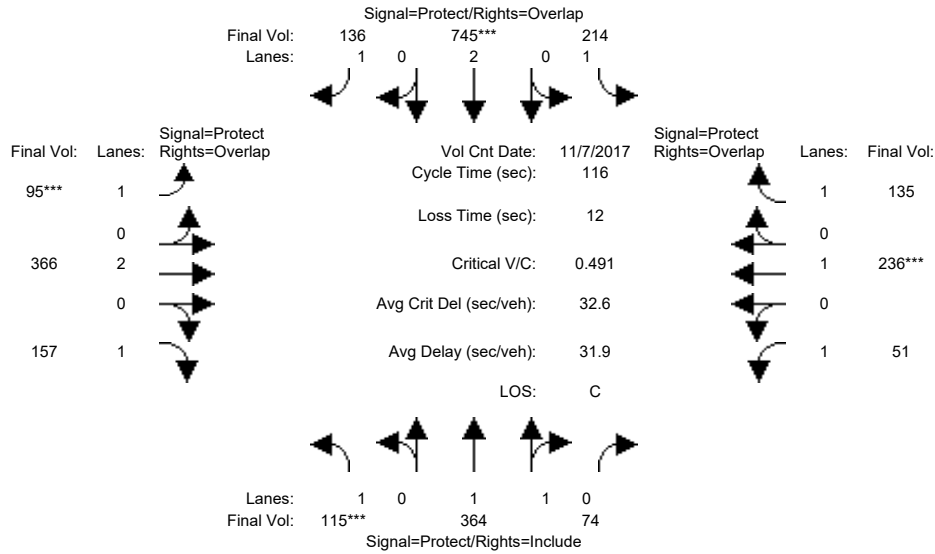


Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	10	10	5	5	5	5	5	5
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0
Volume Module: >> Count Date: 7 Nov 2017 <<												
Base Vol:	235	1379	50	70	272	89	138	212	103	52	396	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	1379	50	70	272	89	138	212	103	52	396	398
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	1379	50	70	272	89	138	212	103	52	396	398
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	253	1483	54	75	292	96	148	228	111	56	426	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	1483	54	75	292	96	148	228	111	56	426	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	253	1483	54	75	292	96	148	228	111	56	426	428
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3570	129	1750	3800	1750	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.42	0.42	0.04	0.08	0.05	0.08	0.06	0.06	0.03	0.22	0.24
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.34	0.49	0.49	0.05	0.20	0.30	0.10	0.21	0.55	0.15	0.26	0.31
Volume/Cap:	0.43	0.86	0.86	0.86	0.38	0.18	0.86	0.29	0.12	0.21	0.86	0.78
Delay/Veh:	30.5	30.6	30.6	106.6	40.5	30.3	83.2	38.7	12.9	43.6	54.4	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:	30.5	30.6	30.6	106.6	40.5	30.3	83.2	38.7	12.9	43.6	54.4	43.6
LOS by Move:	C	C	C	F	D	C	F	D+	B	D	D-	D
HCM2kAvgQ:	8	27	27	3	4	3	6	3	2	2	17	17

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM (2-4 PM)

Intersection #504: SCOTT / MONROE



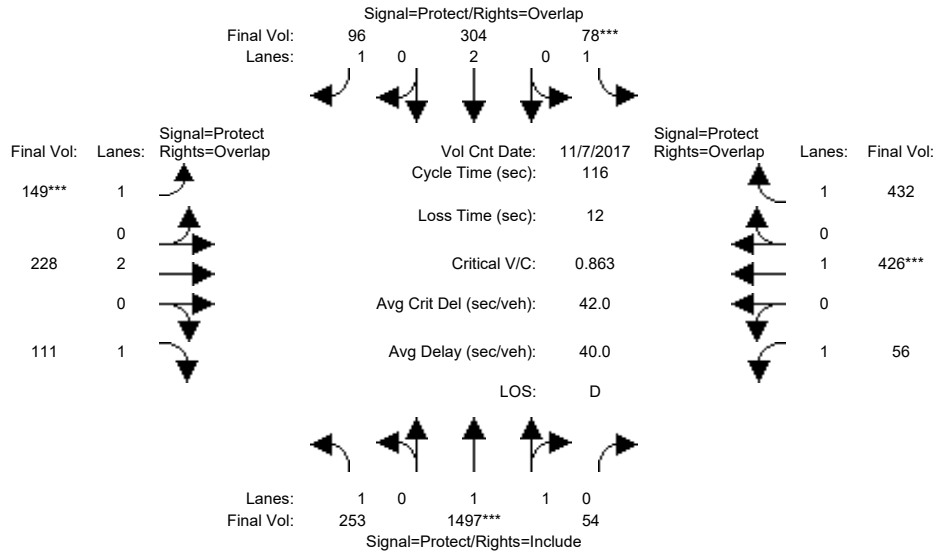
Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	10	10	5	5	5	5	5	5
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0
Volume Module: >> Count Date: 7 Nov 2017 <<												
Base Vol:	109	346	70	203	708	129	90	348	149	48	224	128
Growth Adj:	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:	109	346	70	203	708	129	90	348	149	48	224	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	346	70	203	708	129	90	348	149	48	224	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	115	364	74	214	745	136	95	366	157	51	236	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	364	74	214	745	136	95	366	157	51	236	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	364	74	214	745	136	95	366	157	51	236	135
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.65	0.35	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3077	623	1750	3800	1750	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.12	0.20	0.08	0.05	0.10	0.09	0.03	0.12	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.26	0.26	0.27	0.40	0.51	0.11	0.25	0.38	0.11	0.25	0.52
Volume/Cap:	0.49	0.45	0.45	0.45	0.49	0.15	0.49	0.38	0.23	0.26	0.49	0.15
Delay/Veh:	48.2	36.1	36.1	35.8	26.3	15.2	50.5	36.3	24.3	47.8	37.7	14.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.2	36.1	36.1	35.8	26.3	15.2	50.5	36.3	24.3	47.8	37.7	14.3
LOS by Move:	D	D+	D+	D+	C	B	D	D+	C	D	D+	B
HCM2kAvgQ:	5	7	7	7	10	3	3	5	4	2	7	3

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #504: SCOTT / MONROE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	10	10	5	5	5	5	5	5
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	235	1379	50	70	272	89	138	212	103	52	396	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	1379	50	70	272	89	138	212	103	52	396	398
Added Vol:	0	13	0	3	11	0	1	0	0	0	0	4
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	1392	50	73	283	89	139	212	103	52	396	402
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	253	1497	54	78	304	96	149	228	111	56	426	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	1497	54	78	304	96	149	228	111	56	426	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	253	1497	54	78	304	96	149	228	111	56	426	432

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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3572	128	1750	3800	1750	1750	3800	1750	1750	1900	1750

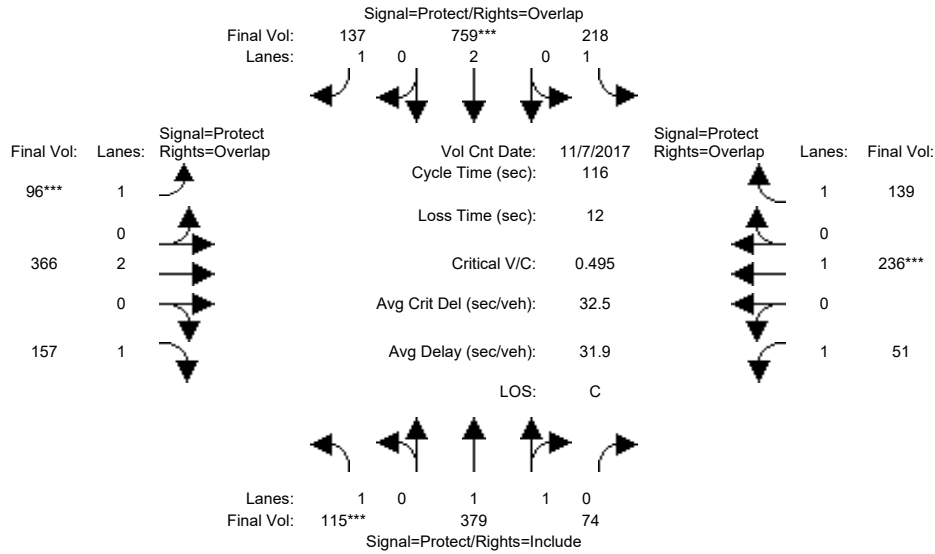
Capacity Analysis Module:												
Vol/Sat:	0.14	0.42	0.42	0.04	0.08	0.05	0.09	0.06	0.06	0.03	0.22	0.25
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.34	0.49	0.49	0.05	0.20	0.30	0.10	0.21	0.55	0.15	0.26	0.31
Volume/Cap:	0.43	0.86	0.86	0.86	0.40	0.18	0.86	0.29	0.12	0.21	0.86	0.79
Delay/Veh:	30.3	31.0	31.0	107.0	40.6	30.2	84.6	38.8	12.8	43.7	55.4	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	31.0	31.0	107.0	40.6	30.2	84.6	38.8	12.8	43.7	55.4	44.3
LOS by Move:	C	C	C	F	D	C	F	D+	B	D	E+	D
HCM2kAvgQ:	8	28	28	4	5	3	5	3	2	2	17	17

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

Intersection #504: SCOTT / MONROE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	10	10	5	5	5	5	5	5
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	109	346	70	203	708	129	90	348	149	48	224	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:	109	346	70	203	708	129	90	348	149	48	224	128
Added Vol:	0	14	0	4	13	1	1	0	0	0	0	4
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	360	70	207	721	130	91	348	149	48	224	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	115	379	74	218	759	137	96	366	157	51	236	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	379	74	218	759	137	96	366	157	51	236	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	115	379	74	218	759	137	96	366	157	51	236	139

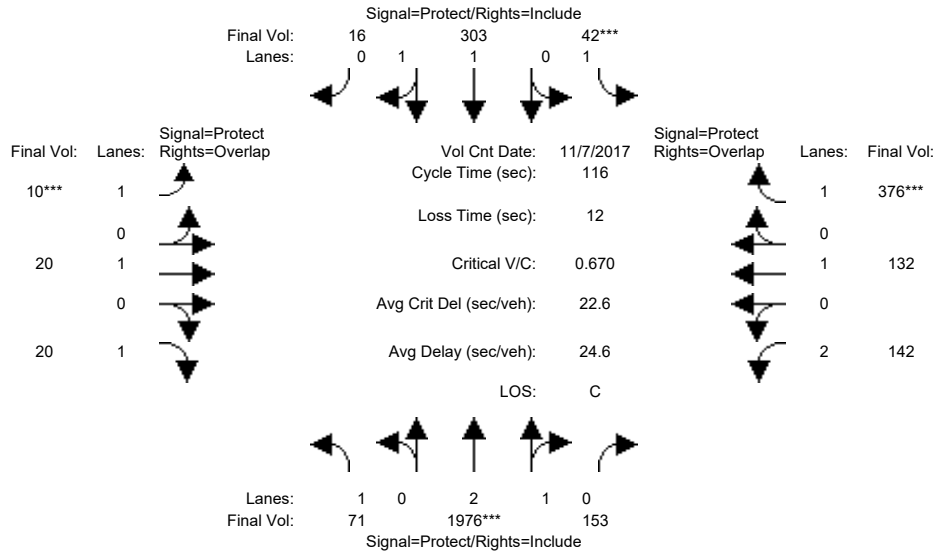
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3097	602	1750	3800	1750	1750	3800	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.12	0.20	0.08	0.05	0.10	0.09	0.03	0.12	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.27	0.27	0.27	0.40	0.51	0.11	0.25	0.38	0.11	0.25	0.52
Volume/Cap:	0.50	0.46	0.46	0.46	0.50	0.15	0.50	0.39	0.23	0.26	0.50	0.15
Delay/Veh:	48.4	36.0	36.0	36.0	26.1	15.0	50.5	36.4	24.5	47.9	38.0	14.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.4	36.0	36.0	36.0	26.1	15.0	50.5	36.4	24.5	47.9	38.0	14.6
LOS by Move:	D	D+	D+	D+	C	B	D	D+	C	D	D+	B
HCM2kAvgQ:	5	7	7	7	10	3	3	5	4	2	7	3

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background AM

Intersection #804: SCOTT/MARTIN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	8	10	10	5	5	5	8	5	5
Y+R:	4.0	5.1	5.1	4.0	5.4	5.4	4.0	5.1	5.1	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	64	1778	138	38	273	14	9	18	18	128	119	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1778	138	38	273	14	9	18	18	128	119	338
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1778	138	38	273	14	9	18	18	128	119	338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	71	1976	153	42	303	16	10	20	20	142	132	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1976	153	42	303	16	10	20	20	142	132	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	71	1976	153	42	303	16	10	20	20	142	132	376

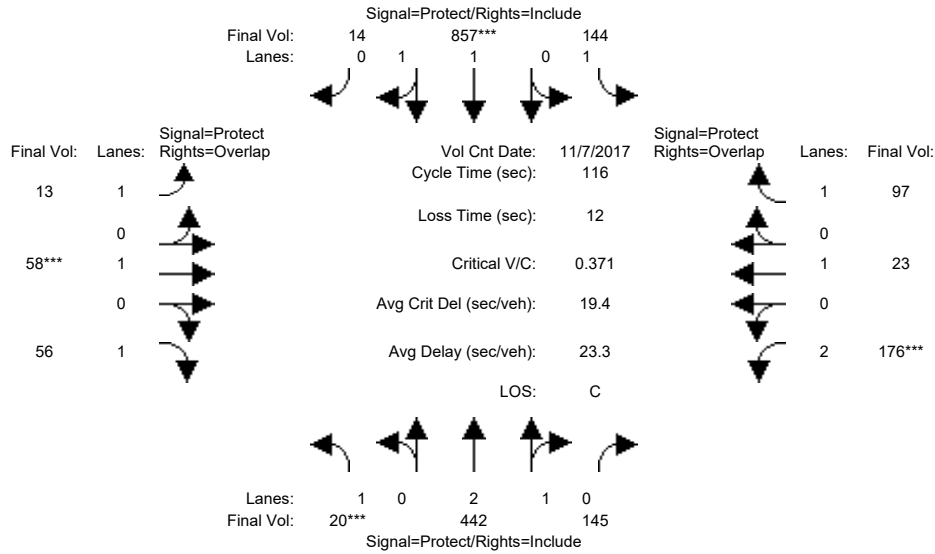
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.78	0.22	1.00	1.90	0.10	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5196	403	1750	3519	180	1750	1900	1750	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.02	0.09	0.09	0.01	0.01	0.01	0.05	0.07	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.24	0.57	0.57	0.07	0.40	0.40	0.04	0.10	0.34	0.16	0.22	0.29
Volume/Cap:	0.17	0.67	0.67	0.35	0.22	0.22	0.13	0.11	0.03	0.28	0.32	0.75
Delay/Veh:	35.2	18.1	18.1	53.3	23.1	23.1	54.2	47.7	25.7	43.1	38.6	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:	35.2	18.1	18.1	53.3	23.1	23.1	54.2	47.7	25.7	43.1	38.6	43.8
LOS by Move:	D+	B-	B-	D-	C	C	D-	D	C	D	D+	D
HCM2kAvgQ:	2	17	17	2	4	4	0	1	1	3	4	15

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM (2-4 PM)

Intersection #804: SCOTT/MARTIN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	8	10	10	5	5	5	8	5	5
Y+R:	4.0	5.1	5.1	4.0	5.4	5.4	4.0	5.1	5.1	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	19	420	138	137	814	13	12	55	53	167	22	92
Growth Adj:	1.00	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	420	138	137	814	13	12	55	53	167	22	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	420	138	137	814	13	12	55	53	167	22	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	20	442	145	144	857	14	13	58	56	176	23	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	442	145	144	857	14	13	58	56	176	23	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	442	145	144	857	14	13	58	56	176	23	97

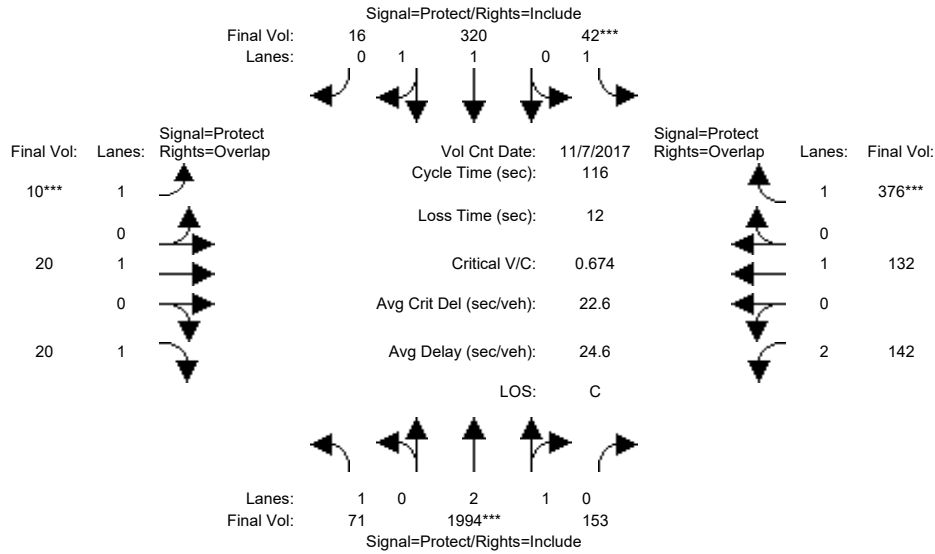
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.23	0.77	1.00	1.97	0.03	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4213	1384	1750	3642	58	1750	1900	1750	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.10	0.10	0.08	0.24	0.24	0.01	0.03	0.03	0.06	0.01	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.38	0.38	0.29	0.62	0.62	0.11	0.08	0.13	0.15	0.11	0.41
Volume/Cap:	0.22	0.28	0.28	0.28	0.38	0.38	0.06	0.38	0.24	0.38	0.11	0.14
Delay/Veh:	54.0	25.4	25.4	31.7	11.2	11.2	46.1	52.2	45.7	45.3	46.4	21.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	25.4	25.4	31.7	11.2	11.2	46.1	52.2	45.7	45.3	46.4	21.6
LOS by Move:	D-	C	C	C	B+	B+	D	D-	D	D	D	C+
HCM2kAvqQ:	1	5	5	4	8	8	0	2	2	4	1	2

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project AM

Intersection #804: SCOTT/MARTIN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	8	10	10	5	5	5	8	5	5
Y+R:	4.0	5.1	5.1	4.0	5.4	5.4	4.0	5.1	5.1	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	64	1778	138	38	273	14	9	18	18	128	119	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1778	138	38	273	14	9	18	18	128	119	338
Added Vol:	0	17	0	0	15	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1795	138	38	288	14	9	18	18	128	119	338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	71	1994	153	42	320	16	10	20	20	142	132	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1994	153	42	320	16	10	20	20	142	132	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	1994	153	42	320	16	10	20	20	142	132	376

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.78	0.22	1.00	1.90	0.10	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5200	400	1750	3528	172	1750	1900	1750	3150	1900	1750

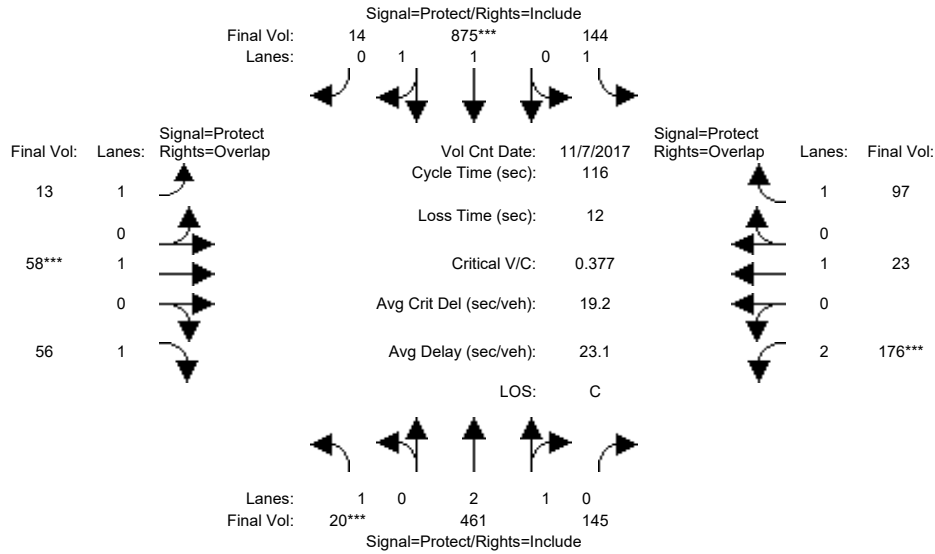
Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.02	0.09	0.09	0.01	0.01	0.01	0.05	0.07	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.23	0.57	0.57	0.07	0.41	0.41	0.04	0.10	0.33	0.16	0.22	0.28
Volume/Cap:	0.18	0.67	0.67	0.35	0.22	0.22	0.13	0.11	0.03	0.28	0.32	0.75
Delay/Veh:	35.9	18.1	18.1	53.3	22.6	22.6	54.2	47.8	26.3	43.2	38.8	44.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.9	18.1	18.1	53.3	22.6	22.6	54.2	47.8	26.3	43.2	38.8	44.2
LOS by Move:	D+	B-	B-	D-	C+	C+	D-	D	C	D	D+	D
HCM2kAvgQ:	2	17	17	2	4	4	0	1	1	3	4	15

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



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

Intersection #804: SCOTT/MARTIN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	8	10	10	5	5	5	8	5	5
Y+R:	4.0	5.1	5.1	4.0	5.4	5.4	4.0	5.1	5.1	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	19	420	138	137	814	13	12	55	53	167	22	92
Growth Adj:	1.00	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	420	138	137	814	13	12	55	53	167	22	92
Added Vol:	0	18	0	0	17	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	438	138	137	831	13	12	55	53	167	22	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	20	461	145	144	875	14	13	58	56	176	23	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	461	145	144	875	14	13	58	56	176	23	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	461	145	144	875	14	13	58	56	176	23	97

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.25	0.75	1.00	1.97	0.03	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4257	1341	1750	3643	57	1750	1900	1750	3150	1900	1750

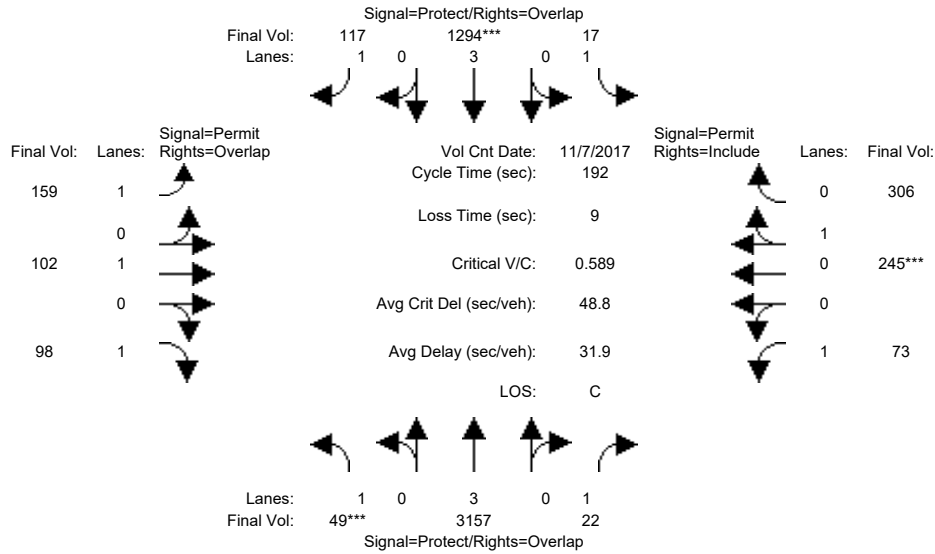
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.08	0.24	0.24	0.01	0.03	0.03	0.06	0.01	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.38	0.38	0.29	0.62	0.62	0.11	0.08	0.13	0.14	0.11	0.40
Volume/Cap:	0.22	0.28	0.28	0.28	0.39	0.39	0.06	0.39	0.24	0.39	0.11	0.14
Delay/Veh:	54.0	24.9	24.9	32.1	11.0	11.0	46.2	52.4	45.8	45.5	46.6	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:	54.0	24.9	24.9	32.1	11.0	11.0	46.2	52.4	45.8	45.5	46.6	22.0
LOS by Move:	D-	C	C	C-	B+	B+	D	D-	D	D	D	C+
HCM2kAvqQ:	1	5	5	4	8	8	0	2	2	4	1	2

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #808: SAN TOMAS EXPWY (N/S)/CABRILLO [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	118	118	10	117	117	47	47	47	47	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	49	3714	22	17	1522	117	159	102	98	73	245	306
Growth Adj:	1.00	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	3714	22	17	1522	117	159	102	98	73	245	306
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	3714	22	17	1522	117	159	102	98	73	245	306
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	3157	22	17	1294	117	159	102	98	73	245	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	3157	22	17	1294	117	159	102	98	73	245	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	3157	22	17	1294	117	159	102	98	73	245	306

Saturation Flow Module:

Sat/Lane:	1900	1900	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	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.44	0.56
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	800	1000

Capacity Analysis Module:

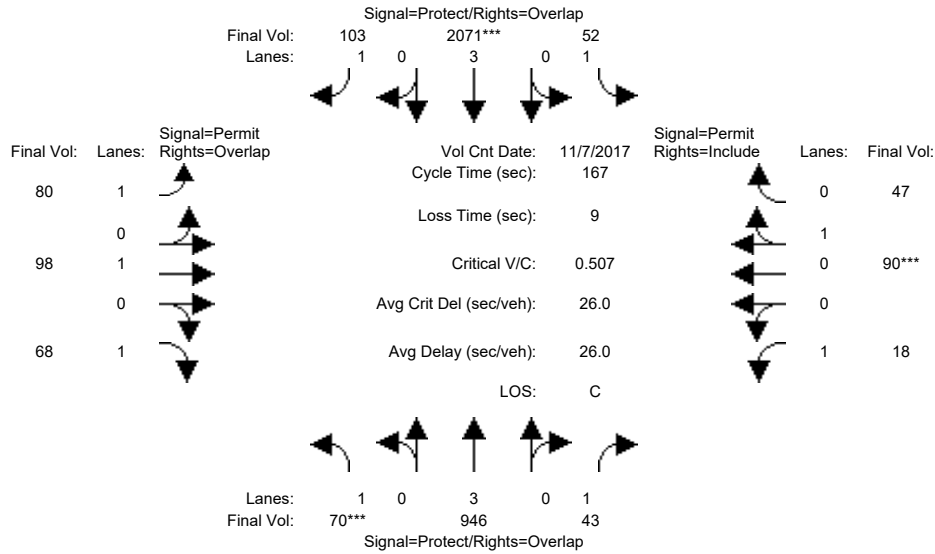
Vol/Sat:	0.03	0.55	0.01	0.01	0.23	0.07	0.09	0.05	0.06	0.04	0.31	0.31
Crit Moves:	****				****						****	
Green/Cycle:	0.06	0.62	0.62	0.05	0.61	0.61	0.28	0.28	0.34	0.28	0.28	0.28
Volume/Cap:	0.45	0.89	0.02	0.19	0.37	0.11	0.32	0.19	0.16	0.15	1.09	1.09
Delay/Veh:	89.7	19.7	7.4	88.0	10.5	8.7	54.9	52.6	43.9	51.9	135	135.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.7	19.7	7.4	88.0	10.5	8.7	54.9	52.6	43.9	51.9	135	135.1
LOS by Move:	F	B-	A	F	B+	A	D-	D-	D	D-	F	F
HCM2kAvqQ:	3	43	0	1	7	2	8	4	4	3	43	43

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM (2-4 PM)

Intersection #808: SAN TOMAS EXPWY (N/S)/CABRILLO [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	104	104	13	107	107	33	33	33	33	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	70	1278	43	52	2526	103	80	98	68	18	90	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1278	43	52	2526	103	80	98	68	18	90	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1278	43	52	2526	103	80	98	68	18	90	47
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	946	43	52	2071	103	80	98	68	18	90	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	946	43	52	2071	103	80	98	68	18	90	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	70	946	43	52	2071	103	80	98	68	18	90	47

Saturation Flow Module:

Sat/Lane:	1900	1900	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	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.66	0.34
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1182	618

Capacity Analysis Module:

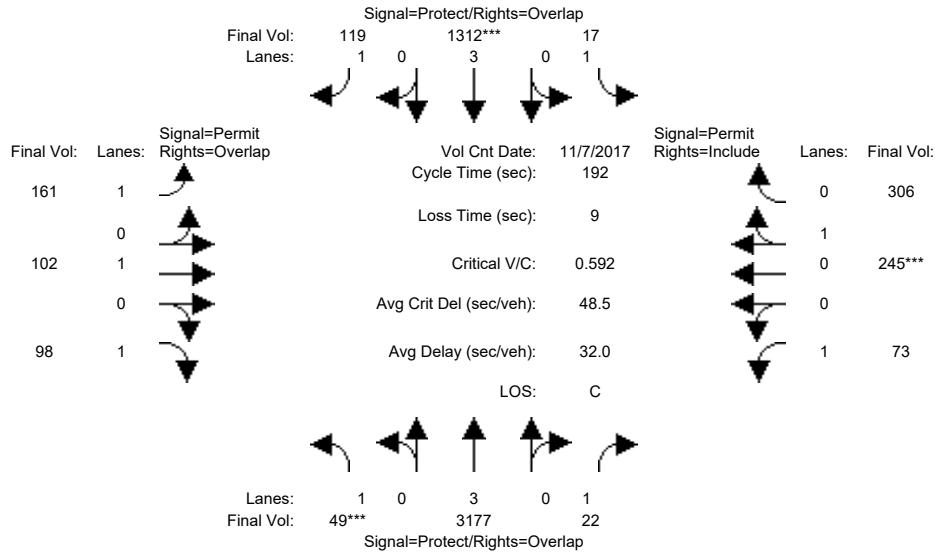
Vol/Sat:	0.04	0.17	0.02	0.03	0.36	0.06	0.05	0.05	0.04	0.01	0.08	0.08
Crit Moves:	****				****						****	
Green/Cycle:	0.07	0.67	0.67	0.08	0.67	0.67	0.20	0.20	0.27	0.20	0.20	0.20
Volume/Cap:	0.54	0.25	0.04	0.36	0.54	0.09	0.23	0.26	0.14	0.05	0.39	0.39
Delay/Veh:	79.0	17.4	14.8	73.8	22.0	14.8	56.7	57.1	46.2	54.4	58.9	58.9
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:	79.0	17.4	14.8	73.8	22.0	14.8	56.7	57.1	46.2	54.4	58.9	58.9
LOS by Move:	E-	B	B	E	C+	B	E+	E+	D	D-	E+	E+
HCM2kAvgQ:	4	9	1	3	24	3	4	4	3	1	6	6

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #808: SAN TOMAS EXPWY (N/S)/CABRILLO [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	118	118	10	117	117	47	47	47	47	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	49	3714	22	17	1522	117	159	102	98	73	245	306
Growth Adj:	1.00	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	3714	22	17	1522	117	159	102	98	73	245	306
Added Vol:	0	24	0	0	21	2	2	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	3738	22	17	1543	119	161	102	98	73	245	306
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	3177	22	17	1312	119	161	102	98	73	245	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	3177	22	17	1312	119	161	102	98	73	245	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	3177	22	17	1312	119	161	102	98	73	245	306

Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.44	0.56
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	800	1000

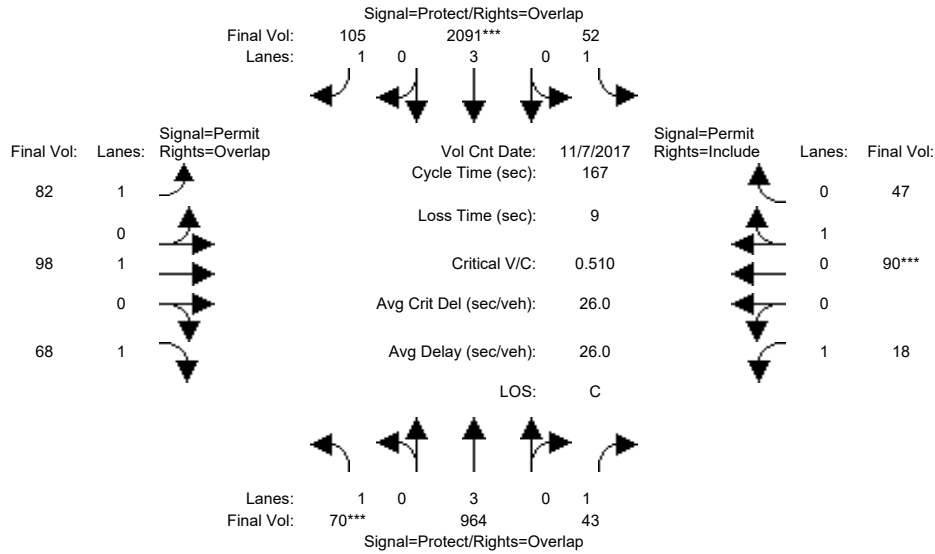
Capacity Analysis Module:												
Vol/Sat:	0.03	0.56	0.01	0.01	0.23	0.07	0.09	0.05	0.06	0.04	0.31	0.31
Crit Moves:	****				****						****	
Green/Cycle:	0.06	0.62	0.62	0.05	0.61	0.61	0.28	0.28	0.34	0.28	0.28	0.28
Volume/Cap:	0.45	0.90	0.02	0.19	0.38	0.11	0.33	0.19	0.16	0.15	1.09	1.09
Delay/Veh:	89.7	20.1	7.4	88.0	10.6	8.7	55.0	52.6	43.9	51.9	135	135.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.7	20.1	7.4	88.0	10.6	8.7	55.0	52.6	43.9	51.9	135	135.1
LOS by Move:	F	C+	A	F	B+	A	E+	D-	D	D-	F	F
HCM2kAvgQ:	3	45	0	1	7	2	8	4	4	3	43	43

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

Intersection #808: SAN TOMAS EXPWY (N/S)/CABRILLO [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	104	104	13	107	107	33	33	33	33	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	70	1278	43	52	2526	103	80	98	68	18	90	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1278	43	52	2526	103	80	98	68	18	90	47
Added Vol:	0	25	0	0	24	2	2	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1303	43	52	2550	105	82	98	68	18	90	47
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	964	43	52	2091	105	82	98	68	18	90	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	964	43	52	2091	105	82	98	68	18	90	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	964	43	52	2091	105	82	98	68	18	90	47

Saturation Flow Module:

Sat/Lane:	1900	1900	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	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.66	0.34
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1182	618

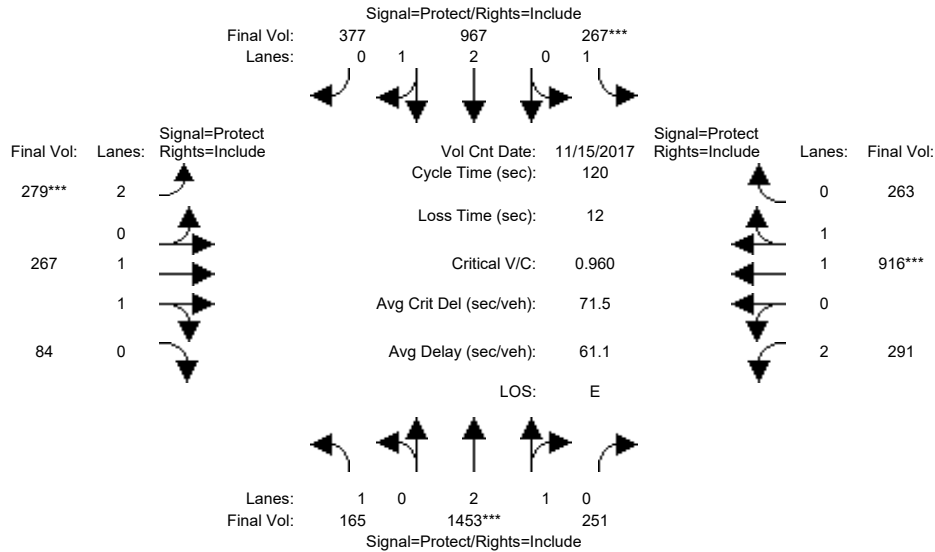
Capacity Analysis Module:

Vol/Sat:	0.04	0.17	0.02	0.03	0.37	0.06	0.05	0.05	0.04	0.01	0.08	0.08
Crit Moves:	****				****						****	
Green/Cycle:	0.07	0.67	0.67	0.08	0.67	0.67	0.20	0.20	0.27	0.20	0.20	0.20
Volume/Cap:	0.54	0.25	0.04	0.36	0.54	0.09	0.24	0.26	0.14	0.05	0.39	0.39
Delay/Veh:	79.4	17.4	14.8	73.8	22.1	14.8	56.8	57.1	46.3	54.4	58.9	58.9
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:	79.4	17.4	14.8	73.8	22.1	14.8	56.8	57.1	46.3	54.4	58.9	58.9
LOS by Move:	E-	B	B	E	C+	B	E+	E+	D	D-	E+	E+
HCM2kAvgQ:	4	10	1	3	25	3	4	4	3	1	6	6

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background AM

Intersection #1200: BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5

Volume Module:	>> Count Date: 15 Nov 2017 <<											
Base Vol:	165	1453	251	267	967	377	279	267	84	291	916	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1453	251	267	967	377	279	267	84	291	916	263
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	1453	251	267	967	377	279	267	84	291	916	263
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1453	251	267	967	377	279	267	84	291	916	263
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1453	251	267	967	377	279	267	84	291	916	263
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	165	1453	251	267	967	377	279	267	84	291	916	263

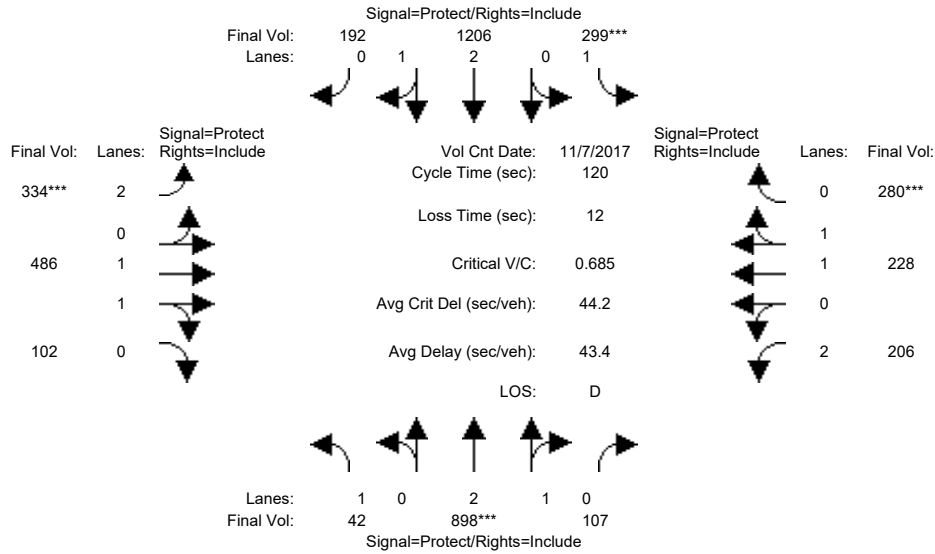
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.54	0.46	1.00	2.13	0.87	2.00	1.51	0.49	2.00	1.54	0.46
Final Sat.:	1750	4774	825	1750	4027	1570	3150	2814	885	3150	2874	825

Capacity Analysis Module:												
Vol/Sat:	0.09	0.30	0.30	0.15	0.24	0.24	0.09	0.09	0.09	0.09	0.32	0.32
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.19	0.30	0.30	0.17	0.28	0.28	0.13	0.25	0.25	0.19	0.31	0.31
Volume/Cap:	0.51	1.02	1.02	0.92	0.86	0.86	0.71	0.38	0.38	0.49	1.02	1.02
Delay/Veh:	45.3	70.6	70.6	80.7	46.4	46.4	56.3	37.6	37.6	44.4	74.2	74.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	45.3	70.6	70.6	80.7	46.4	46.4	56.3	37.6	37.6	44.4	74.2	74.2
LOS by Move:	D	E	E	F	D	D	E+	D+	D+	D	E	E
HCM2kAvqQ:	5	23	23	11	16	16	6	5	5	6	28	28

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM (2-4 PM)

Intersection #1200: BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	42	898	107	299	1206	192	334	486	102	206	228	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	898	107	299	1206	192	334	486	102	206	228	280
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	898	107	299	1206	192	334	486	102	206	228	280
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	898	107	299	1206	192	334	486	102	206	228	280
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	898	107	299	1206	192	334	486	102	206	228	280
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	898	107	299	1206	192	334	486	102	206	228	280

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.67	0.33	1.00	2.57	0.43	2.00	1.64	0.36	2.00	1.00	1.00
Final Sat.:	1750	5003	596	1750	4830	769	3150	3058	642	3150	1900	1750

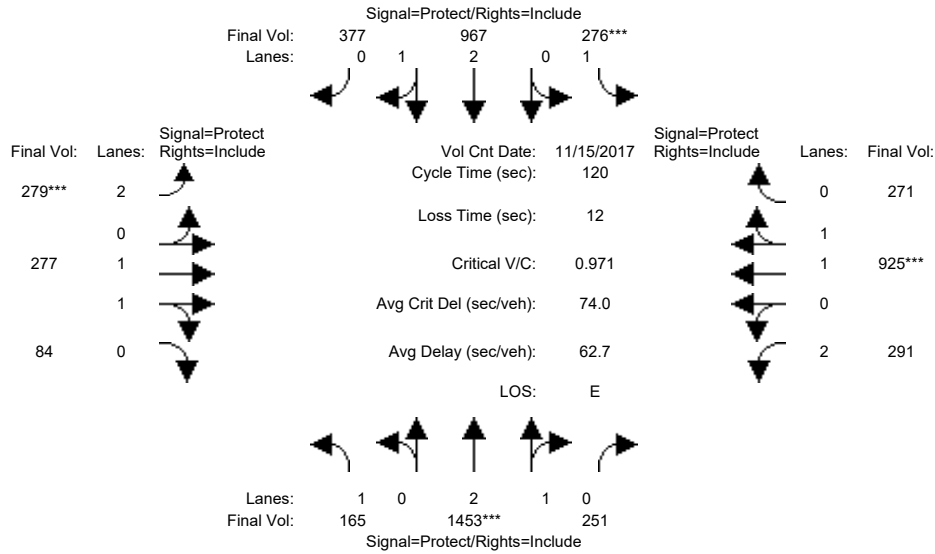
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.18	0.18	0.17	0.25	0.25	0.11	0.16	0.16	0.07	0.12	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.20	0.26	0.26	0.25	0.31	0.31	0.15	0.22	0.22	0.17	0.23	0.23
Volume/Cap:	0.12	0.68	0.68	0.68	0.81	0.81	0.68	0.72	0.72	0.39	0.51	0.68
Delay/Veh:	39.0	41.2	41.2	45.2	41.5	41.5	52.0	46.2	46.2	45.1	40.5	44.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.0	41.2	41.2	45.2	41.5	41.5	52.0	46.2	46.2	45.1	40.5	44.6
LOS by Move:	D	D	D	D	D	D	D-	D	D	D	D	D
HCM2kAvgQ:	1	11	11	11	17	17	7	10	10	4	7	10

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #1200: BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5

Volume Module: >> Count Date: 15 Nov 2017 <<

Base Vol:	165	1453	251	267	967	377	279	267	84	291	916	263
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	165	1453	251	267	967	377	279	267	84	291	916	263
Added Vol:	0	0	0	9	0	0	0	10	0	0	9	8
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	165	1453	251	276	967	377	279	277	84	291	925	271
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	165	1453	251	276	967	377	279	277	84	291	925	271
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	165	1453	251	276	967	377	279	277	84	291	925	271
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	165	1453	251	276	967	377	279	277	84	291	925	271

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.95	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.54	0.46	1.00	2.13	0.87	2.00	1.52	0.48	2.00	1.53	0.47
Final Sat.:	1750	4774	825	1750	4027	1570	3150	2838	861	3150	2861	838

Capacity Analysis Module:

Vol/Sat:	0.09	0.30	0.30	0.16	0.24	0.24	0.09	0.10	0.10	0.09	0.32	0.32
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.18	0.29	0.29	0.17	0.28	0.28	0.13	0.25	0.25	0.19	0.31	0.31
Volume/Cap:	0.51	1.03	1.03	0.95	0.87	0.87	0.71	0.39	0.39	0.49	1.03	1.03
Delay/Veh:	45.4	73.1	73.1	87.9	46.7	46.7	56.3	37.6	37.6	44.2	76.1	76.1
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:	45.4	73.1	73.1	87.9	46.7	46.7	56.3	37.6	37.6	44.2	76.1	76.1
LOS by Move:	D	E	E	F	D	D	E+	D+	D+	D	E-	E-
HCM2kAvgQ:	5	23	23	12	16	16	6	5	5	6	29	29

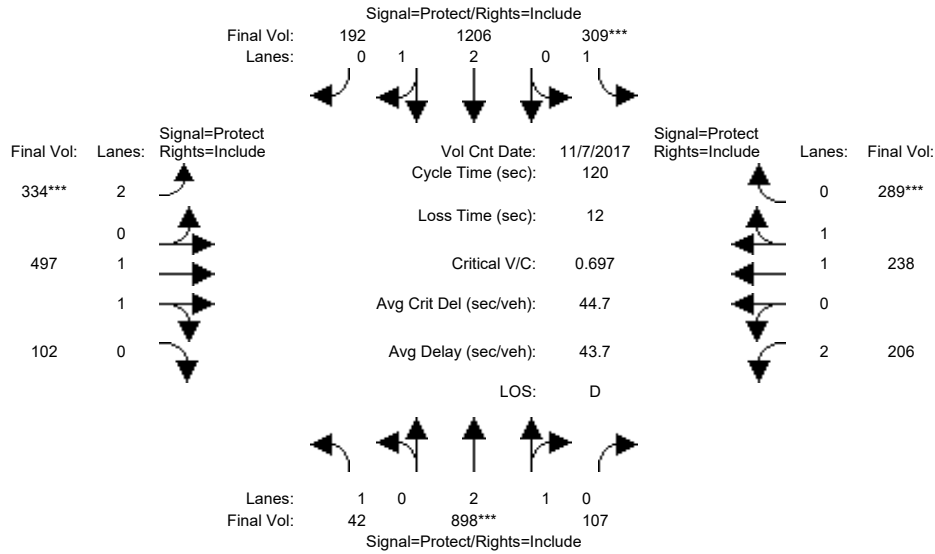
Note: Queue reported is the number of cars per lane.



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

Intersection #1200: BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	42	898	107	299	1206	192	334	486	102	206	228	280
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	42	898	107	299	1206	192	334	486	102	206	228	280
Added Vol:	0	0	0	10	0	0	0	11	0	0	10	9
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	42	898	107	309	1206	192	334	497	102	206	238	289
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	42	898	107	309	1206	192	334	497	102	206	238	289
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	42	898	107	309	1206	192	334	497	102	206	238	289
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	42	898	107	309	1206	192	334	497	102	206	238	289

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.67	0.33	1.00	2.57	0.43	2.00	1.65	0.35	2.00	1.00	1.00
Final Sat.:	1750	5003	596	1750	4830	769	3150	3069	630	3150	1900	1750

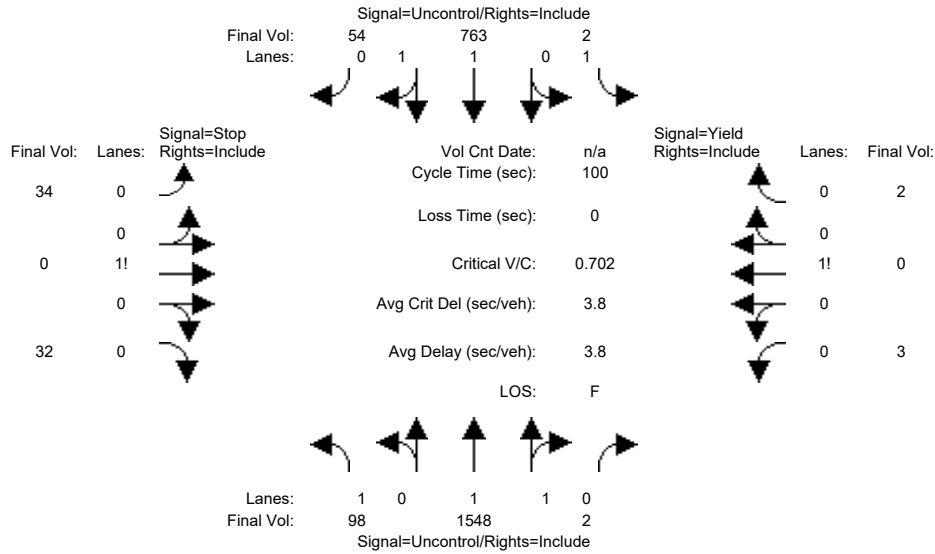
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.02	0.18	0.18	0.18	0.25	0.25	0.11	0.16	0.16	0.07	0.13	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.20	0.26	0.26	0.25	0.31	0.31	0.15	0.22	0.22	0.17	0.24	0.24
Volume/Cap:	0.12	0.70	0.70	0.70	0.81	0.81	0.70	0.73	0.73	0.39	0.53	0.70
Delay/Veh:	39.1	41.8	41.8	45.4	41.6	41.6	52.7	46.6	46.6	45.1	40.5	44.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	39.1	41.8	41.8	45.4	41.6	41.6	52.7	46.6	46.6	45.1	40.5	44.7
LOS by Move:	D	D	D	D	D	D	D-	D	D	D	D	D
HCM2kAvgQ:	1	11	11	11	17	17	7	11	11	4	7	11

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

MCA School Expansion
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2300: Lafayette St and Duane Ave



Street Name: Lafayette St Duane Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with 12 columns representing movements and rows for Volume Module: Base Vol, Growth Adj, Initial Bse, Added Vol, Approved, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume.

Table with 12 columns representing movements and rows for Critical Gap Module: Critical Gp, FollowUpTim.

Table with 12 columns representing movements and rows for Capacity Module: Cnflct Vol, Potent Cap., Move Cap., Volume/Cap.

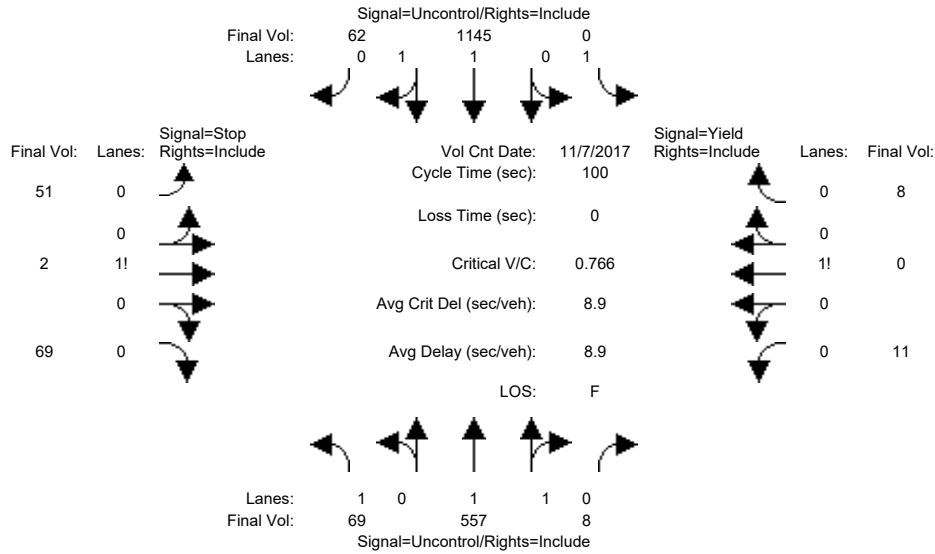
Table with 12 columns representing movements and rows for Level Of Service Module: 2Way95thQ, Control Del, LOS by Move, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, ApproachLOS.

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

MCA School Expansion
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM (2-4 PM)

Intersection #2300: Lafayette St and Duane Ave



Street Name: Lafayette St Duane Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (7 Nov 2017), and various volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, Approved, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) for each approach and movement.

Table for Critical Gap Module showing Critical Gap and FollowUpTim values for each approach and movement.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for each approach and movement.

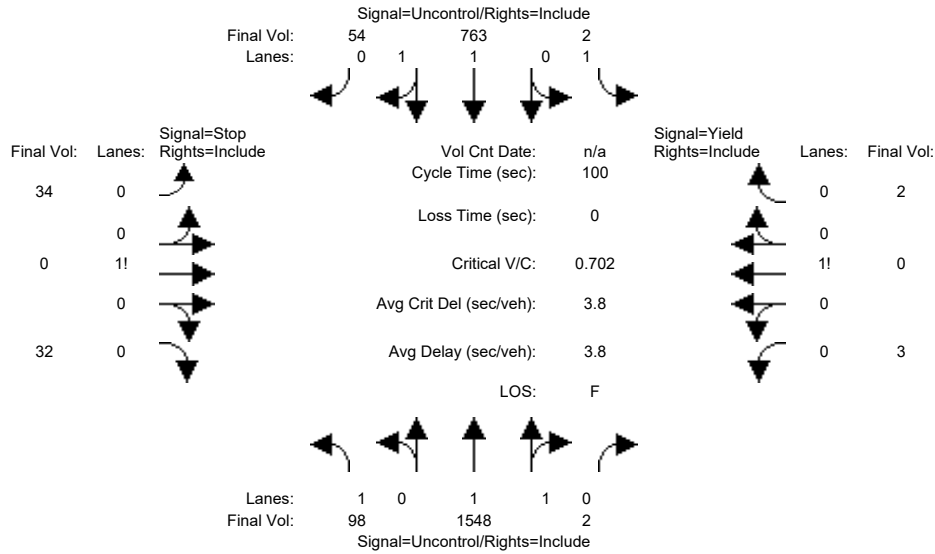
Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for each approach and movement.

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

MCA School Expansion  
Santa Clara, CA  
Hexagon Transportation Consultants, Inc.

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

Intersection #2300: Lafayette St and Duane Ave



Street Name: Lafayette St Duane Ave  
 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:	91	1440	2	2	710	50	32	0	30	3	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1440	2	2	710	50	32	0	30	3	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1440	2	2	710	50	32	0	30	3	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	98	1548	2	2	763	54	34	0	32	3	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	98	1548	2	2	763	54	34	0	32	3	0	2

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	817	xxxx	xxxxxx	1551	xxxx	xxxxxx	1765	2541	409	2131	2567	775
Potent Cap.:	820	xxxx	xxxxxx	433	xxxx	xxxxxx	54	27	598	29	26	345
Move Cap.:	820	xxxx	xxxxxx	433	xxxx	xxxxxx	49	24	598	25	23	345
Volume/Cap:	0.12	xxxx	xxxx	0.00	xxxx	xxxx	0.70	0.00	0.05	0.13	0.00	0.01

Level Of Service Module:

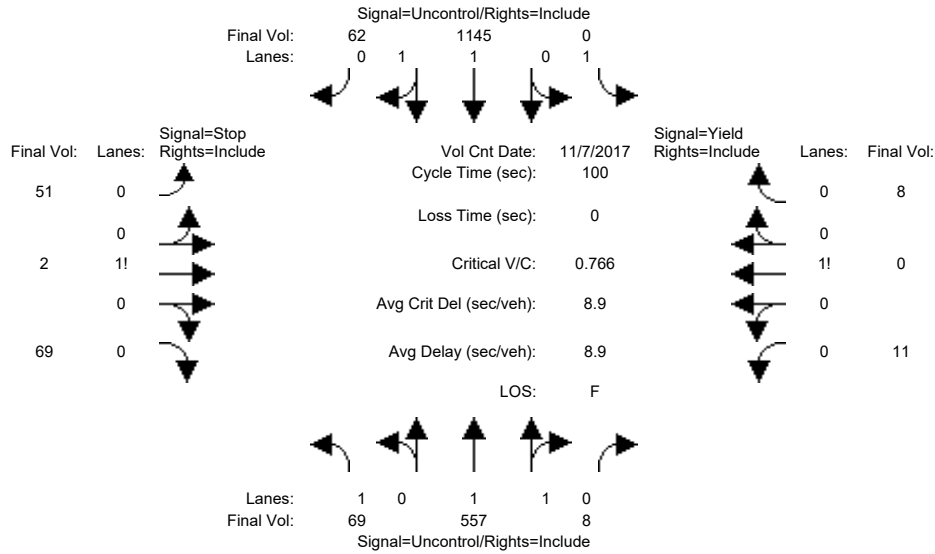
2Way95thQ:	0.4	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	10.0	xxxx	xxxxxx	13.4	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	A	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	88	xxxxxx	xxxx	39	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	3.8	xxxxxx	xxxxxx	0.4	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	121	xxxxxx	xxxxxx	111	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx				121.0			111.0	
ApproachLOS:	*			*				F			F	

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

Intersection #2300: Lafayette St and Duane Ave



Street Name: Lafayette St Duane Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	7 Nov 2017	<<														
Base Vol:	64	518	7	0	1065	58	47	2	64	10	0	7							
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
Initial Bse:	64	518	7	0	1065	58	47	2	64	10	0	7							
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0							
Approved:	0	0	0	0	0	0	0	0	0	0	0	0							
Initial Fut:	64	518	7	0	1065	58	47	2	64	10	0	7							
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00							
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93							
PHF Volume:	69	557	8	0	1145	62	51	2	69	11	0	8							
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0							
FinalVolume:	69	557	8	0	1145	62	51	2	69	11	0	8							

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9							
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3							

Capacity Module:

Cnflct Vol:	1208	xxxx	xxxxx	xxxx	xxxx	xxxxx	1592	1878	604	1272	1906	282							
Potent Cap.:	585	xxxx	xxxxx	xxxx	xxxx	xxxxx	73	72	447	127	69	721							
Move Cap.:	585	xxxx	xxxxx	xxxx	xxxx	xxxxx	66	64	447	95	61	721							
Volume/Cap:	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	0.77	0.03	0.15	0.11	0.00	0.01							

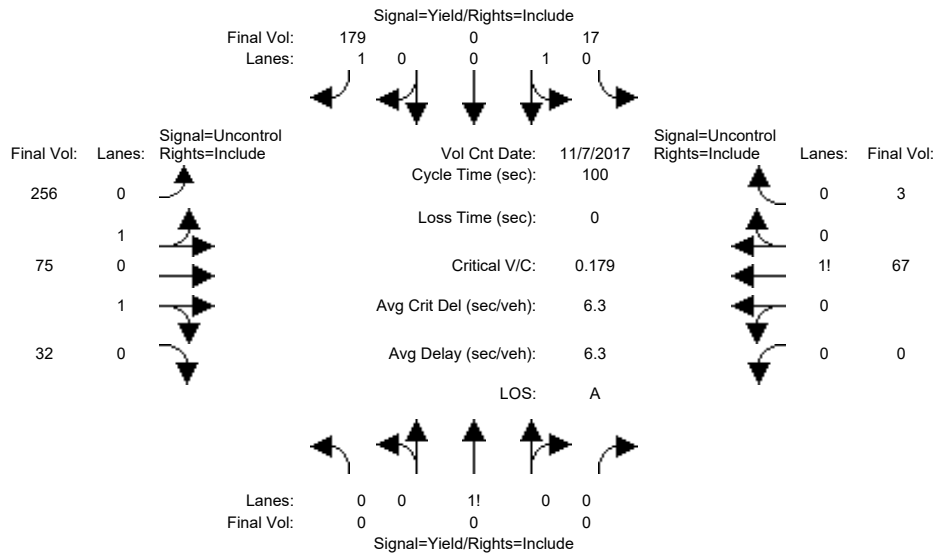
Level Of Service Module:

2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx							
Control Del:	12.0	xxxx	xxxxx	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	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT							
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	127	xxxxx	xxxx	148	xxxxx							
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.4	xxxxx	xxxxx	0.4	xxxxx							
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	133	xxxxx	xxxxx	32.8	xxxxx							
Shared LOS:	*	*	*	*	*	*	*	F	*	*	D	*							
ApproachDel:	xxxxxxx			xxxxxxx			133.5				32.8								
ApproachLOS:	*			*			F				D								

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Background AM

Intersection #2400: Alfred St and Space Park Dr



Street Name: Alfred St Space Park Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	0	0	0	11	0	113	161	47	20	0	42	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	11	0	113	161	47	20	0	42	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	11	0	113	161	47	20	0	42	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
PHF Volume:	0	0	0	17	0	179	256	75	32	0	67	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	17	0	179	256	75	32	0	67	3

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	760	671	53	617	686	68	70	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	325	380	1020	457	373	1001	1544	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	226	305	1020	388	299	1001	1544	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.05	0.00	0.18	0.17	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

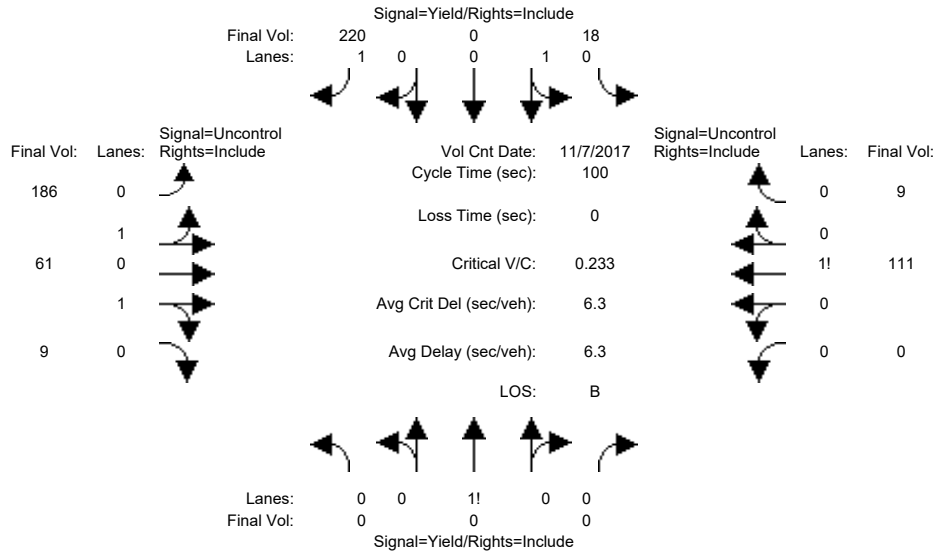
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.7	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.4	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	388	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	14.7	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxxx			9.9			xxxxxxx			xxxxxxx		
ApproachLOS:	*			A			*			*		*

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

MCA School Expansion  
Santa Clara, CA  
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Background PM (2-4 PM)

Intersection #2400: Alfred St and Space Park Dr



Street Name: Alfred St Space Park Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	0	0	0	14	0	167	141	46	7	0	84	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	167	141	46	7	0	84	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	0	167	141	46	7	0	84	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	0	0	0	18	0	220	186	61	9	0	111	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	18	0	220	186	61	9	0	111	9

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	661	556	35	516	556	115	120	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	378	442	1044	522	442	943	1481	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	259	380	1044	466	380	943	1481	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.04	0.00	0.23	0.13	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

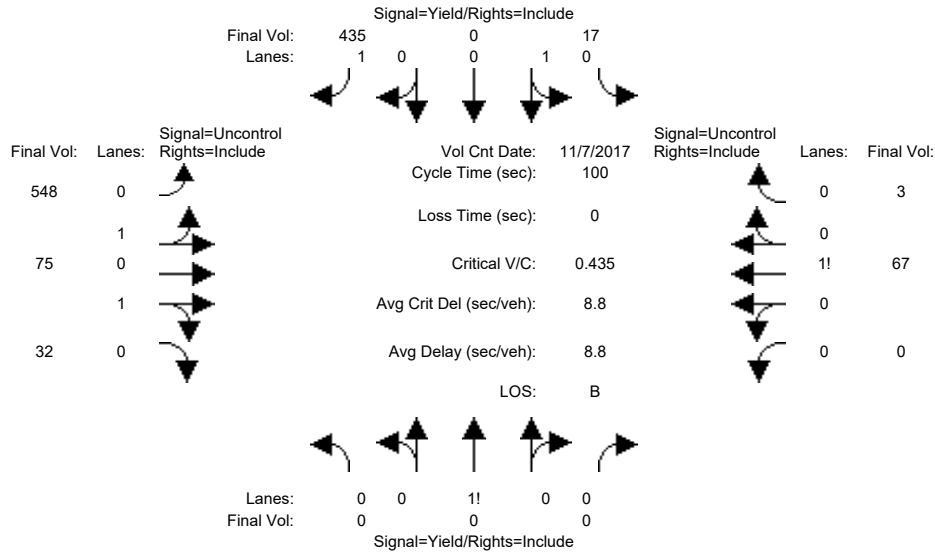
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.9	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.0	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	466	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	13.0	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxxx			10.2			xxxxxxx			xxxxxxx		
ApproachLOS:	*			B			*			*		*

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

MCA School Expansion  
Santa Clara, CA  
Hexagon Transportation Consultants, Inc.

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

Intersection #2400: Alfred St and Space Park Dr



Street Name: Alfred St Space Park Dr  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	0	0	0	11	0	113	161	47	20	0	42	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	11	0	113	161	47	20	0	42	2
Added Vol:	0	0	0	0	0	161	184	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	11	0	274	345	47	20	0	42	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
PHF Volume:	0	0	0	17	0	435	548	75	32	0	67	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	17	0	435	548	75	32	0	67	3

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1471	1256	53	1201	1270	68	70	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	106	173	1020	206	170	1001	1544	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	35	82	1020	121	81	1001	1544	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.43	0.35	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	2.2	1.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.3	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	121	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	1.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	39.7	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	E	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxxx			12.4			xxxxxxx			xxxxxxx		
ApproachLOS:	*			B			*			*		*

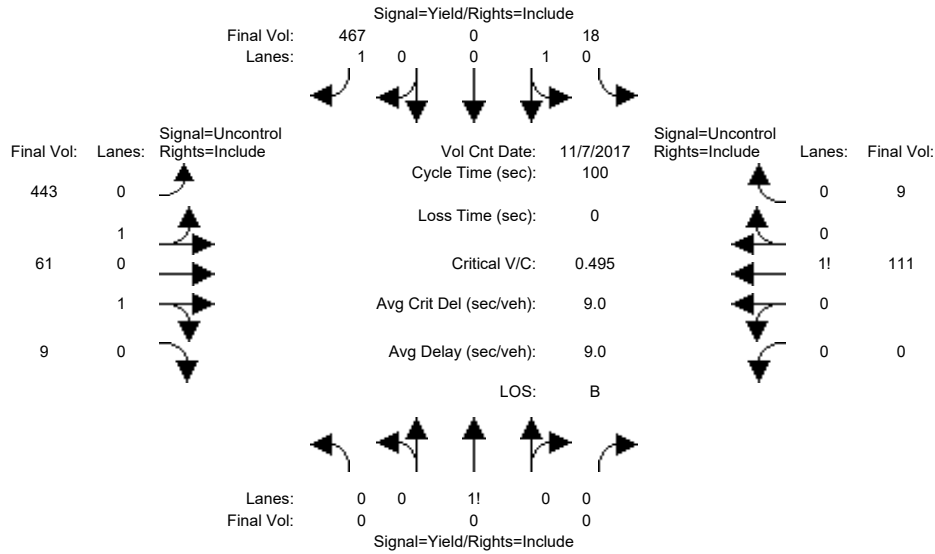
Note: Queue reported is the number of cars per lane.



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

Intersection #2400: Alfred St and Space Park Dr



Street Name: Alfred St Space Park Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	0	0	0	14	0	167	141	46	7	0	84	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	167	141	46	7	0	84	7
Added Vol:	0	0	0	0	0	188	196	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	0	355	337	46	7	0	84	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	0	0	0	18	0	467	443	61	9	0	111	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	18	0	467	443	61	9	0	111	9

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	1301	1072	35	1032	1072	115	120	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	139	222	1044	260	222	943	1481	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	48	133	1044	179	133	943	1481	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.10	0.00	0.50	0.30	xxxx	xxxx	xxxx	xxxx	xxxx

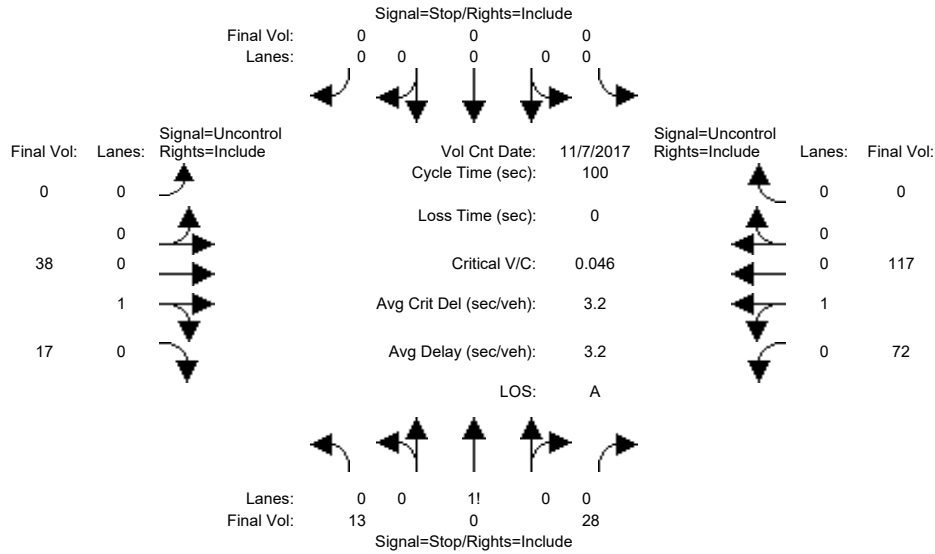
Level Of Service Module:

2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	2.8	1.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.5	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	179	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	1.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	27.4	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	D	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxxx			13.1			xxxxxxx			xxxxxxx		
ApproachLOS:	*			B			*			*		*

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Background AM

Intersection #2500: Duane Ave and Alfred St



Street Name: Alfred St Duane Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	9	0	19	0	0	0	0	26	12	50	81	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:	9	0	19	0	0	0	0	26	12	50	81	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	19	0	0	0	0	26	12	50	81	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
PHF Volume:	13	0	28	0	0	0	0	38	17	72	117	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	0	28	0	0	0	0	38	17	72	117	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	309	309	46	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	55	xxxx	xxxxx
Potent Cap.:	688	609	1029	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1563	xxxx	xxxxx
Move Cap.:	662	579	1029	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1563	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx

Level Of Service Module:

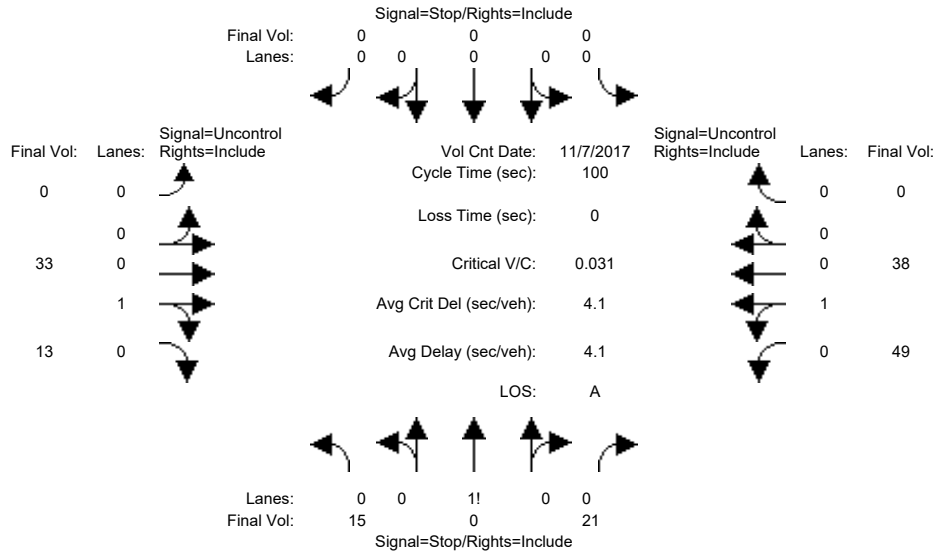
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	873	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.3		xxxxxx			xxxxxx			xxxxxx			xxxxxx
ApproachLOS:	A		*			*			*			*

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

MCA School Expansion
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Background PM (2-4 PM)

Intersection #2500: Duane Ave and Alfred St



Street Name: Alfred St Duane Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (7 Nov 2017), and various traffic volume metrics (Base Vol, Growth Adj, Initial Bse, etc.) for each approach and movement.

Table for Critical Gap Module showing Critical Gap and FollowUpTim values for different movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. ratios.

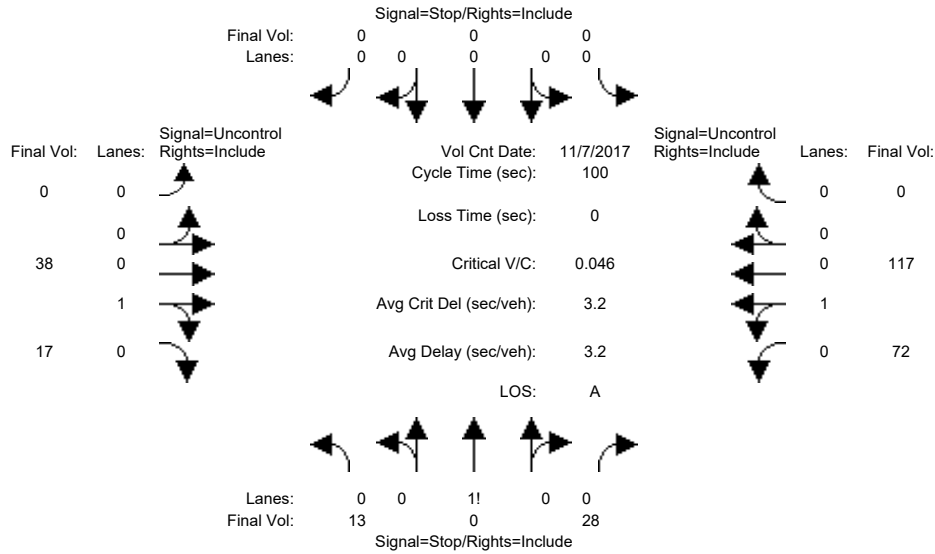
Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

MCA School Expansion
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2500: Duane Ave and Alfred St



Street Name: Alfred St Duane Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (7 Nov 2017), and various traffic volume metrics (Base Vol, Growth Adj, Initial Bse, etc.) for each approach and movement.

Table for Critical Gap Module showing Critical Gap and FollowUpTim values for different movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for each approach.

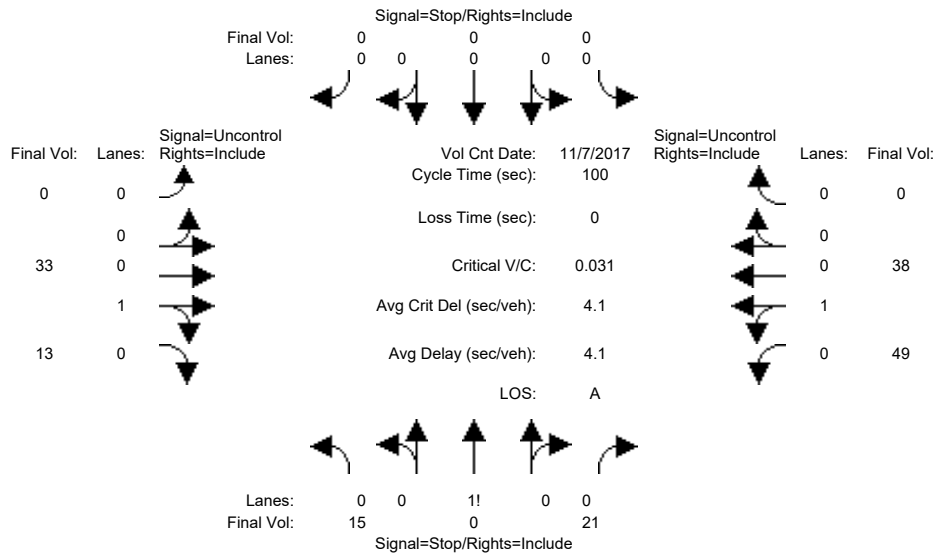
Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

MCA School Expansion  
Santa Clara, CA  
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
2000 HCM Unsignalized (Future Volume Alternative)  
Background + Project PM (2-4 PM)

Intersection #2500: Duane Ave and Alfred St



Street Name: Alfred St Duane Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	14	0	20	0	0	0	0	31	12	46	36	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:	14	0	20	0	0	0	0	31	12	46	36	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	20	0	0	0	0	31	12	46	36	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	15	0	21	0	0	0	0	33	13	49	38	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	0	21	0	0	0	0	33	13	49	38	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	2.2	xxxxx	xxxxx

Capacity Module:

Cnflct Vol:	176	176	39	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	46	xxxxx	xxxxx
Potent Cap.:	819	722	1038	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1575	xxxxx	xxxxx
Move Cap.:	799	699	1038	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	1575	xxxxx	xxxxx
Volume/Cap:	0.02	0.00	0.02	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.03	xxxxx	xxxxx

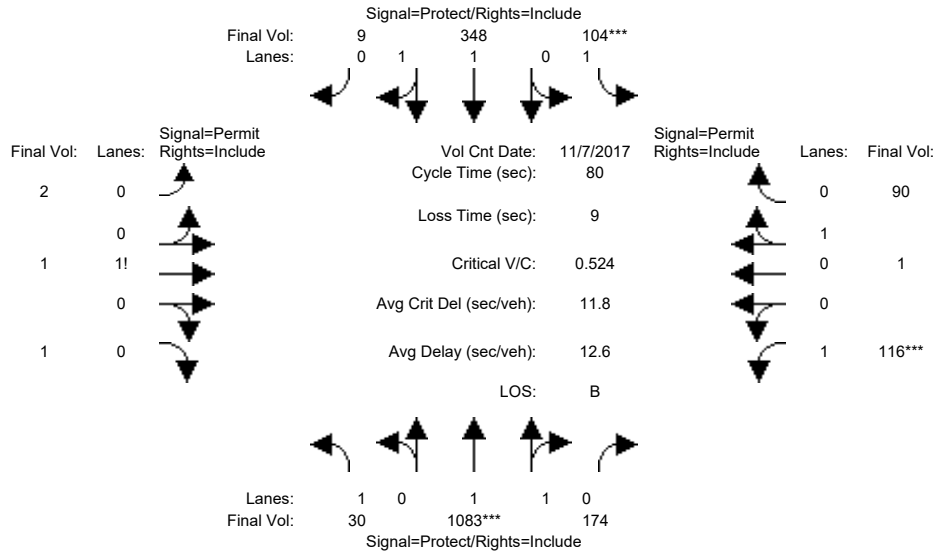
Level Of Service Module:

2Way95thQ:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx
Control Del:	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	7.4	xxxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxxx	924	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	0.1	xxxxx	xxxxx
Shrd ConDel:	xxxxx	9.1	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	xxxxx	7.4	xxxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.1		xxxxxxx			xxxxxxx			xxxxxxx			
ApproachLOS:	A		*			*			*			*

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background AM

Intersection #2600: Scott Blvd and Space Park Dr



Street Name:	Scott Blvd						Space Park Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	25	888	143	85	285	7	2	1	1	95	1	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	888	143	85	285	7	2	1	1	95	1	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	888	143	85	285	7	2	1	1	95	1	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	30	1083	174	104	348	9	2	1	1	116	1	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1083	174	104	348	9	2	1	1	116	1	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	1083	174	104	348	9	2	1	1	116	1	90

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	1.71	0.29	1.00	1.95	0.05	0.50	0.25	0.25	1.00	0.01	0.99
Final Sat.:	1750	3186	513	1750	3611	89	875	438	438	1750	24	1776

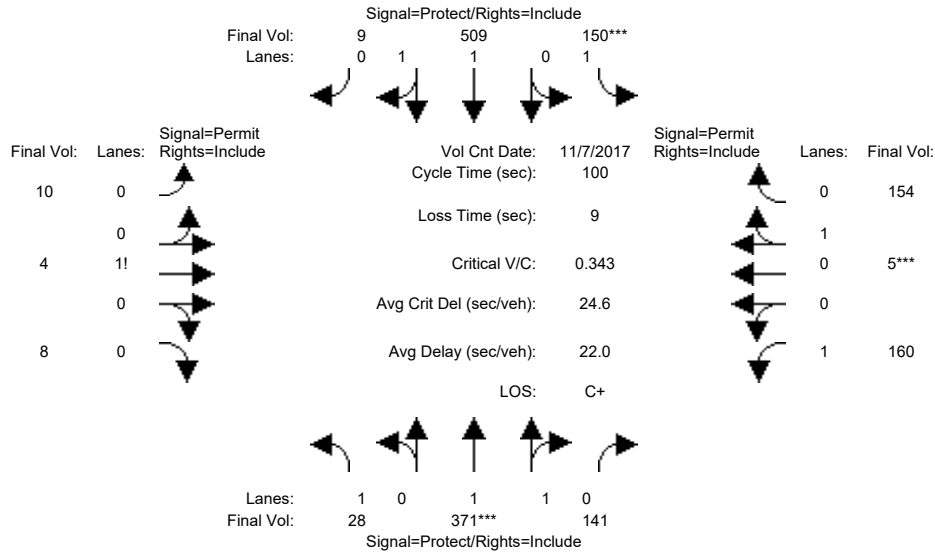
Capacity Analysis Module:												
Vol/Sat:	0.02	0.34	0.34	0.06	0.10	0.10	0.00	0.00	0.00	0.07	0.05	0.05
Crit Moves:	****			****						****		
Green/Cycle:	0.22	0.65	0.65	0.11	0.54	0.54	0.13	0.13	0.13	0.13	0.13	0.13
Volume/Cap:	0.08	0.52	0.52	0.52	0.18	0.18	0.02	0.02	0.02	0.52	0.40	0.40
Delay/Veh:	25.0	7.7	7.7	36.0	9.3	9.3	30.7	30.7	30.7	35.0	33.3	33.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	7.7	7.7	36.0	9.3	9.3	30.7	30.7	30.7	35.0	33.3	33.3
LOS by Move:	C	A	A	D+	A	A	C	C	C	C-	C-	C-
HCM2kAvgQ:	1	8	8	3	2	2	0	0	0	4	3	3

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM (2-4 PM)

Intersection #2600: Scott Blvd and Space Park Dr



Street Name:	Scott Blvd						Space Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	22	297	113	120	407	7	8	3	6	128	4	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	297	113	120	407	7	8	3	6	128	4	123
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	297	113	120	407	7	8	3	6	128	4	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:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	28	371	141	150	509	9	10	4	8	160	5	154
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	371	141	150	509	9	10	4	8	160	5	154
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	371	141	150	509	9	10	4	8	160	5	154

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	1.43	0.57	1.00	1.97	0.03	0.47	0.18	0.35	1.00	0.03	0.97
Final Sat.:	1750	2679	1019	1750	3637	63	824	309	618	1750	57	1743

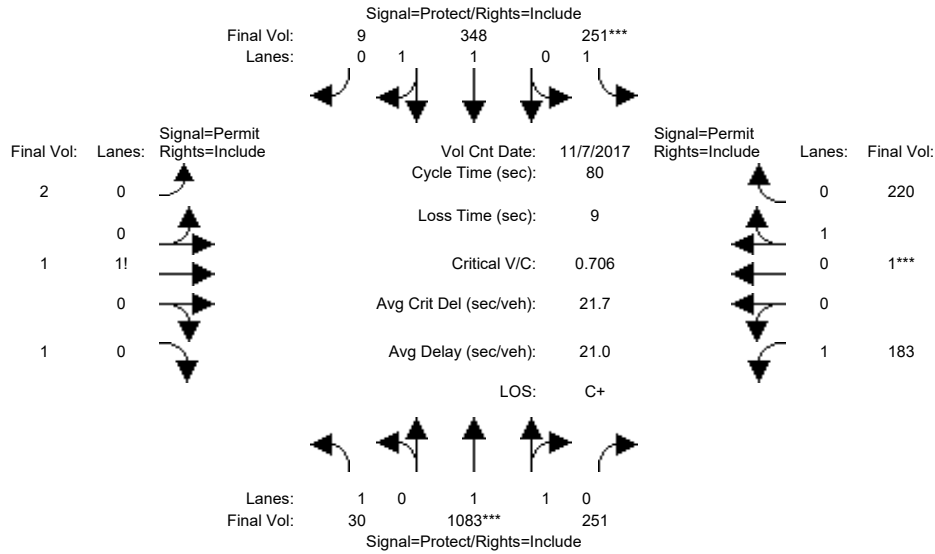
Capacity Analysis Module:												
Vol/Sat:	0.02	0.14	0.14	0.09	0.14	0.14	0.01	0.01	0.01	0.09	0.09	0.09
Crit Moves:	****			****						****		
Green/Cycle:	0.15	0.40	0.40	0.25	0.51	0.51	0.26	0.26	0.26	0.26	0.26	0.26
Volume/Cap:	0.11	0.34	0.34	0.34	0.28	0.28	0.05	0.05	0.05	0.36	0.34	0.34
Delay/Veh:	37.3	20.8	20.8	31.3	14.2	14.2	28.0	28.0	28.0	30.9	30.7	30.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	37.3	20.8	20.8	31.3	14.2	14.2	28.0	28.0	28.0	30.9	30.7	30.7
LOS by Move:	D+	C+	C+	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	5	5	4	5	5	1	1	1	4	4	4

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #2600: Scott Blvd and Space Park Dr



Street Name:	Scott Blvd						Space Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<											
Base Vol:	25	888	143	85	285	7	2	1	1	95	1	74				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	25	888	143	85	285	7	2	1	1	95	1	74				
Added Vol:	0	0	63	121	0	0	0	0	0	55	0	106				
Approved:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	25	888	206	206	285	7	2	1	1	150	1	180				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82				
PHF Volume:	30	1083	251	251	348	9	2	1	1	183	1	220				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	30	1083	251	251	348	9	2	1	1	183	1	220				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	30	1083	251	251	348	9	2	1	1	183	1	220				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	1.61	0.39	1.00	1.95	0.05	0.50	0.25	0.25	1.00	0.01	0.99
Final Sat.:	1750	3003	697	1750	3611	89	875	438	438	1750	10	1790

Capacity Analysis Module:												
Vol/Sat:	0.02	0.36	0.36	0.14	0.10	0.10	0.00	0.00	0.00	0.10	0.12	0.12
Crit Moves:	****			****			****					
Green/Cycle:	0.20	0.51	0.51	0.20	0.51	0.51	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.09	0.71	0.71	0.71	0.19	0.19	0.02	0.02	0.02	0.60	0.71	0.71
Delay/Veh:	25.9	16.2	16.2	36.0	10.7	10.7	27.4	27.4	27.4	33.9	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:	25.9	16.2	16.2	36.0	10.7	10.7	27.4	27.4	27.4	33.9	38.3	38.3
LOS by Move:	C	B	B	D+	B+	B+	C	C	C	C-	D+	D+
HCM2kAvgQ:	1	13	13	8	2	2	0	0	0	5	7	7

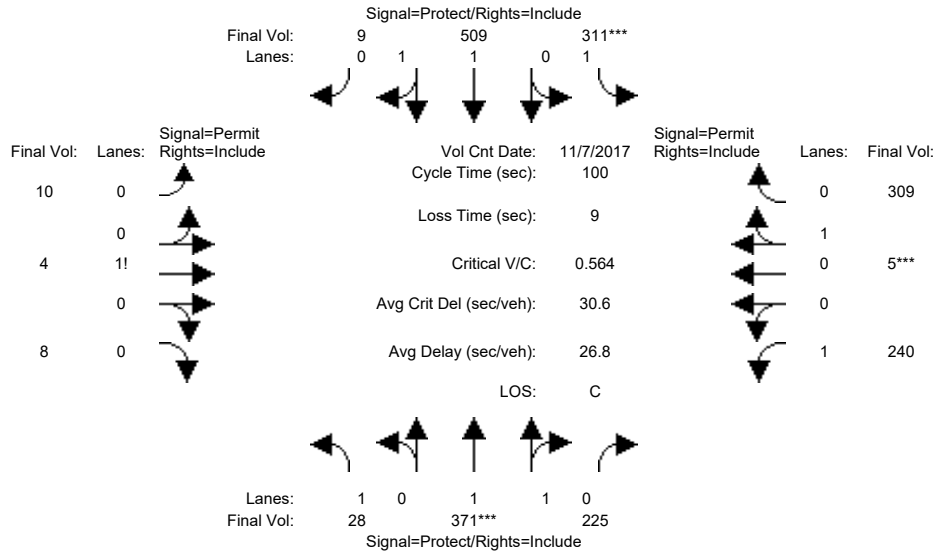
Note: Queue reported is the number of cars per lane.



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

Intersection #2600: Scott Blvd and Space Park Dr



Street Name:	Scott Blvd						Space Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	22	297	113	120	407	7	8	3	6	128	4	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	297	113	120	407	7	8	3	6	128	4	123
Added Vol:	0	0	67	129	0	0	0	0	0	64	0	124
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	297	180	249	407	7	8	3	6	192	4	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	28	371	225	311	509	9	10	4	8	240	5	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	371	225	311	509	9	10	4	8	240	5	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	371	225	311	509	9	10	4	8	240	5	309

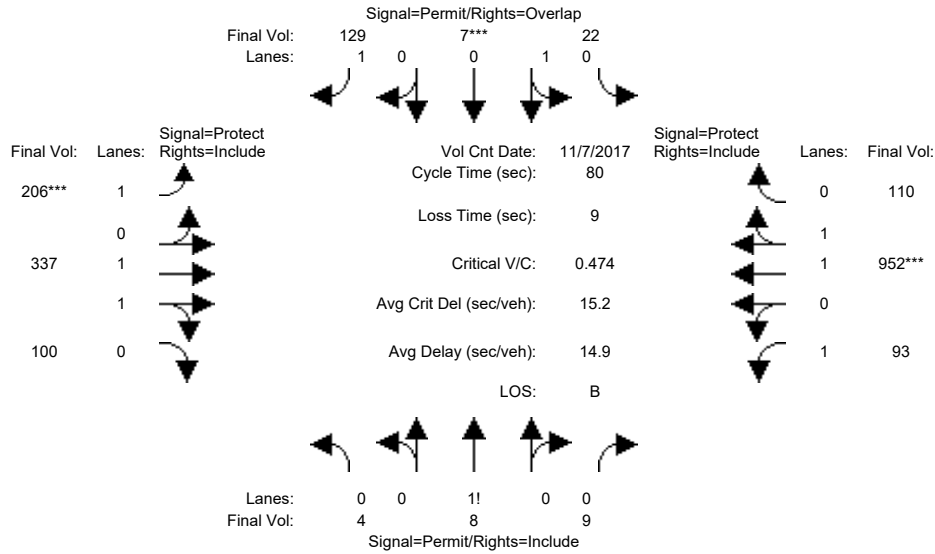
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	1.22	0.78	1.00	1.97	0.03	0.47	0.18	0.35	1.00	0.02	0.98
Final Sat.:	1750	2303	1396	1750	3637	63	824	309	618	1750	29	1771

Capacity Analysis Module:												
Vol/Sat:	0.02	0.16	0.16	0.18	0.14	0.14	0.01	0.01	0.01	0.14	0.17	0.17
Crit Moves:	****			****						****		
Green/Cycle:	0.13	0.29	0.29	0.32	0.47	0.47	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.12	0.56	0.56	0.56	0.30	0.30	0.04	0.04	0.04	0.44	0.56	0.56
Delay/Veh:	38.4	31.1	31.1	29.9	16.6	16.6	24.2	24.2	24.2	28.3	30.3	30.3
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:	38.4	31.1	31.1	29.9	16.6	16.6	24.2	24.2	24.2	28.3	30.3	30.3
LOS by Move:	D+	C	C	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	8	8	9	5	5	0	0	0	7	9	9

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background AM

Intersection #2700: Jay St and Scott Blvd



Street Name:	Jay St						Scott Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	10	10	10	6	10	10	4	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0	6.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<											
Base Vol:	4	7	8	20	6	116	185	303	90	84	857	99				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	4	7	8	20	6	116	185	303	90	84	857	99				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Approved:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	4	7	8	20	6	116	185	303	90	84	857	99				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90				
PHF Volume:	4	8	9	22	7	129	206	337	100	93	952	110				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	4	8	9	22	7	129	206	337	100	93	952	110				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	4	8	9	22	7	129	206	337	100	93	952	110				

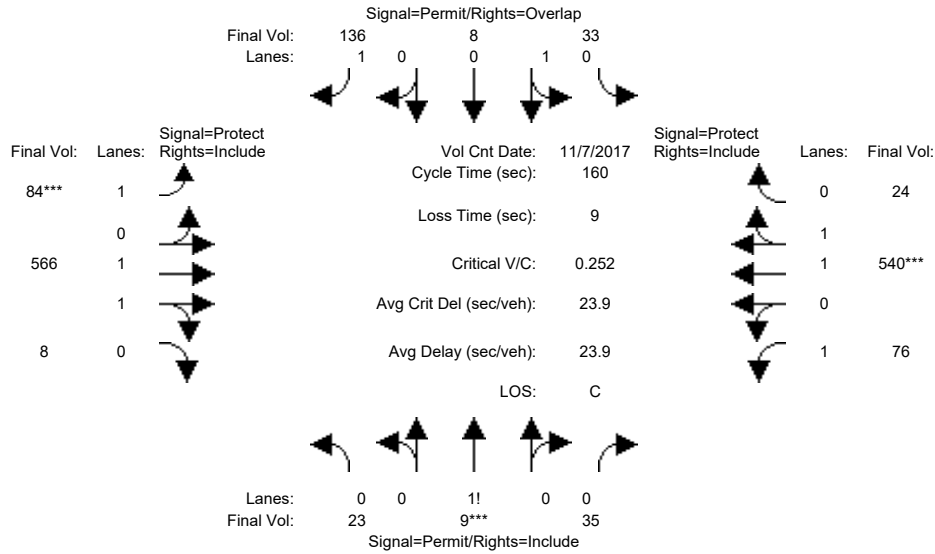
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.21	0.37	0.42	0.77	0.23	1.00	1.00	1.53	0.47	1.00	1.79	0.21
Final Sat.:	368	645	737	1385	415	1750	1750	2852	847	1750	3317	383

Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.07	0.12	0.12	0.12	0.05	0.29	0.29
Crit Moves:					****		****				****	
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.35	0.22	0.53	0.53	0.23	0.54	0.54
Volume/Cap:	0.10	0.10	0.10	0.13	0.13	0.21	0.53	0.22	0.22	0.23	0.53	0.53
Delay/Veh:	31.2	31.2	31.2	31.4	31.4	18.6	28.9	9.9	9.9	25.5	12.1	12.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	31.2	31.2	31.4	31.4	18.6	28.9	9.9	9.9	25.5	12.1	12.1
LOS by Move:	C	C	C	C	C	B-	C	A	A	C	B	B
HCM2kAvgQ:	1	1	1	1	1	2	5	3	3	2	9	9

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM (2-4 PM)

Intersection #2700: Jay St and Scott Blvd



Street Name:	Jay St						Scott Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	10	10	10	6	10	10	4	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0	6.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	18	7	28	26	6	109	67	453	6	61	432	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	7	28	26	6	109	67	453	6	61	432	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	7	28	26	6	109	67	453	6	61	432	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	23	9	35	33	8	136	84	566	8	76	540	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	9	35	33	8	136	84	566	8	76	540	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	9	35	33	8	136	84	566	8	76	540	24

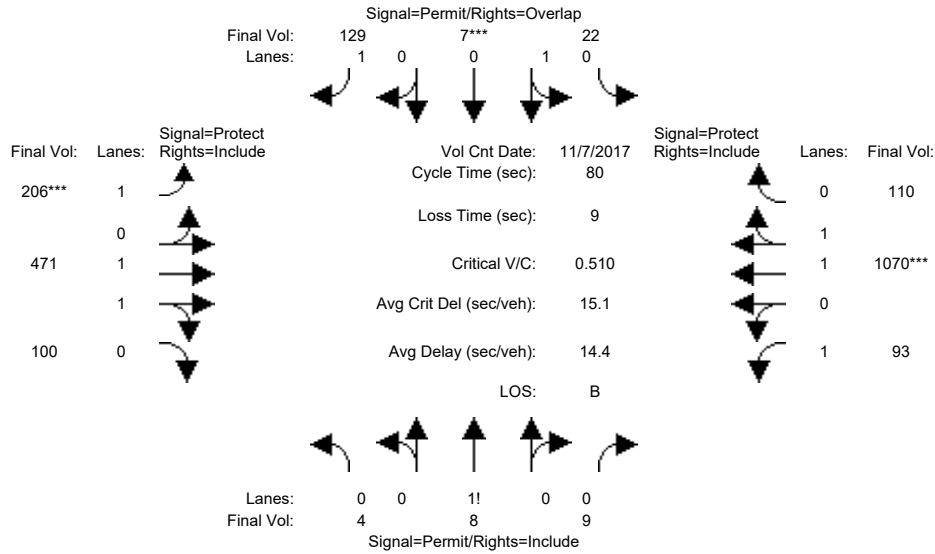
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.34	0.13	0.53	0.81	0.19	1.00	1.00	1.97	0.03	1.00	1.91	0.09
Final Sat.:	594	231	925	1462	337	1750	1750	3652	48	1750	3544	156

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.02	0.08	0.05	0.16	0.16	0.04	0.15	0.15
Crit Moves:	****						****			****		
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.34	0.19	0.62	0.62	0.17	0.60	0.60
Volume/Cap:	0.25	0.25	0.25	0.15	0.15	0.23	0.25	0.25	0.25	0.25	0.25	0.25
Delay/Veh:	60.6	60.6	60.6	59.4	59.4	38.0	55.6	13.8	13.8	57.5	14.9	14.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	60.6	60.6	60.6	59.4	59.4	38.0	55.6	13.8	13.8	57.5	14.9	14.9
LOS by Move:	E	E	E	E+	E+	D+	E+	B	B	E+	B	B
HCM2kAvgQ:	3	3	3	2	2	5	4	6	6	4	6	6

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project AM

Intersection #2700: Jay St and Scott Blvd



Street Name:	Jay St						Scott Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	10	10	10	6	10	10	4	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0	6.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<											
Base Vol:	4	7	8	20	6	116	185	303	90	84	857	99				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	4	7	8	20	6	116	185	303	90	84	857	99				
Added Vol:	0	0	0	0	0	0	0	121	0	0	106	0				
Approved:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	4	7	8	20	6	116	185	424	90	84	963	99				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90				
PHF Volume:	4	8	9	22	7	129	206	471	100	93	1070	110				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	4	8	9	22	7	129	206	471	100	93	1070	110				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	4	8	9	22	7	129	206	471	100	93	1070	110				

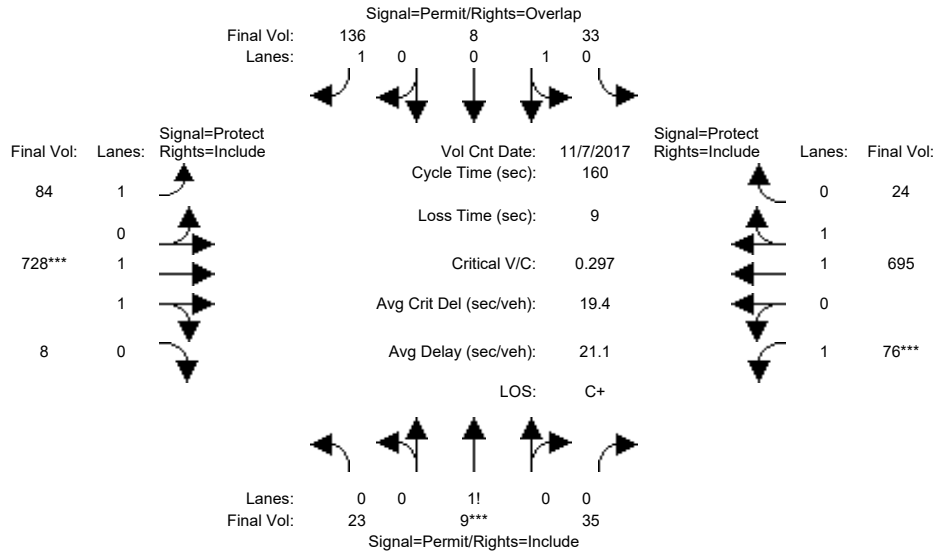
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.21	0.37	0.42	0.77	0.23	1.00	1.00	1.64	0.36	1.00	1.81	0.19
Final Sat.:	368	645	737	1385	415	1750	1750	3052	648	1750	3355	345

Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.07	0.12	0.15	0.15	0.05	0.32	0.32
Crit Moves:					****		****				****	
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.33	0.21	0.57	0.57	0.20	0.56	0.56
Volume/Cap:	0.10	0.10	0.10	0.13	0.13	0.22	0.57	0.27	0.27	0.27	0.57	0.57
Delay/Veh:	31.2	31.2	31.2	31.4	31.4	19.6	30.9	9.0	9.0	27.8	11.9	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:	31.2	31.2	31.2	31.4	31.4	19.6	30.9	9.0	9.0	27.8	11.9	11.9
LOS by Move:	C	C	C	C	C	B-	C	A	A	C	B+	B+
HCM2kAvgQ:	1	1	1	1	1	3	5	4	4	2	10	10

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

Intersection #2700: Jay St and Scott Blvd



Street Name:	Jay St						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:	4	4	4	10	10	10	6	10	10	4	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0	6.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	18	7	28	26	6	109	67	453	6	61	432	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	7	28	26	6	109	67	453	6	61	432	19
Added Vol:	0	0	0	0	0	0	0	129	0	0	124	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	7	28	26	6	109	67	582	6	61	556	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	23	9	35	33	8	136	84	728	8	76	695	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	9	35	33	8	136	84	728	8	76	695	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	9	35	33	8	136	84	728	8	76	695	24

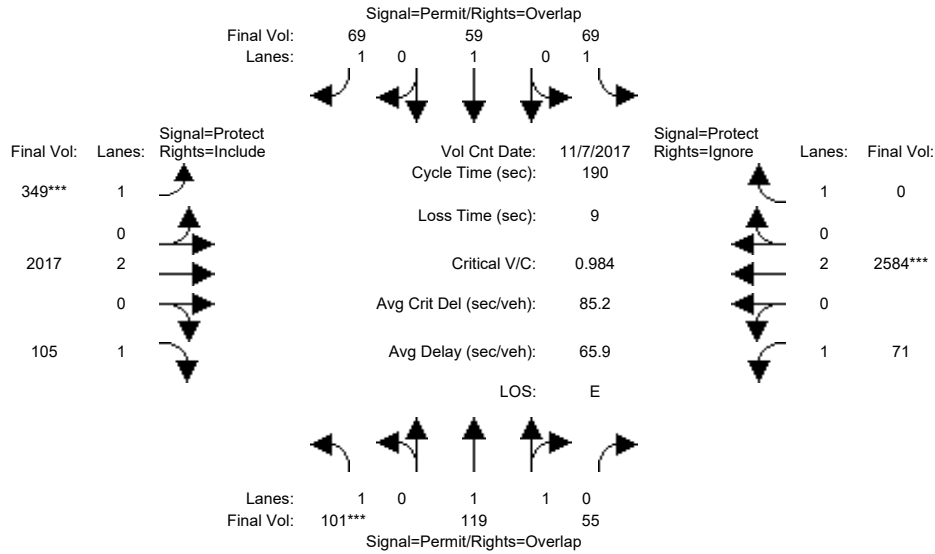
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.34	0.13	0.53	0.81	0.19	1.00	1.00	1.98	0.02	1.00	1.93	0.07
Final Sat.:	594	231	925	1462	337	1750	1750	3662	38	1750	3578	122

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.02	0.08	0.05	0.20	0.20	0.04	0.19	0.19
Crit Moves:	****						****			****		
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.29	0.16	0.67	0.67	0.15	0.65	0.65
Volume/Cap:	0.30	0.30	0.30	0.17	0.17	0.27	0.30	0.30	0.30	0.30	0.30	0.30
Delay/Veh:	64.0	64.0	64.0	62.6	62.6	44.2	59.7	11.0	11.0	61.5	11.9	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:	64.0	64.0	64.0	62.6	62.6	44.2	59.7	11.0	11.0	61.5	11.9	11.9
LOS by Move:	E	E	E	E	E	D	E+	B+	B+	E	B+	B+
HCM2kAvgQ:	3	3	3	2	2	5	4	7	7	4	7	7

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background AM

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	25	25	25	25	25	31	138	138	12	117	117
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	101	119	55	69	59	69	349	2017	105	71	2584	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	119	55	69	59	69	349	2017	105	71	2584	318
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	119	55	69	59	69	349	2017	105	71	2584	318
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:	101	119	55	69	59	69	349	2017	105	71	2584	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	119	55	69	59	69	349	2017	105	71	2584	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:	101	119	55	69	59	69	349	2017	105	71	2584	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.35	0.65	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2530	1169	1750	1900	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

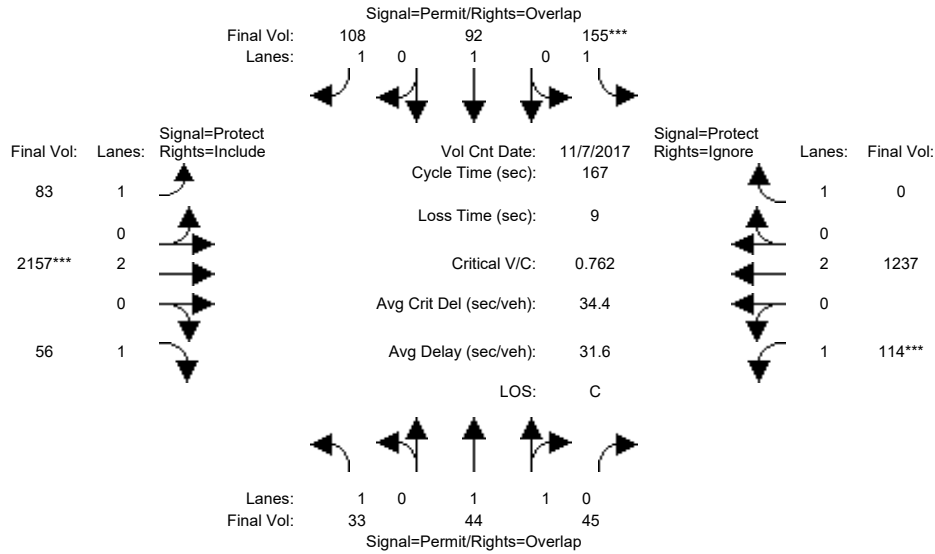
Vol/Sat:	0.06	0.05	0.05	0.04	0.03	0.04	0.20	0.53	0.06	0.04	0.68	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.13	0.13	0.20	0.13	0.13	0.32	0.19	0.76	0.76	0.07	0.63	0.00
Volume/Cap:	0.44	0.36	0.24	0.30	0.24	0.12	1.07	0.70	0.08	0.62	1.07	0.00
Delay/Veh:	77.4	75.6	64.4	75.3	74.4	46.1	159.1	37.9	18.5	96.2	75.5	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:	77.4	75.6	64.4	75.3	74.4	46.1	159.1	37.9	18.5	96.2	75.5	0.0
LOS by Move:	E-	E-	E	E-	E	D	F	D+	B-	F	E-	A
HCM2kAvgQ:	6	5	4	4	3	3	29	51	5	4	82	0

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM (2-4 PM)

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	23	23	24	24	24	11	113	113	15	117	117
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	33	44	45	155	92	108	83	2157	56	114	1237	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	44	45	155	92	108	83	2157	56	114	1237	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	44	45	155	92	108	83	2157	56	114	1237	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	33	44	45	155	92	108	83	2157	56	114	1237	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	44	45	155	92	108	83	2157	56	114	1237	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	33	44	45	155	92	108	83	2157	56	114	1237	0

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

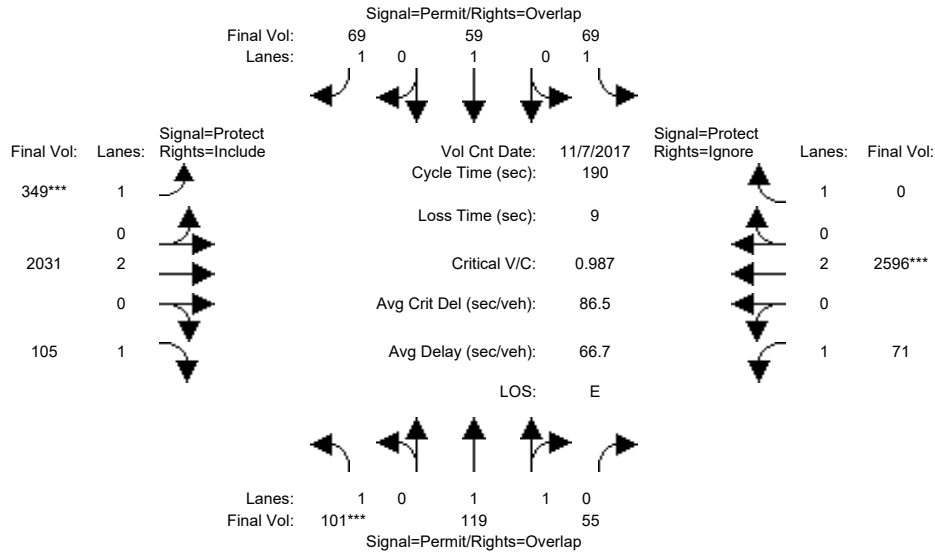
Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.09	0.05	0.06	0.05	0.57	0.03	0.07	0.33	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.14	0.14	0.23	0.14	0.14	0.21	0.07	0.71	0.71	0.09	0.73	0.00
Volume/Cap:	0.13	0.16	0.11	0.62	0.34	0.29	0.69	0.80	0.04	0.73	0.44	0.00
Delay/Veh:	62.6	62.8	50.4	71.7	65.1	55.6	91.4	28.8	12.1	89.5	15.8	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:	62.6	62.8	50.4	71.7	65.1	55.6	91.4	28.8	12.1	89.5	15.8	0.0
LOS by Move:	E	E	D	E	E	E+	F	C	B	F	B	A
HCM2kAvgQ:	2	2	2	8	4	5	6	46	2	6	20	0

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	25	25	25	25	25	31	138	138	12	117	117
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	101	119	55	69	59	69	349	2017	105	71	2584	318
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	119	55	69	59	69	349	2017	105	71	2584	318
Added Vol:	0	0	0	0	0	0	0	14	0	0	12	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	119	55	69	59	69	349	2031	105	71	2596	318
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:	101	119	55	69	59	69	349	2031	105	71	2596	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	119	55	69	59	69	349	2031	105	71	2596	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:	101	119	55	69	59	69	349	2031	105	71	2596	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.35	0.65	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2530	1169	1750	1900	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.06	0.05	0.05	0.04	0.03	0.04	0.20	0.53	0.06	0.04	0.68	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.13	0.13	0.20	0.13	0.13	0.32	0.19	0.76	0.76	0.07	0.64	0.00
Volume/Cap:	0.44	0.36	0.24	0.30	0.24	0.12	1.07	0.71	0.08	0.62	1.07	0.00
Delay/Veh:	77.4	75.6	64.4	75.3	74.4	46.2	160.5	38.2	18.5	96.2	76.9	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:	77.4	75.6	64.4	75.3	74.4	46.2	160.5	38.2	18.5	96.2	76.9	0.0
LOS by Move:	E-	E-	E	E-	E	D	F	D+	B-	F	E-	A
HCM2kAvgQ:	6	5	4	4	3	3	29	51	5	4	82	0

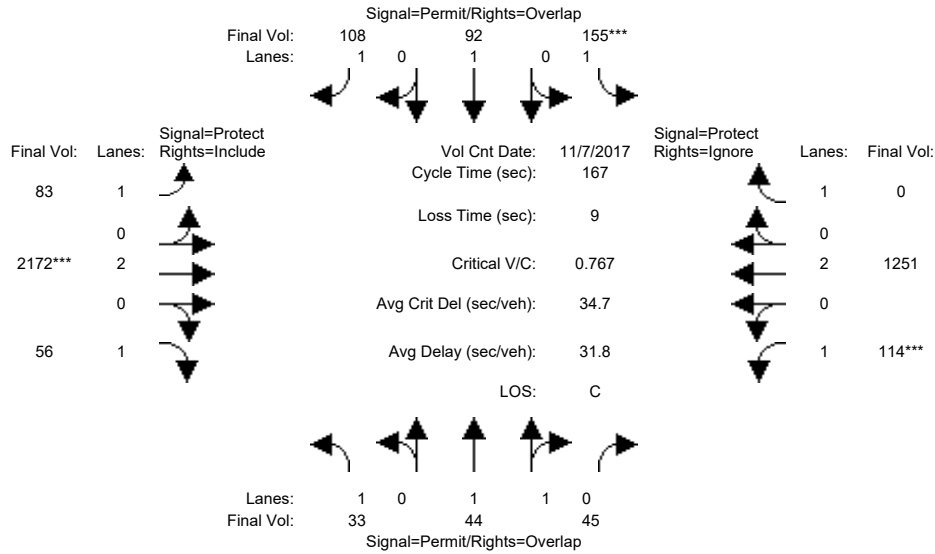
Note: Queue reported is the number of cars per lane.



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	23	23	24	24	24	11	113	113	15	117	117
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<											
Base Vol:	33	44	45	155	92	108	83	2157	56	114	1237	74				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	33	44	45	155	92	108	83	2157	56	114	1237	74				
Added Vol:	0	0	0	0	0	0	0	15	0	0	14	0				
Approved:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	33	44	45	155	92	108	83	2172	56	114	1251	74				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	33	44	45	155	92	108	83	2172	56	114	1251	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	33	44	45	155	92	108	83	2172	56	114	1251	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:	33	44	45	155	92	108	83	2172	56	114	1251	0				

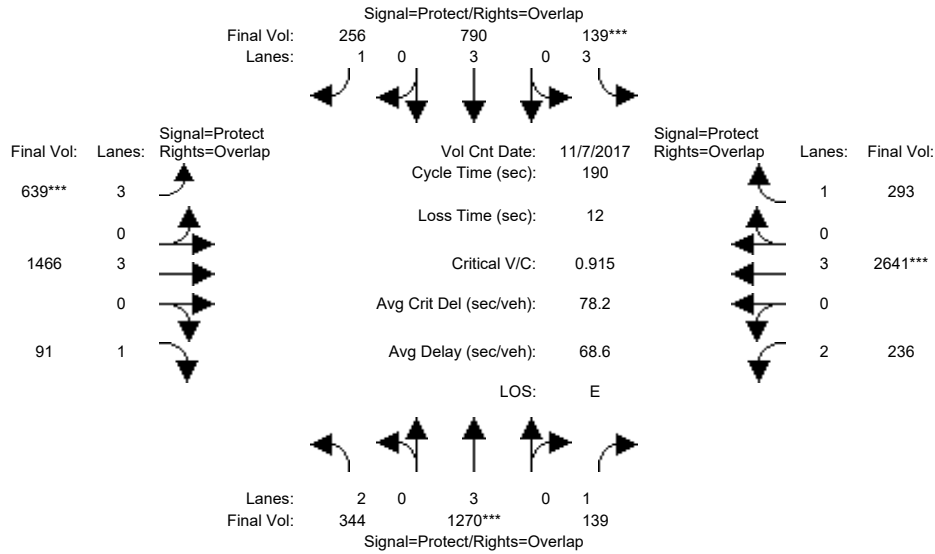
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1900	1750	1750	1900	1750	1750	3800	1750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

Capacity Analysis Module:												
Vol/Sat:	0.02	0.02	0.03	0.09	0.05	0.06	0.05	0.57	0.03	0.07	0.33	0.00
Crit Moves:				****				****		****		
Green/Cycle:	0.14	0.14	0.23	0.14	0.14	0.21	0.07	0.71	0.71	0.09	0.73	0.00
Volume/Cap:	0.13	0.16	0.11	0.62	0.34	0.29	0.69	0.80	0.04	0.73	0.45	0.00
Delay/Veh:	62.6	62.8	50.4	71.7	65.1	55.6	91.4	29.2	12.1	89.5	15.9	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:	62.6	62.8	50.4	71.7	65.1	55.6	91.4	29.2	12.1	89.5	15.9	0.0
LOS by Move:	E	E	D	E	E	E+	F	C	B	F	B	A
HCM2kAvgQ:	2	2	2	8	4	5	6	46	2	6	20	0

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background AM

Intersection #5329: CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	40	40	14	33	33	25	95	95	17	88	88
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	344	1270	139	139	790	256	639	1466	91	236	2641	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:	344	1270	139	139	790	256	639	1466	91	236	2641	293
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	1270	139	139	790	256	639	1466	91	236	2641	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:	344	1270	139	139	790	256	639	1466	91	236	2641	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	1270	139	139	790	256	639	1466	91	236	2641	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
Final Volume:	344	1270	139	139	790	256	639	1466	91	236	2641	293

Saturation 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	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	5700	1750	4551	5700	1750	3150	5700	1750

Capacity Analysis Module:

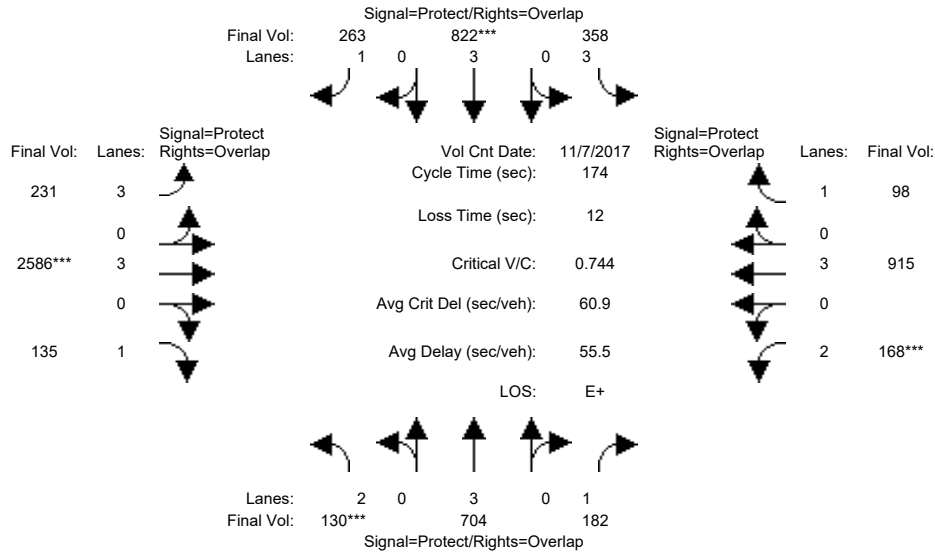
Vol/Sat:	0.11	0.22	0.08	0.03	0.14	0.15	0.14	0.26	0.05	0.07	0.46	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.12	0.23	0.33	0.07	0.19	0.33	0.15	0.53	0.65	0.10	0.48	0.56
Volume/Cap:	0.92	0.96	0.24	0.41	0.74	0.44	0.96	0.48	0.08	0.78	0.96	0.30
Delay/Veh:	111.0	87.7	46.8	84.9	75.4	49.8	105.2	35.7	18.3	96.5	66.8	29.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	111.0	87.7	46.8	84.9	75.4	49.8	105.2	35.7	18.3	96.5	66.8	29.7
LOS by Move:	F	F	D	F	E-	D	F	D+	B-	F	E	C
HCM2kAvqQ:	12	25	6	3	14	12	17	21	3	8	50	12

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM (2-4 PM)

Intersection #5329: CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	28	28	15	30	30	14	91	91	14	91	91
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	130	704	182	358	822	263	231	2586	135	168	915	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:	130	704	182	358	822	263	231	2586	135	168	915	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	704	182	358	822	263	231	2586	135	168	915	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	704	182	358	822	263	231	2586	135	168	915	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	704	182	358	822	263	231	2586	135	168	915	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	704	182	358	822	263	231	2586	135	168	915	98

Saturation 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	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	5700	1750	4551	5700	1750	3150	5700	1750

Capacity Analysis Module:

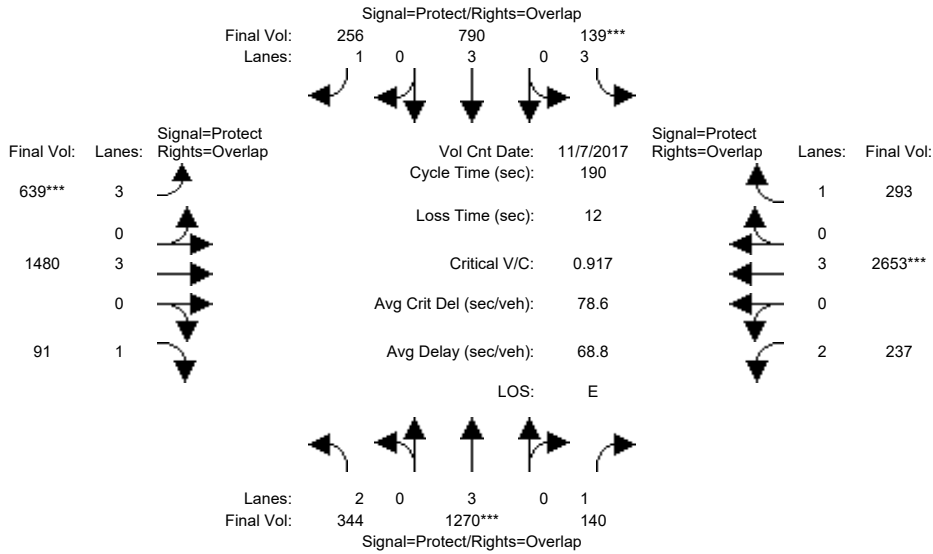
Vol/Sat:	0.04	0.12	0.10	0.08	0.14	0.15	0.05	0.45	0.08	0.05	0.16	0.06
Crit Moves:	****				****			****			****	
Green/Cycle:	0.09	0.18	0.26	0.09	0.18	0.27	0.09	0.58	0.67	0.08	0.57	0.67
Volume/Cap:	0.48	0.70	0.41	0.83	0.78	0.55	0.58	0.78	0.12	0.66	0.28	0.08
Delay/Veh:	77.1	69.6	54.3	90.5	71.5	55.6	83.2	55.2	24.5	84.1	12.1	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.1	69.6	54.3	90.5	71.5	55.6	83.2	55.2	24.5	84.1	12.1	3.9
LOS by Move:	E-	E	D-	F	E	E+	F	E+	C	F	B	A
HCM2kAvgQ:	4	12	8	8	13	12	5	41	6	5	5	1

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5329: CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	40	40	14	33	33	25	95	95	17	88	88
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	344	1270	139	139	790	256	639	1466	91	236	2641	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:	344	1270	139	139	790	256	639	1466	91	236	2641	293
Added Vol:	0	0	1	0	0	0	0	14	0	1	12	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	344	1270	140	139	790	256	639	1480	91	237	2653	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:	344	1270	140	139	790	256	639	1480	91	237	2653	293
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	344	1270	140	139	790	256	639	1480	91	237	2653	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
Final Volume:	344	1270	140	139	790	256	639	1480	91	237	2653	293

Saturation 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	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	5700	1750	4551	5700	1750	3150	5700	1750

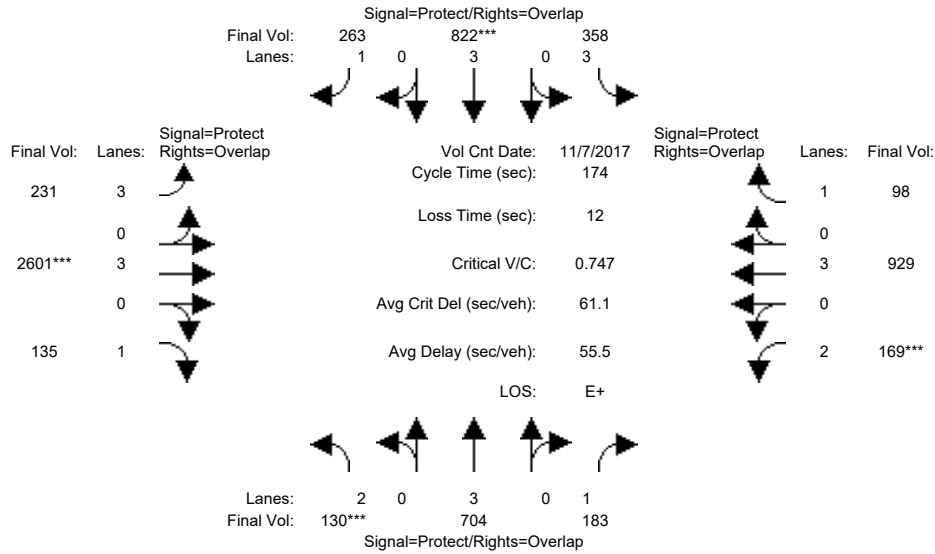
Capacity Analysis Module:												
Vol/Sat:	0.11	0.22	0.08	0.03	0.14	0.15	0.14	0.26	0.05	0.08	0.47	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.12	0.23	0.33	0.07	0.19	0.33	0.15	0.54	0.65	0.10	0.48	0.56
Volume/Cap:	0.93	0.96	0.24	0.41	0.74	0.44	0.96	0.49	0.08	0.79	0.96	0.30
Delay/Veh:	111.5	88.2	46.9	84.9	75.5	49.9	105.8	35.8	18.3	96.7	67.2	29.6
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:	111.5	88.2	46.9	84.9	75.5	49.9	105.8	35.8	18.3	96.7	67.2	29.6
LOS by Move:	F	F	D	F	E-	D	F	D+	B-	F	E	C
HCM2kAvgQ:	12	25	6	3	14	12	17	21	3	8	50	12

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

Intersection #5329: CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	28	28	15	30	30	14	91	91	14	91	91
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	130	704	182	358	822	263	231	2586	135	168	915	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:	130	704	182	358	822	263	231	2586	135	168	915	98
Added Vol:	0	0	1	0	0	0	0	15	0	1	14	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	130	704	183	358	822	263	231	2601	135	169	929	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	130	704	183	358	822	263	231	2601	135	169	929	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	130	704	183	358	822	263	231	2601	135	169	929	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	130	704	183	358	822	263	231	2601	135	169	929	98

Saturation 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	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	5700	1750	4551	5700	1750	3150	5700	1750

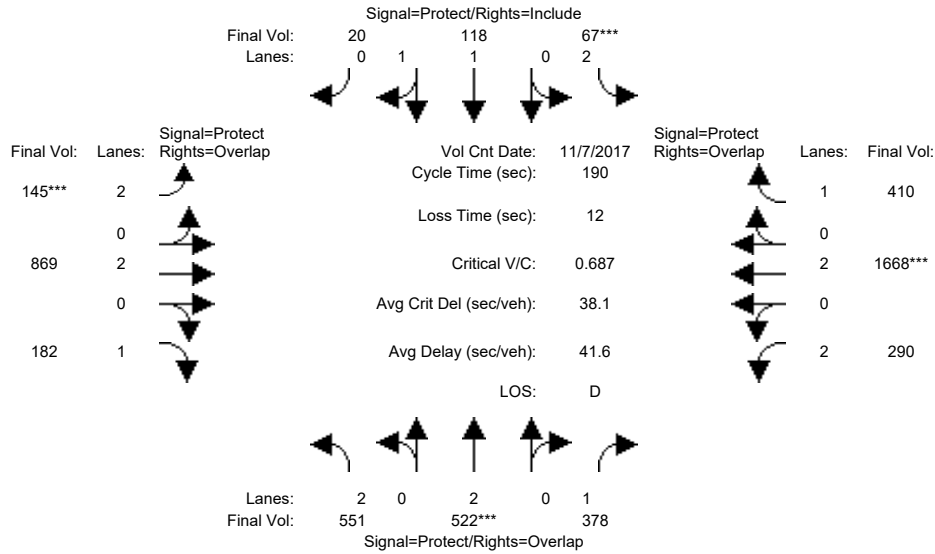
Capacity Analysis Module:												
Vol/Sat:	0.04	0.12	0.10	0.08	0.14	0.15	0.05	0.46	0.08	0.05	0.16	0.06
Crit Moves:	****				****			****			****	
Green/Cycle:	0.09	0.18	0.26	0.09	0.18	0.27	0.09	0.58	0.67	0.08	0.57	0.67
Volume/Cap:	0.48	0.70	0.41	0.84	0.79	0.55	0.58	0.79	0.12	0.67	0.28	0.08
Delay/Veh:	77.1	69.7	54.4	90.9	71.8	55.7	83.2	55.4	24.5	84.4	12.1	3.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.1	69.7	54.4	90.9	71.8	55.7	83.2	55.4	24.5	84.4	12.1	3.9
LOS by Move:	E-	E	D-	F	E	E+	F	E+	C	F	B	A
HCM2kAvgQ:	4	12	8	8	14	12	5	42	6	5	5	1

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

MCA School Expansion  
 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		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	45	45	12	17	17	14	89	89	26	102	102
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	551	522	378	67	118	20	145	1010	182	290	1939	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	551	522	378	67	118	20	145	1010	182	290	1939	410
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	551	522	378	67	118	20	145	1010	182	290	1939	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:	551	522	378	67	118	20	145	869	182	290	1668	410
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	551	522	378	67	118	20	145	869	182	290	1668	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
Final Volume:	551	522	378	67	118	20	145	869	182	290	1668	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	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	1.70	0.30	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3163	536	3150	3800	1750	3150	3800	1750

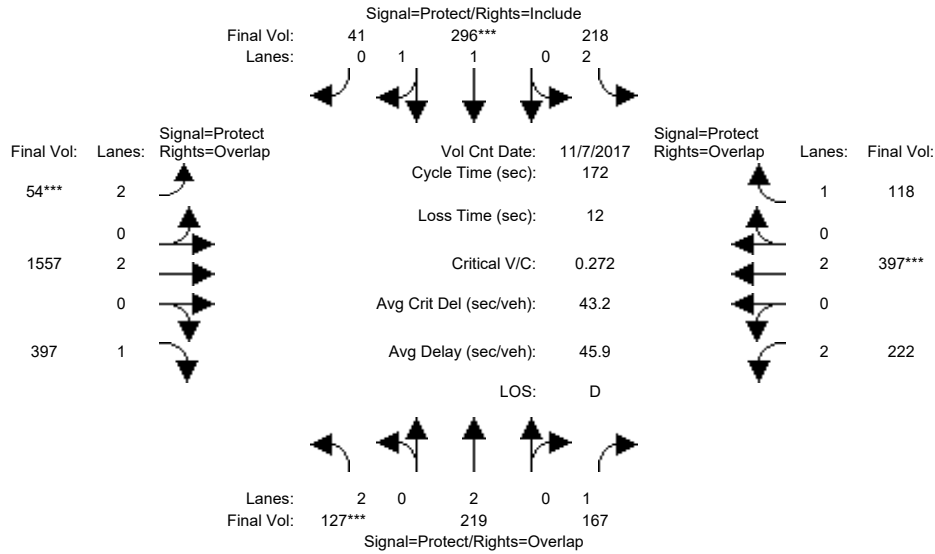
Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.22	0.02	0.04	0.04	0.05	0.23	0.10	0.09	0.44	0.23
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.20	0.24	0.38	0.06	0.10	0.10	0.07	0.49	0.69	0.14	0.56	0.63
Volume/Cap:	0.87	0.58	0.57	0.34	0.37	0.37	0.62	0.46	0.15	0.64	0.78	0.37
Delay/Veh:	86.6	65.1	47.6	86.2	80.6	80.6	90.7	24.8	2.9	79.7	23.1	9.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.6	65.1	47.6	86.2	80.6	80.6	90.7	24.8	2.9	79.7	23.1	9.0
LOS by Move:	F	E	D	F	F	F	F	C	A	E-	C	A
HCM2kAvqQ:	21	13	18	2	4	4	6	12	1	9	27	6

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM (2-4 PM)

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	29	29	15	29	29	17	90	90	15	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	127	219	167	218	296	41	54	2049	397	222	431	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	219	167	218	296	41	54	2049	397	222	431	118
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	219	167	218	296	41	54	2049	397	222	431	118
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	219	167	218	296	41	54	1557	397	222	397	118
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	219	167	218	296	41	54	1557	397	222	397	118
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	127	219	167	218	296	41	54	1557	397	222	397	118

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	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	1.75	0.25	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3250	450	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

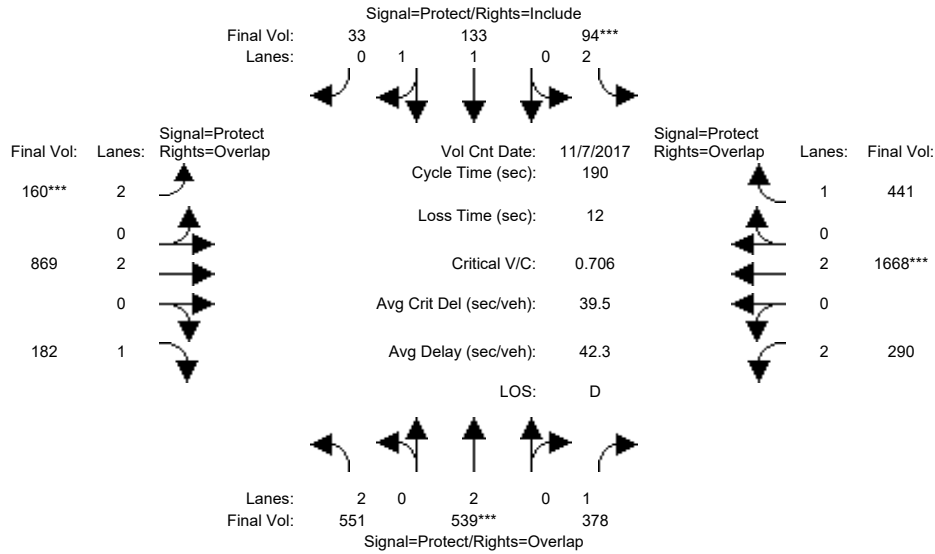
Vol/Sat:	0.04	0.06	0.10	0.07	0.09	0.09	0.02	0.41	0.23	0.07	0.10	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.10	0.21	0.29	0.11	0.22	0.22	0.10	0.53	0.62	0.09	0.52	0.62
Volume/Cap:	0.42	0.28	0.32	0.65	0.42	0.42	0.17	0.78	0.36	0.80	0.20	0.11
Delay/Veh:	74.1	57.6	47.6	78.0	58.3	58.3	71.3	43.4	22.9	92.1	16.6	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:	74.1	57.6	47.6	78.0	58.3	58.3	71.3	43.4	22.9	92.1	16.6	6.7
LOS by Move:	E	E+	D	E-	E+	E+	E	D	C+	F	B	A
HCM2kAvgQ:	4	5	7	7	8	8	2	36	15	7	4	1

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	45	45	12	17	17	14	89	89	26	102	102
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	551	522	378	67	118	20	145	1010	182	290	1939	410
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	551	522	378	67	118	20	145	1010	182	290	1939	410
Added Vol:	0	17	0	27	15	13	15	0	0	0	0	31
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	551	539	378	94	133	33	160	1010	182	290	1939	441
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	0.86	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	551	539	378	94	133	33	160	869	182	290	1668	441
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	551	539	378	94	133	33	160	869	182	290	1668	441
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	551	539	378	94	133	33	160	869	182	290	1668	441

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	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	1.59	0.41	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2964	735	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.17	0.14	0.22	0.03	0.04	0.04	0.05	0.23	0.10	0.09	0.44	0.25
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.20	0.24	0.38	0.06	0.10	0.10	0.07	0.49	0.69	0.14	0.56	0.63
Volume/Cap:	0.87	0.60	0.57	0.47	0.45	0.45	0.69	0.46	0.15	0.64	0.78	0.40
Delay/Veh:	86.6	65.6	47.6	87.7	81.4	81.4	94.4	24.8	2.9	79.7	23.1	9.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.6	65.6	47.6	87.7	81.4	81.4	94.4	24.8	2.9	79.7	23.1	9.2
LOS by Move:	F	E	D	F	F	F	F	C	A	E-	C	A
HCM2kAvqQ:	21	14	18	3	5	5	7	12	1	9	27	6

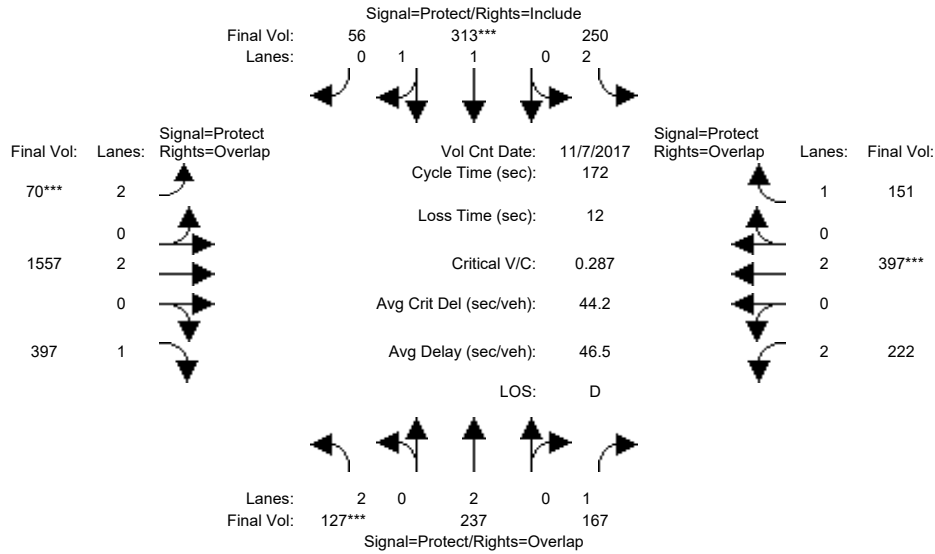
Note: Queue reported is the number of cars per lane.



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	29	29	15	29	29	17	90	90	15	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	127	219	167	218	296	41	54	2049	397	222	431	118
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	127	219	167	218	296	41	54	2049	397	222	431	118
Added Vol:	0	18	0	32	17	15	16	0	0	0	0	33
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	127	237	167	250	313	56	70	2049	397	222	431	151
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	127	237	167	250	313	56	70	1557	397	222	397	151
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	127	237	167	250	313	56	70	1557	397	222	397	151
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	127	237	167	250	313	56	70	1557	397	222	397	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	1.69	0.31	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3138	561	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

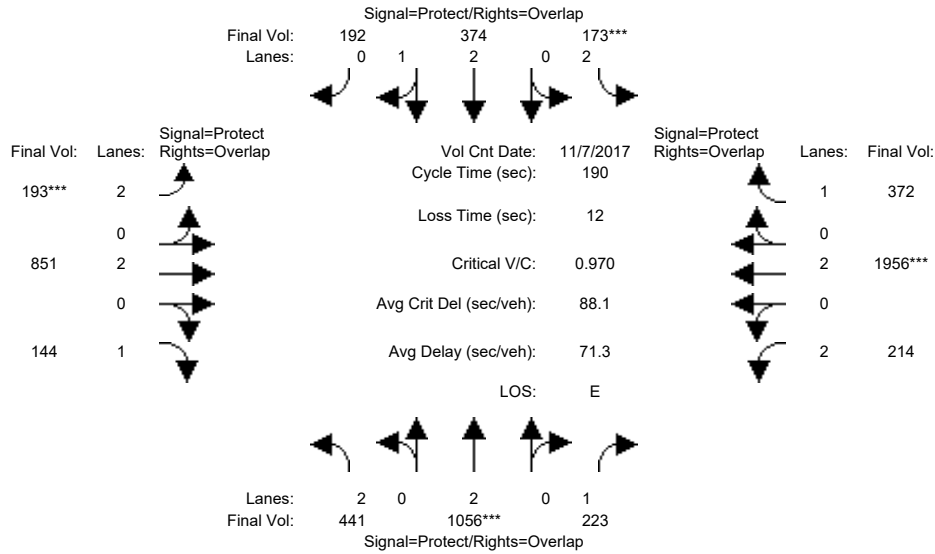
Vol/Sat:	0.04	0.06	0.10	0.08	0.10	0.10	0.02	0.41	0.23	0.07	0.10	0.09
Crit Moves:	****			****			****			****		
Green/Cycle:	0.09	0.21	0.29	0.11	0.22	0.22	0.10	0.53	0.62	0.09	0.52	0.62
Volume/Cap:	0.45	0.30	0.32	0.74	0.45	0.45	0.22	0.78	0.37	0.80	0.20	0.14
Delay/Veh:	75.3	57.9	47.6	83.0	58.0	58.0	71.8	43.4	23.4	92.1	16.6	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:	75.3	57.9	47.6	83.0	58.0	58.0	71.8	43.4	23.4	92.1	16.6	6.9
LOS by Move:	E-	E+	D	F	E+	E+	E	D	C	F	B	A
HCM2kAvgQ:	4	5	7	8	8	8	2	36	15	7	4	2

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

MCA School Expansion  
 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		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	44	44	17	39	39	18	86	86	20	88	88
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<											
Base Vol:	441	1056	223	173	374	192	193	990	144	214	2274	372				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	441	1056	223	173	374	192	193	990	144	214	2274	372				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Approved:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	441	1056	223	173	374	192	193	990	144	214	2274	372				
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:	441	1056	223	173	374	192	193	851	144	214	1956	372				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	441	1056	223	173	374	192	193	851	144	214	1956	372				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	441	1056	223	173	374	192	193	851	144	214	1956	372				

Saturation Flow 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

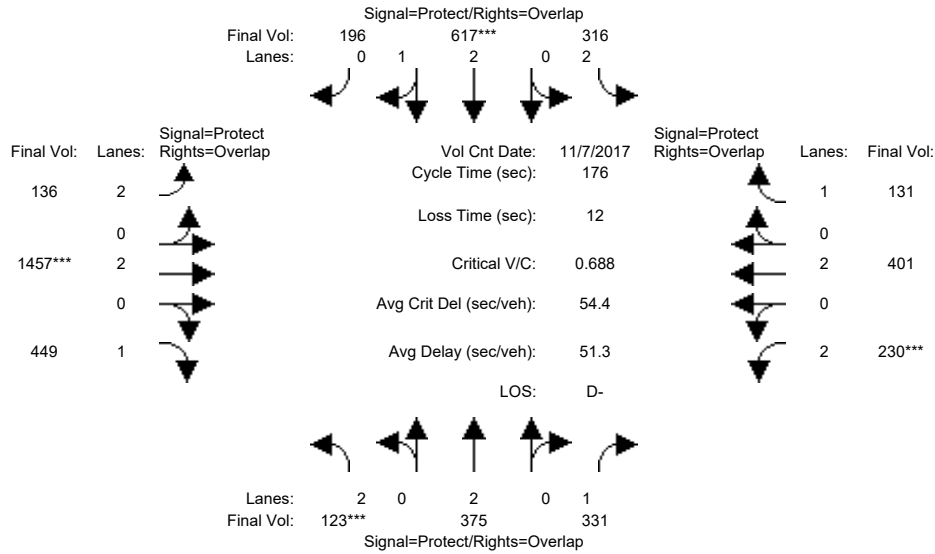
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.13	0.05	0.10	0.11	0.06	0.22	0.08	0.07	0.51	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.14	0.26	0.37	0.09	0.21	0.30	0.09	0.47	0.62	0.11	0.49	0.58
Volume/Cap:	0.98	1.05	0.34	0.61	0.47	0.36	0.65	0.47	0.13	0.62	1.05	0.37
Delay/Veh:	117.3	113	43.0	87.3	66.0	51.7	87.8	27.5	8.2	84.1	74.5	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:	117.3	113	43.0	87.3	66.0	51.7	87.8	27.5	8.2	84.1	74.5	13.6
LOS by Move:	F	F	D	F	E	D-	F	C	A	F	E	B
HCM2kAvqQ:	19	38	10	7	10	9	6	13	2	8	66	7

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM (2-4 PM)

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	32	32	21	40	40	15	84	84	19	88	88
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	123	375	331	316	617	196	136	1917	449	230	436	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	375	331	316	617	196	136	1917	449	230	436	131
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	375	331	316	617	196	136	1917	449	230	436	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	375	331	316	617	196	136	1457	449	230	401	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	375	331	316	617	196	136	1457	449	230	401	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	375	331	316	617	196	136	1457	449	230	401	131

Saturation Flow 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	2.25	0.75	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4248	1350	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

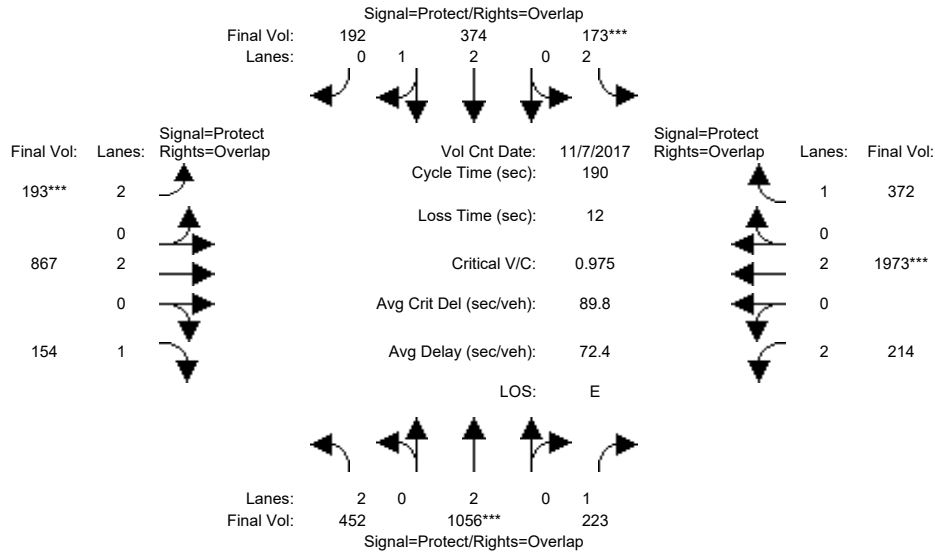
Vol/Sat:	0.04	0.10	0.19	0.10	0.15	0.15	0.04	0.38	0.26	0.07	0.11	0.07
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.19	0.29	0.12	0.23	0.32	0.09	0.52	0.60	0.11	0.53	0.66
Volume/Cap:	0.49	0.53	0.65	0.83	0.64	0.46	0.47	0.74	0.43	0.68	0.20	0.11
Delay/Veh:	79.1	65.6	57.0	89.1	62.6	48.0	77.2	43.6	27.0	80.9	21.4	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.1	65.6	57.0	89.1	62.6	48.0	77.2	43.6	27.0	80.9	21.4	11.3
LOS by Move:	E-	E	E+	F	E	D	E-	D	C	F	C+	B+
HCM2kAvgQ:	4	9	17	12	14	12	4	33	18	8	5	3

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	44	44	17	39	39	18	86	86	20	88	88
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	441	1056	223	173	374	192	193	990	144	214	2274	372
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	441	1056	223	173	374	192	193	990	144	214	2274	372
Added Vol:	11	0	0	0	0	0	0	18	10	0	20	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	452	1056	223	173	374	192	193	1008	154	214	2294	372
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:	452	1056	223	173	374	192	193	867	154	214	1973	372
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	452	1056	223	173	374	192	193	867	154	214	1973	372
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	452	1056	223	173	374	192	193	867	154	214	1973	372

Saturation Flow 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

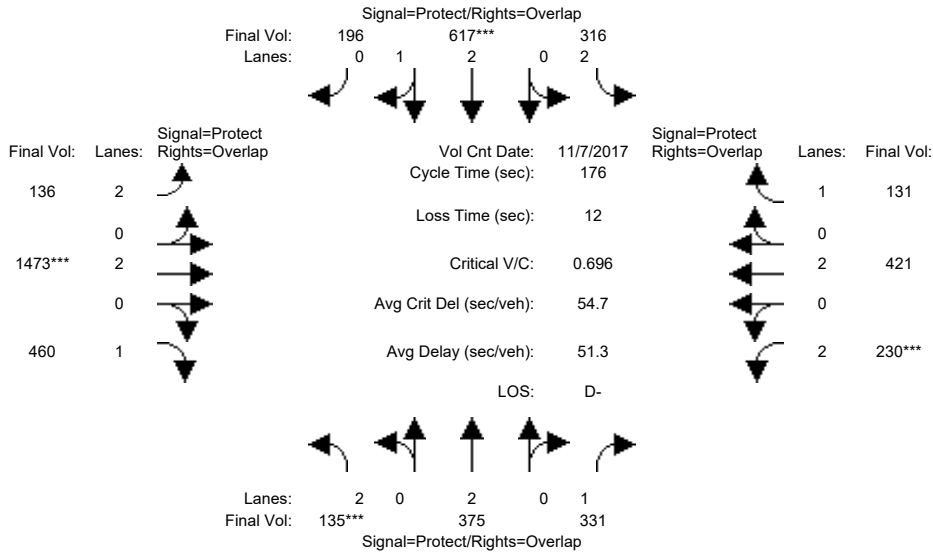
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.13	0.05	0.10	0.11	0.06	0.23	0.09	0.07	0.52	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.14	0.26	0.37	0.09	0.21	0.30	0.09	0.47	0.62	0.11	0.49	0.58
Volume/Cap:	0.99	1.06	0.34	0.61	0.48	0.36	0.65	0.48	0.14	0.62	1.06	0.37
Delay/Veh:	120.8	116	43.1	87.3	66.5	52.2	87.8	27.5	8.0	84.0	76.4	13.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	120.8	116	43.1	87.3	66.5	52.2	87.8	27.5	8.0	84.0	76.4	13.5
LOS by Move:	F	F	D	F	E	D-	F	C	A	F	E-	B
HCM2kAvqQ:	20	38	10	7	10	9	6	13	2	8	67	7

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	32	32	21	40	40	15	84	84	19	88	88
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	123	375	331	316	617	196	136	1917	449	230	436	131
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	375	331	316	617	196	136	1917	449	230	436	131
Added Vol:	12	0	0	0	0	0	0	21	11	0	22	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	375	331	316	617	196	136	1938	460	230	458	131
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	375	331	316	617	196	136	1473	460	230	421	131
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	375	331	316	617	196	136	1473	460	230	421	131
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	375	331	316	617	196	136	1473	460	230	421	131

Saturation Flow 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	2.25	0.75	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4248	1350	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

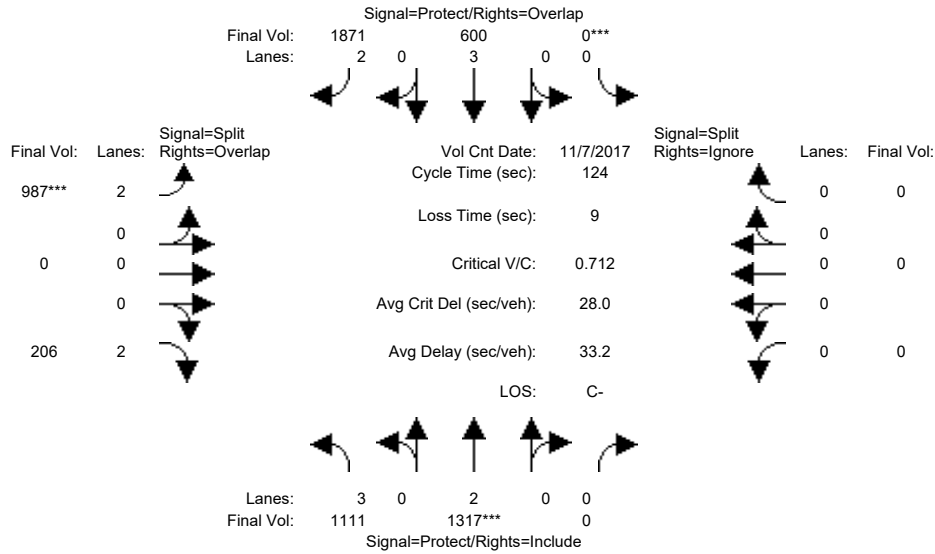
Vol/Sat:	0.04	0.10	0.19	0.10	0.15	0.15	0.04	0.39	0.26	0.07	0.11	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.19	0.29	0.12	0.23	0.32	0.09	0.52	0.60	0.11	0.53	0.66
Volume/Cap:	0.54	0.53	0.65	0.83	0.64	0.46	0.47	0.75	0.44	0.68	0.21	0.11
Delay/Veh:	80.2	65.6	57.0	89.1	62.6	48.0	77.2	43.9	27.3	80.9	21.5	11.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	65.6	57.0	89.1	62.6	48.0	77.2	43.9	27.3	80.9	21.5	11.3
LOS by Move:	F	E	E+	F	E	D	E-	D	C	F	C+	B+
HCM2kAvgQ:	5	9	17	12	14	12	4	33	18	8	6	3

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

MCA School Expansion  
 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		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	66	0	0	31	31	46	0	46	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: 7 Nov 2017 <<

Base Vol:	1111	1317	0	0	600	1871	1148	0	206	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:	1111	1317	0	0	600	1871	1148	0	206	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1111	1317	0	0	600	1871	1148	0	206	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1111	1317	0	0	600	1871	987	0	206	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1111	1317	0	0	600	1871	987	0	206	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	1111	1317	0	0	600	1871	987	0	206	0	0	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	3150	0	3150	0	0	0

Capacity Analysis Module:

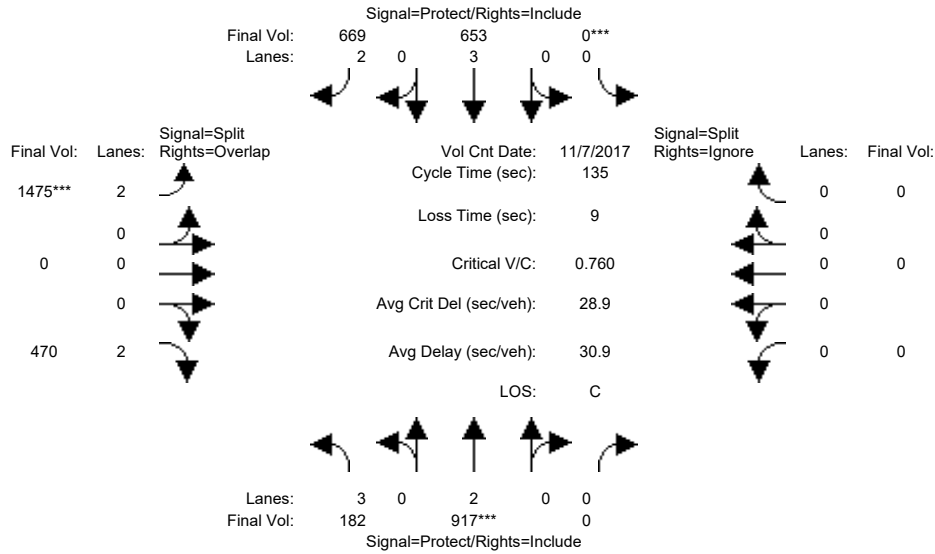
Vol/Sat:	0.24	0.35	0.00	0.00	0.11	0.59	0.31	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.25	0.53	0.00	0.00	0.28	0.68	0.40	0.00	0.64	0.00	0.00	0.00
Volume/Cap:	0.99	0.65	0.00	0.00	0.37	0.87	0.79	0.00	0.10	0.00	0.00	0.00
Delay/Veh:	69.7	21.5	0.0	0.0	35.6	20.0	36.6	0.0	8.5	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:	69.7	21.5	0.0	0.0	35.6	20.0	36.6	0.0	8.5	0.0	0.0	0.0
LOS by Move:	E	C+	A	A	D+	B-	D+	A	A	A	A	A
HCM2kAvqQ:	21	18	0	0	6	36	19	0	1	0	0	0

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM (2-4 PM)

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	55	0	0	38	38	70	0	70	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:	7 Nov 2017	<<							
Base Vol:	182	917	0	0	653	669	1941	0	470	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:	182	917	0	0	653	669	1941	0	470	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	917	0	0	653	669	1941	0	470	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.76	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:	182	917	0	0	653	669	1475	0	470	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	917	0	0	653	669	1475	0	470	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	182	917	0	0	653	669	1475	0	470	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	3150	0	3150	0	0	0

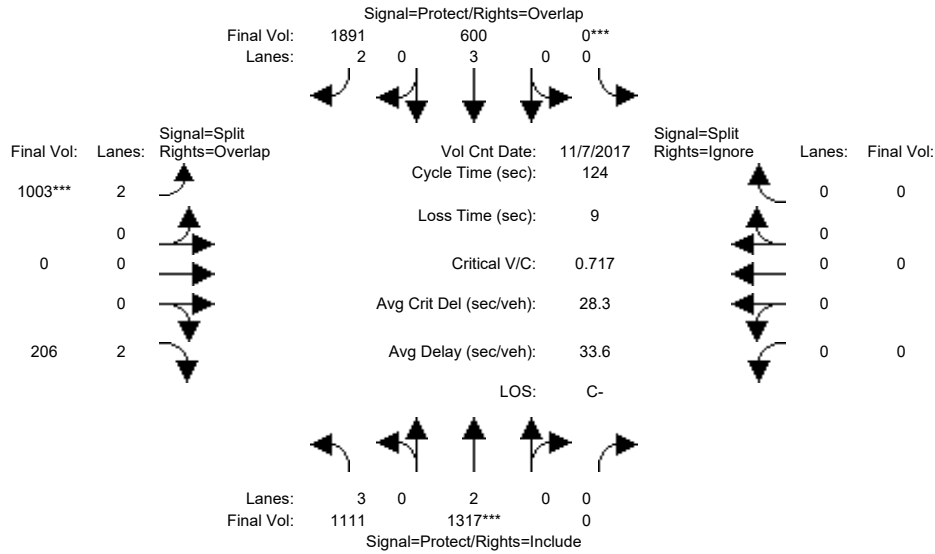
Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.00	0.00	0.11	0.21	0.47	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.10	0.41	0.00	0.00	0.31	0.31	0.53	0.00	0.62	0.00	0.00	0.00
Volume/Cap:	0.41	0.59	0.00	0.00	0.37	0.69	0.89	0.00	0.24	0.00	0.00	0.00
Delay/Veh:	57.8	31.9	0.0	0.0	36.5	42.9	27.1	0.0	5.8	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:	57.8	31.9	0.0	0.0	36.5	42.9	27.1	0.0	5.8	0.0	0.0	0.0
LOS by Move:	E+	C	A	A	D+	D	C	A	A	A	A	A
HCM2kAvqQ:	3	14	0	0	7	15	30	0	2	0	0	0

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	66	0	0	31	31	46	0	46	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:	7 Nov 2017	<<							
Base Vol:	1111	1317	0	0	600	1871	1148	0	206	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:	1111	1317	0	0	600	1871	1148	0	206	0	0	0
Added Vol:	0	0	0	0	0	20	18	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1111	1317	0	0	600	1891	1166	0	206	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1111	1317	0	0	600	1891	1003	0	206	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1111	1317	0	0	600	1891	1003	0	206	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	1111	1317	0	0	600	1891	1003	0	206	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	3150	0	3150	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.24	0.35	0.00	0.00	0.11	0.60	0.32	0.00	0.07	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.25	0.53	0.00	0.00	0.29	0.68	0.40	0.00	0.64	0.00	0.00	0.00
Volume/Cap:	0.99	0.65	0.00	0.00	0.37	0.88	0.81	0.00	0.10	0.00	0.00	0.00
Delay/Veh:	70.5	21.5	0.0	0.0	35.5	20.5	37.2	0.0	8.5	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:	70.5	21.5	0.0	0.0	35.5	20.5	37.2	0.0	8.5	0.0	0.0	0.0
LOS by Move:	E	C+	A	A	D+	C+	D+	A	A	A	A	A
HCM2kAvgQ:	21	18	0	0	6	37	20	0	1	0	0	0

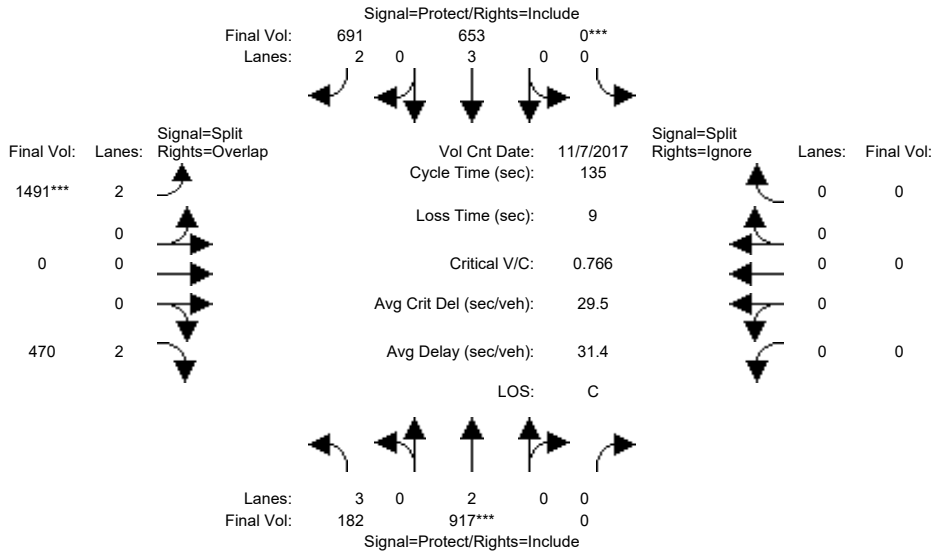
Note: Queue reported is the number of cars per lane.



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	55	0	0	38	38	70	0	70	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:	7 Nov 2017	<<							
Base Vol:	182	917	0	0	653	669	1941	0	470	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:	182	917	0	0	653	669	1941	0	470	0	0	0
Added Vol:	0	0	0	0	0	22	21	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	182	917	0	0	653	691	1962	0	470	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.76	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:	182	917	0	0	653	691	1491	0	470	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	182	917	0	0	653	691	1491	0	470	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	182	917	0	0	653	691	1491	0	470	0	0	0

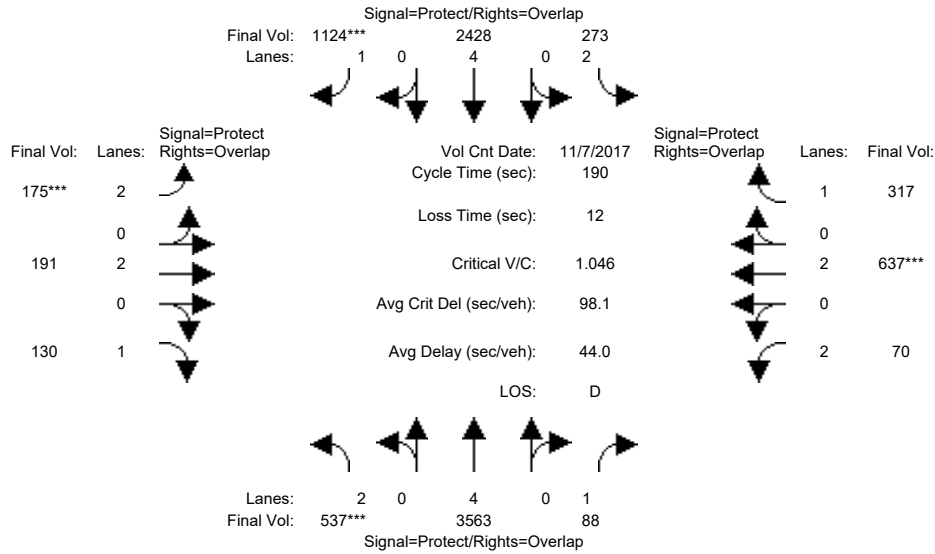
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	3150	0	3150	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.04	0.24	0.00	0.00	0.11	0.22	0.47	0.00	0.15	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.10	0.41	0.00	0.00	0.31	0.31	0.53	0.00	0.62	0.00	0.00	0.00
Volume/Cap:	0.41	0.59	0.00	0.00	0.37	0.71	0.90	0.00	0.24	0.00	0.00	0.00
Delay/Veh:	57.8	31.9	0.0	0.0	36.5	43.6	28.0	0.0	5.8	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:	57.8	31.9	0.0	0.0	36.5	43.6	28.0	0.0	5.8	0.0	0.0	0.0
LOS by Move:	E+	C	A	A	D+	D	C	A	A	A	A	A
HCM2kAvqQ:	3	14	0	0	7	16	31	0	2	0	0	0

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background AM

Intersection #5408: SAN TOMAS EXPWY/SCOTT BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	108	108	17	100	100	12	33	33	11	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	537	3563	88	273	2428	1124	175	191	130	70	637	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	3563	88	273	2428	1124	175	191	130	70	637	317
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	537	3563	88	273	2428	1124	175	191	130	70	637	317
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	537	3563	88	273	2428	1124	175	191	130	70	637	317
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	537	3563	88	273	2428	1124	175	191	130	70	637	317
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	537	3563	88	273	2428	1124	175	191	130	70	637	317

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

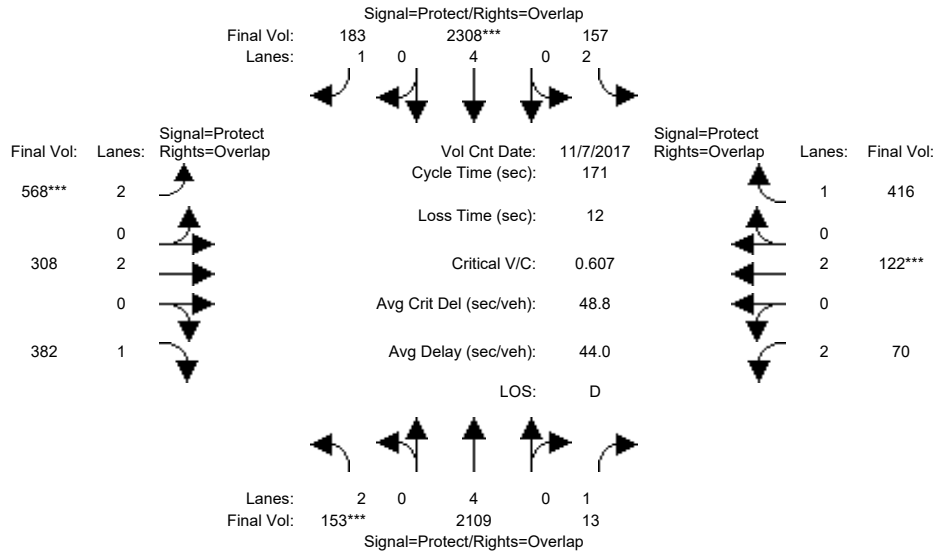
Vol/Sat:	0.17	0.47	0.05	0.09	0.32	0.64	0.06	0.05	0.07	0.02	0.17	0.18
Crit Moves:	****					****	****				****	
Green/Cycle:	0.16	0.62	0.67	0.10	0.55	0.61	0.06	0.17	0.33	0.06	0.16	0.26
Volume/Cap:	1.05	0.76	0.07	0.89	0.58	1.04	0.88	0.30	0.23	0.40	1.05	0.71
Delay/Veh:	133.1	14.7	3.9	111.0	19.2	59.6	121.4	69.7	46.3	88.1	130	69.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	133.1	14.7	3.9	111.0	19.2	59.6	121.4	69.7	46.3	88.1	130	69.1
LOS by Move:	F	B	A	F	B-	E+	F	E	D	F	F	E
HCM2kAvgQ:	24	25	1	12	16	80	8	5	6	2	22	18

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM (2-4 PM)

Intersection #5408: SAN TOMAS EXPWY/SCOTT BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	80	80	20	90	90	25	37	37	11	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	153	2109	13	157	2308	183	568	308	382	70	122	416
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	2109	13	157	2308	183	568	308	382	70	122	416
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	2109	13	157	2308	183	568	308	382	70	122	416
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	2109	13	157	2308	183	568	308	382	70	122	416
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	2109	13	157	2308	183	568	308	382	70	122	416
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	153	2109	13	157	2308	183	568	308	382	70	122	416

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

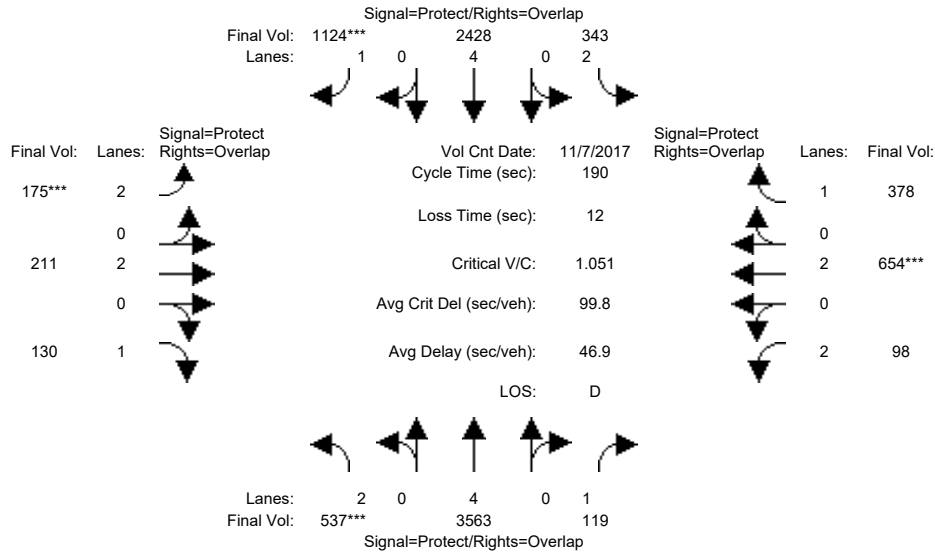
Capacity Analysis Module:												
Vol/Sat:	0.05	0.28	0.01	0.05	0.30	0.10	0.18	0.08	0.22	0.02	0.03	0.24
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.48	0.55	0.12	0.53	0.72	0.19	0.26	0.33	0.08	0.14	0.26
Volume/Cap:	0.69	0.58	0.01	0.42	0.58	0.15	0.93	0.32	0.67	0.29	0.23	0.92
Delay/Veh:	86.8	26.1	11.6	70.5	35.3	13.0	89.7	51.6	52.5	75.3	65.5	84.6
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:	86.8	26.1	11.6	70.5	35.3	13.0	89.7	51.6	52.5	75.3	65.5	84.6
LOS by Move:	F	C	B+	E	D+	B	F	D-	D-	E-	E	F
HCM2kAvqQ:	6	16	0	5	24	5	21	6	19	2	3	25

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5408: SAN TOMAS EXPWY/SCOTT BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	108	108	17	100	100	12	33	33	11	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	537	3563	88	273	2428	1124	175	191	130	70	637	317
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	537	3563	88	273	2428	1124	175	191	130	70	637	317
Added Vol:	0	0	31	70	0	0	0	20	0	28	17	61
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	537	3563	119	343	2428	1124	175	211	130	98	654	378
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	537	3563	119	343	2428	1124	175	211	130	98	654	378
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	537	3563	119	343	2428	1124	175	211	130	98	654	378
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	537	3563	119	343	2428	1124	175	211	130	98	654	378

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:

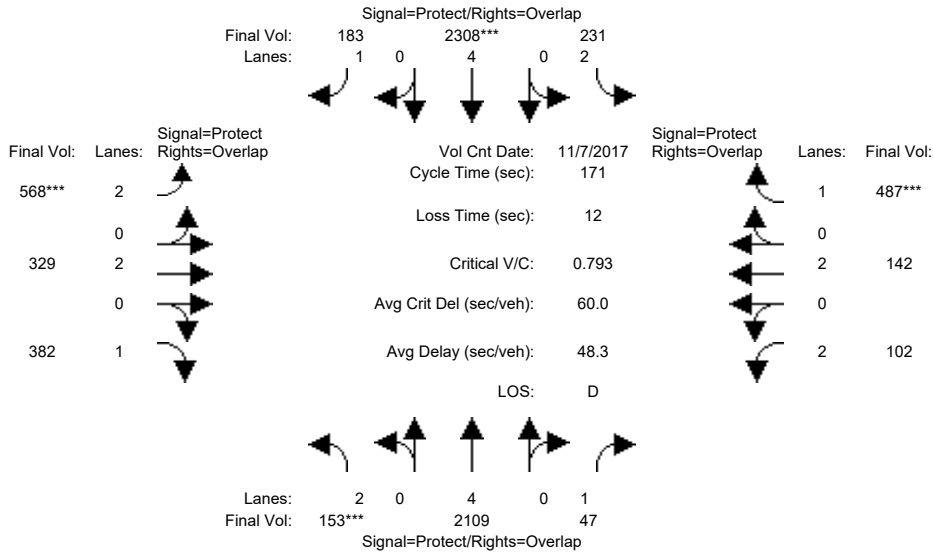
Vol/Sat:	0.17	0.47	0.07	0.11	0.32	0.64	0.06	0.06	0.07	0.03	0.17	0.22
Crit Moves:	****					****	****				****	
Green/Cycle:	0.16	0.60	0.65	0.11	0.55	0.61	0.06	0.17	0.33	0.06	0.16	0.28
Volume/Cap:	1.05	0.79	0.10	0.95	0.58	1.05	0.88	0.33	0.22	0.55	1.05	0.78
Delay/Veh:	134.8	18.0	5.3	118.9	19.6	61.5	121.4	69.6	46.1	90.9	131	71.1
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:	134.8	18.0	5.3	118.9	19.6	61.5	121.4	69.6	46.1	90.9	131	71.1
LOS by Move:	F	B	A	F	B-	E	F	E	D	F	F	E
HCM2kAvgQ:	25	29	1	15	16	81	8	5	6	3	23	22

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

Intersection #5408: SAN TOMAS EXPWY/SCOTT BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	80	80	20	90	90	25	37	37	11	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	153	2109	13	157	2308	183	568	308	382	70	122	416
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	153	2109	13	157	2308	183	568	308	382	70	122	416
Added Vol:	0	0	34	74	0	0	0	21	0	32	20	71
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	153	2109	47	231	2308	183	568	329	382	102	142	487
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	153	2109	47	231	2308	183	568	329	382	102	142	487
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	153	2109	47	231	2308	183	568	329	382	102	142	487
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	153	2109	47	231	2308	183	568	329	382	102	142	487

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

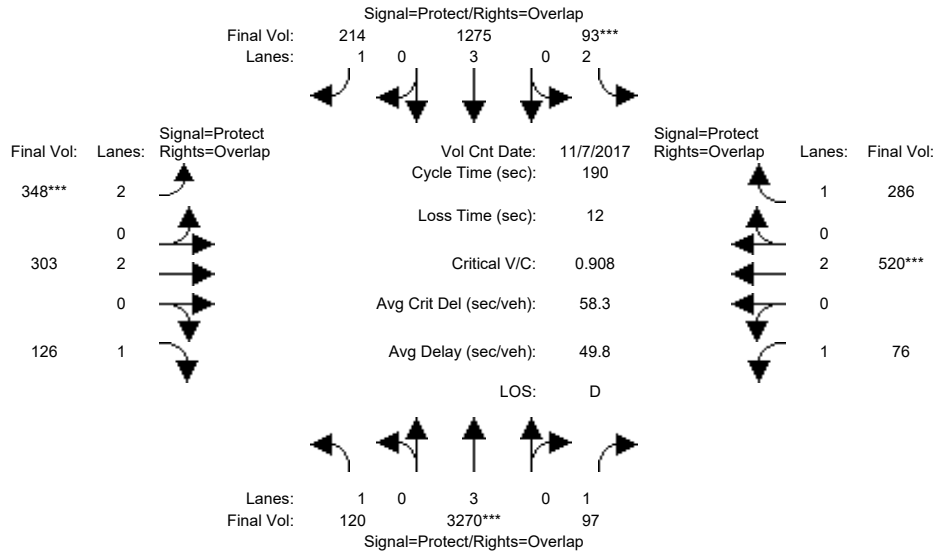
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.05	0.28	0.03	0.07	0.30	0.10	0.18	0.09	0.22	0.03	0.04	0.28
Crit Moves:	****			****			****					****
Green/Cycle:	0.07	0.48	0.55	0.12	0.53	0.70	0.18	0.26	0.33	0.08	0.16	0.28
Volume/Cap:	0.69	0.58	0.05	0.61	0.58	0.15	1.02	0.34	0.67	0.42	0.24	1.01
Delay/Veh:	86.8	26.1	11.8	74.6	35.3	14.1	115.2	51.9	52.5	76.6	63.3	104.2
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:	86.8	26.1	11.8	74.6	35.3	14.1	115.2	51.9	52.5	76.6	63.3	104.2
LOS by Move:	F	C	B+	E	D+	B	F	D-	D-	E-	E	F
HCM2kAvgQ:	6	16	1	8	24	6	23	7	19	3	3	32

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5414: SAN TOMAS EXPWY/MONROE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	101	101	11	97	97	17	42	42	14	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	120	3847	97	93	1500	214	348	303	126	76	520	286
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	120	3847	97	93	1500	214	348	303	126	76	520	286
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	3847	97	93	1500	214	348	303	126	76	520	286
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	3270	97	93	1275	214	348	303	126	76	520	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	3270	97	93	1275	214	348	303	126	76	520	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	120	3270	97	93	1275	214	348	303	126	76	520	286

Saturation Flow Module:

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

Capacity Analysis Module:

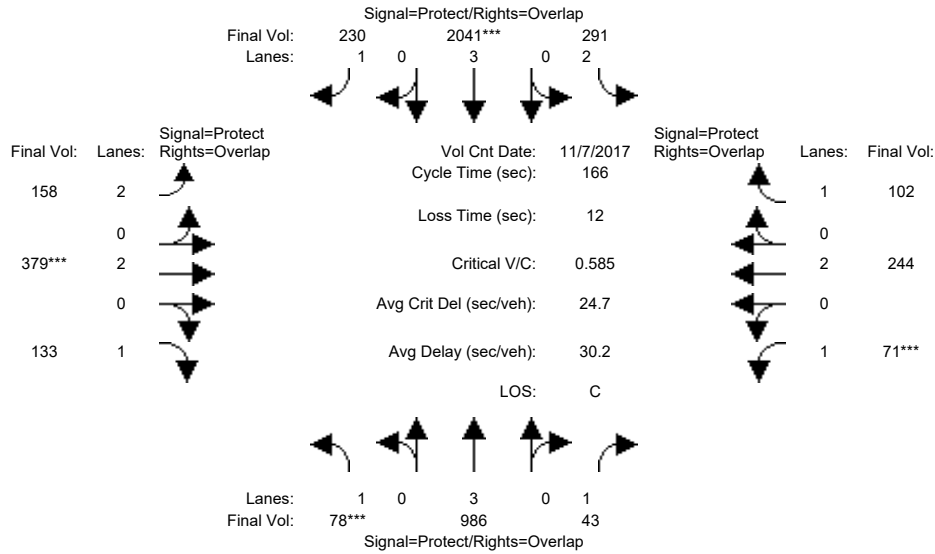
Vol/Sat:	0.07	0.57	0.06	0.03	0.22	0.12	0.11	0.08	0.07	0.04	0.14	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.08	0.56	0.64	0.06	0.54	0.65	0.11	0.24	0.32	0.08	0.21	0.26
Volume/Cap:	0.82	1.02	0.09	0.51	0.41	0.19	1.02	0.34	0.23	0.55	0.67	0.62
Delay/Veh:	115.4	46.8	5.9	89.3	18.3	6.0	137.3	60.6	47.7	89.2	71.7	64.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.4	46.8	5.9	89.3	18.3	6.0	137.3	60.6	47.7	89.2	71.7	64.3
LOS by Move:	F	D	A	F	B-	A	F	E	D	F	E	E
HCM2kAvgQ:	7	66	1	3	10	2	16	7	6	5	14	16

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM (2-4 PM)

Intersection #5414: SAN TOMAS EXPWY/MONROE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	68	68	30	86	86	12	34	34	11	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	78	1332	43	291	2489	230	158	379	133	71	244	102
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1332	43	291	2489	230	158	379	133	71	244	102
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1332	43	291	2489	230	158	379	133	71	244	102
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	986	43	291	2041	230	158	379	133	71	244	102
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	986	43	291	2041	230	158	379	133	71	244	102
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	986	43	291	2041	230	158	379	133	71	244	102

Saturation Flow Module:

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

Capacity Analysis Module:

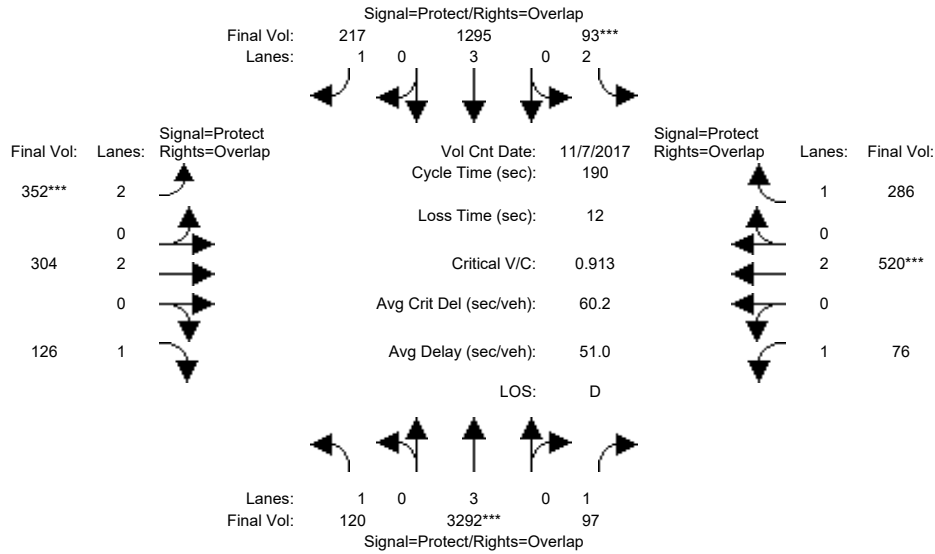
Vol/Sat:	0.04	0.17	0.02	0.09	0.36	0.13	0.05	0.10	0.08	0.04	0.06	0.06
Crit Moves:	****				****			****		****		
Green/Cycle:	0.07	0.46	0.52	0.20	0.58	0.66	0.07	0.20	0.28	0.07	0.20	0.40
Volume/Cap:	0.61	0.38	0.05	0.46	0.61	0.20	0.69	0.49	0.27	0.61	0.32	0.15
Delay/Veh:	83.3	24.8	14.3	58.9	14.0	4.8	84.1	58.8	47.2	84.7	57.2	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.3	24.8	14.3	58.9	14.0	4.8	84.1	58.8	47.2	84.7	57.2	31.8
LOS by Move:	F	C	B	E+	B	A	F	E+	D	F	E+	C
HCM2kAvgQ:	4	8	1	7	14	2	6	9	6	4	5	3

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5414: SAN TOMAS EXPWY/MONROE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	101	101	11	97	97	17	42	42	14	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<											
Base Vol:	120	3847	97	93	1500	214	348	303	126	76	520	286				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	120	3847	97	93	1500	214	348	303	126	76	520	286				
Added Vol:	0	26	0	0	23	3	4	1	0	0	0	0				
Approved:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	120	3873	97	93	1523	217	352	304	126	76	520	286				
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	120	3292	97	93	1295	217	352	304	126	76	520	286				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	120	3292	97	93	1295	217	352	304	126	76	520	286				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	120	3292	97	93	1295	217	352	304	126	76	520	286				

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

Capacity Analysis Module:												
Vol/Sat:	0.07	0.58	0.06	0.03	0.23	0.12	0.11	0.08	0.07	0.04	0.14	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.08	0.56	0.64	0.06	0.54	0.65	0.11	0.24	0.32	0.08	0.21	0.26
Volume/Cap:	0.82	1.02	0.09	0.51	0.42	0.19	1.02	0.34	0.23	0.55	0.67	0.62
Delay/Veh:	115.5	49.1	5.9	89.3	18.4	6.0	139.2	60.5	47.7	89.1	71.7	64.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	115.5	49.1	5.9	89.3	18.4	6.0	139.2	60.5	47.7	89.1	71.7	64.3
LOS by Move:	F	D	A	F	B-	A	F	E	D	F	E	E
HCM2kAvgQ:	7	67	1	3	10	2	17	7	6	5	14	16

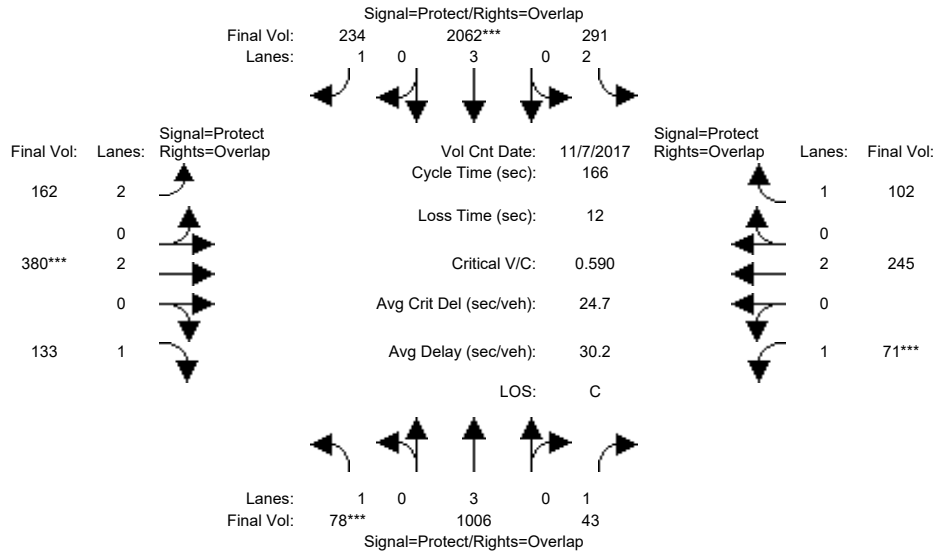
Note: Queue reported is the number of cars per lane.



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

Intersection #5414: SAN TOMAS EXPWY/MONROE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	68	68	30	86	86	12	34	34	11	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<											
Base Vol:	78	1332	43	291	2489	230	158	379	133	71	244	102				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	78	1332	43	291	2489	230	158	379	133	71	244	102				
Added Vol:	0	27	0	0	26	4	4	1	0	0	1	0				
Approved:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	78	1359	43	291	2515	234	162	380	133	71	245	102				
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	78	1006	43	291	2062	234	162	380	133	71	245	102				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	78	1006	43	291	2062	234	162	380	133	71	245	102				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	78	1006	43	291	2062	234	162	380	133	71	245	102				

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

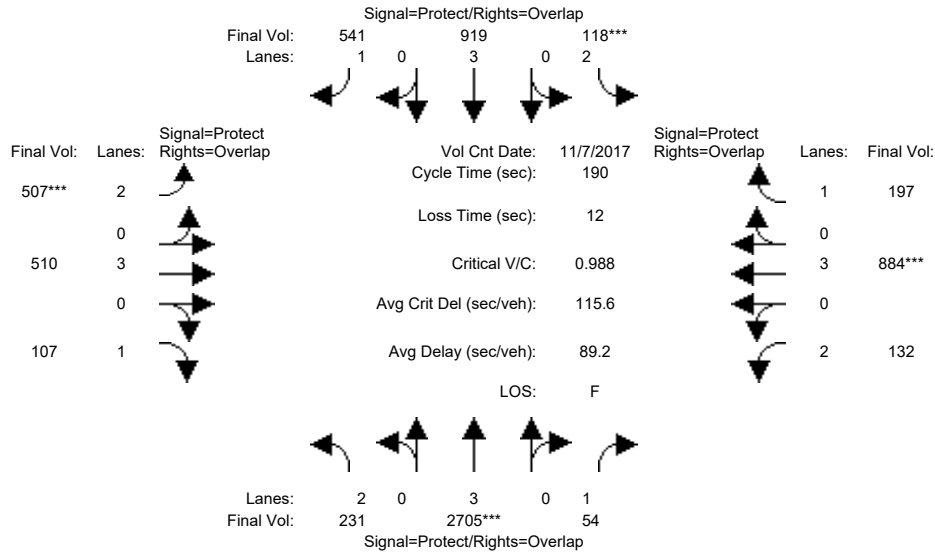
Capacity Analysis Module:												
Vol/Sat:	0.04	0.18	0.02	0.09	0.36	0.13	0.05	0.10	0.08	0.04	0.06	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.46	0.52	0.20	0.58	0.66	0.07	0.20	0.28	0.07	0.20	0.40
Volume/Cap:	0.62	0.39	0.05	0.46	0.62	0.20	0.71	0.49	0.27	0.61	0.32	0.15
Delay/Veh:	83.6	24.9	14.3	58.9	14.1	4.8	85.4	58.8	47.2	84.7	57.2	31.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.6	24.9	14.3	58.9	14.1	4.8	85.4	58.8	47.2	84.7	57.2	31.8
LOS by Move:	F	C	B	E+	B	A	F	E+	D	F	E+	C
HCM2kAvgQ:	4	8	1	7	14	2	6	9	6	4	5	3

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	97	97	15	88	88	23	41	41	15	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	231	3182	54	118	1081	541	507	510	107	132	884	197
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	231	3182	54	118	1081	541	507	510	107	132	884	197
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	231	3182	54	118	1081	541	507	510	107	132	884	197
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	231	2705	54	118	919	541	507	510	107	132	884	197
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	231	2705	54	118	919	541	507	510	107	132	884	197
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	231	2705	54	118	919	541	507	510	107	132	884	197

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	4731	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

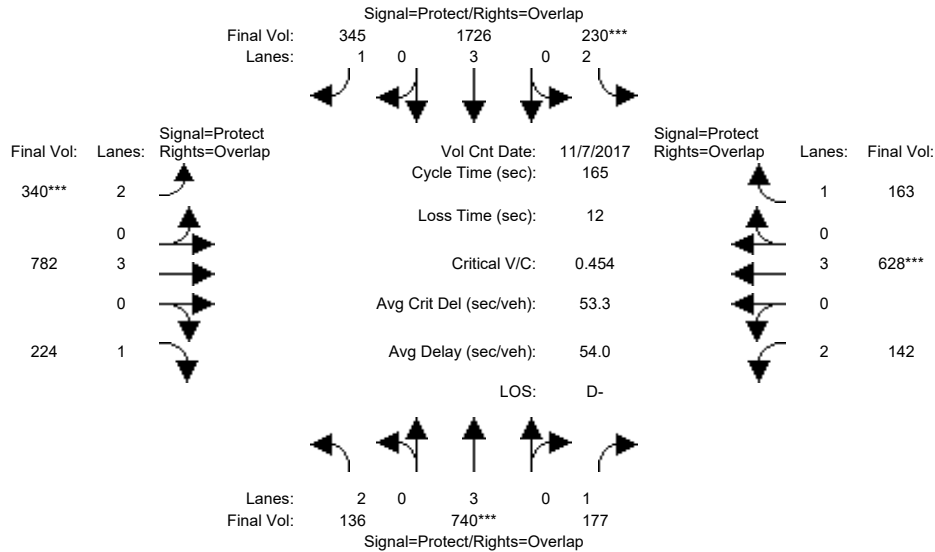
Vol/Sat:	0.07	0.57	0.03	0.04	0.16	0.31	0.16	0.09	0.06	0.04	0.16	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.13	0.53	0.62	0.08	0.48	0.63	0.15	0.24	0.37	0.09	0.18	0.26
Volume/Cap:	0.58	1.08	0.05	0.47	0.33	0.49	1.08	0.37	0.17	0.48	0.87	0.44
Delay/Veh:	88.0	122	29.8	85.2	37.0	27.6	145.3	60.4	40.8	83.8	83.8	59.6
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:	88.0	122	29.8	85.2	37.0	27.6	145.3	60.4	40.8	83.8	83.8	59.6
LOS by Move:	F	F	C	F	D+	C	F	E	D	F	F	E+
HCM2kAvgQ:	8	62	3	4	13	24	24	8	4	4	18	10

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM (2-4 PM)

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	66	66	17	69	69	21	44	44	14	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	136	1000	177	230	2105	345	340	782	224	142	628	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	1000	177	230	2105	345	340	782	224	142	628	163
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	1000	177	230	2105	345	340	782	224	142	628	163
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	740	177	230	1726	345	340	782	224	142	628	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	740	177	230	1726	345	340	782	224	142	628	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	136	740	177	230	1726	345	340	782	224	142	628	163

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750

Capacity Analysis Module:

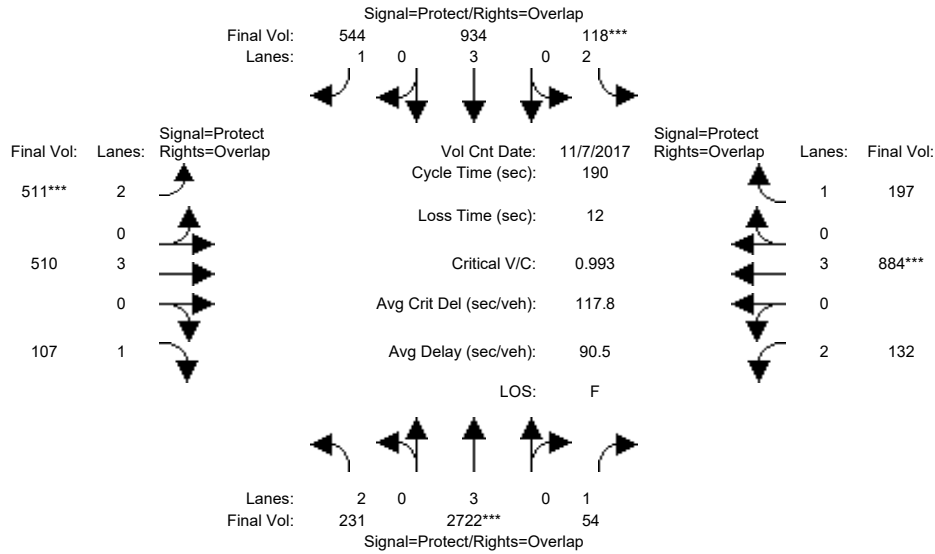
Vol/Sat:	0.04	0.13	0.10	0.07	0.36	0.20	0.11	0.14	0.13	0.05	0.11	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.09	0.40	0.50	0.12	0.43	0.61	0.18	0.31	0.40	0.10	0.23	0.35
Volume/Cap:	0.49	0.32	0.20	0.61	0.84	0.32	0.61	0.44	0.32	0.46	0.48	0.27
Delay/Veh:	73.1	38.9	28.7	78.1	66.6	32.2	64.6	45.8	34.7	71.3	55.2	38.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.1	38.9	28.7	78.1	66.6	32.2	64.6	45.8	34.7	71.3	55.2	38.7
LOS by Move:	E	D+	C	E-	E	C-	E	D	C-	E	E+	D+
HCM2kAvgQ:	4	9	7	8	30	15	10	10	8	4	9	6

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	97	97	15	88	88	23	41	41	15	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<											
Base Vol:	231	3182	54	118	1081	541	507	510	107	132	884	197				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	231	3182	54	118	1081	541	507	510	107	132	884	197				
Added Vol:	0	20	0	0	18	3	4	0	0	0	0	0				
Approved:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	231	3202	54	118	1099	544	511	510	107	132	884	197				
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	231	2722	54	118	934	544	511	510	107	132	884	197				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	231	2722	54	118	934	544	511	510	107	132	884	197				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	231	2722	54	118	934	544	511	510	107	132	884	197				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	4731	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

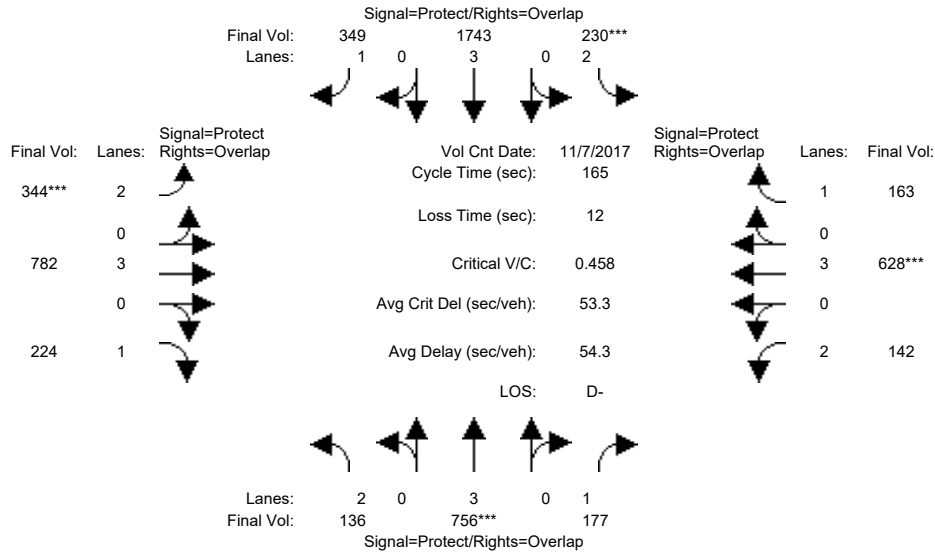
Capacity Analysis Module:												
Vol/Sat:	0.07	0.58	0.03	0.04	0.16	0.31	0.16	0.09	0.06	0.04	0.16	0.11
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.13	0.53	0.62	0.08	0.48	0.63	0.15	0.24	0.37	0.09	0.18	0.26
Volume/Cap:	0.58	1.09	0.05	0.47	0.34	0.49	1.09	0.37	0.17	0.48	0.87	0.44
Delay/Veh:	88.0	125	29.8	85.2	37.2	27.7	147.6	60.4	40.7	83.8	83.8	59.6
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:	88.0	125	29.8	85.2	37.2	27.7	147.6	60.4	40.7	83.8	83.8	59.6
LOS by Move:	F	F	C	F	D+	C	F	E	D	F	F	E+
HCM2kAvqQ:	8	63	3	4	13	24	24	8	4	4	18	10

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	66	66	17	69	69	21	44	44	14	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	136	1000	177	230	2105	345	340	782	224	142	628	163
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	136	1000	177	230	2105	345	340	782	224	142	628	163
Added Vol:	0	22	0	0	21	4	4	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	136	1022	177	230	2126	349	344	782	224	142	628	163
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	136	756	177	230	1743	349	344	782	224	142	628	163
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	136	756	177	230	1743	349	344	782	224	142	628	163
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	136	756	177	230	1743	349	344	782	224	142	628	163

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750

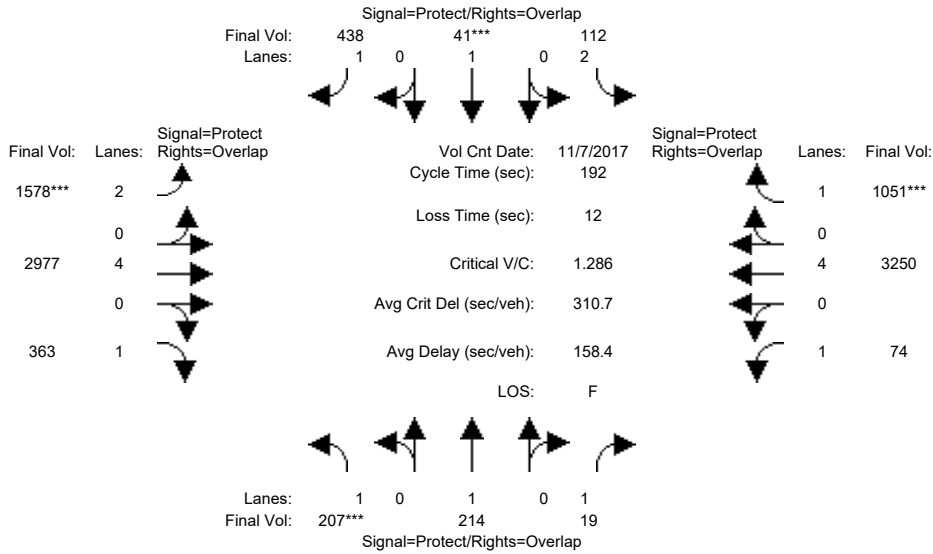
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.10	0.07	0.37	0.20	0.11	0.14	0.13	0.05	0.11	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.09	0.40	0.50	0.12	0.43	0.61	0.18	0.31	0.40	0.10	0.23	0.35
Volume/Cap:	0.49	0.33	0.20	0.61	0.85	0.33	0.61	0.44	0.32	0.46	0.48	0.27
Delay/Veh:	73.2	39.0	28.7	78.3	67.3	32.3	64.6	45.7	34.6	71.3	55.2	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	73.2	39.0	28.7	78.3	67.3	32.3	64.6	45.7	34.6	71.3	55.2	38.8
LOS by Move:	E	D	C	E-	E	C-	E	D	C-	E	E+	D+
HCM2kAvgQ:	4	10	7	8	30	15	10	10	8	4	9	6

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	39	39	12	33	33	48	107	107	12	71	71
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	207	214	19	112	41	438	1578	2977	363	74	3250	1051
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	214	19	112	41	438	1578	2977	363	74	3250	1051
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	214	19	112	41	438	1578	2977	363	74	3250	1051
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	214	19	112	41	438	1578	2977	363	74	3250	1051
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	214	19	112	41	438	1578	2977	363	74	3250	1051
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	207	214	19	112	41	438	1578	2977	363	74	3250	1051

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

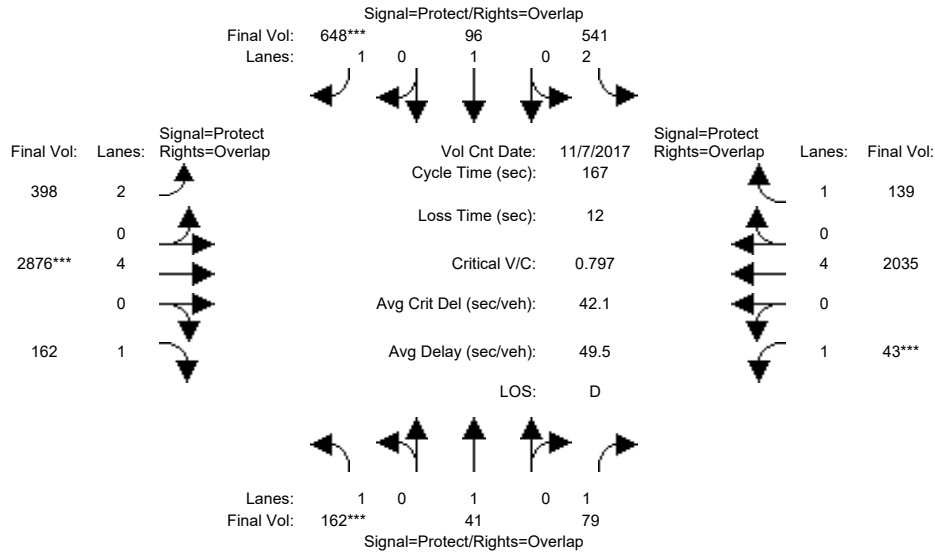
Capacity Analysis Module:												
Vol/Sat:	0.12	0.11	0.01	0.04	0.02	0.25	0.50	0.39	0.21	0.04	0.43	0.60
Crit Moves:	****			****			****					****
Green/Cycle:	0.14	0.23	0.30	0.07	0.17	0.48	0.30	0.57	0.70	0.06	0.37	0.44
Volume/Cap:	0.87	0.48	0.04	0.49	0.13	0.53	1.65	0.69	0.30	0.67	1.16	1.36
Delay/Veh:	109.4	64.1	47.8	87.3	67.5	35.8	382.9	56.0	27.8	106.1	159	251.5
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:	109.4	64.1	47.8	87.3	67.5	35.8	382.9	56.0	27.8	106.1	159	251.5
LOS by Move:	F	E	D	F	E	D+	F	E+	C	F	F	F
HCM2kAvgQ:	15	11	1	4	2	19	100	39	18	4	58	99

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM (2-4 PM)

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	28	28	27	31	31	21	88	88	11	74	74
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	162	41	79	541	96	648	398	2876	162	43	2035	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	41	79	541	96	648	398	2876	162	43	2035	139
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	41	79	541	96	648	398	2876	162	43	2035	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	41	79	541	96	648	398	2876	162	43	2035	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	41	79	541	96	648	398	2876	162	43	2035	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	162	41	79	541	96	648	398	2876	162	43	2035	139

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750

Capacity Analysis Module:

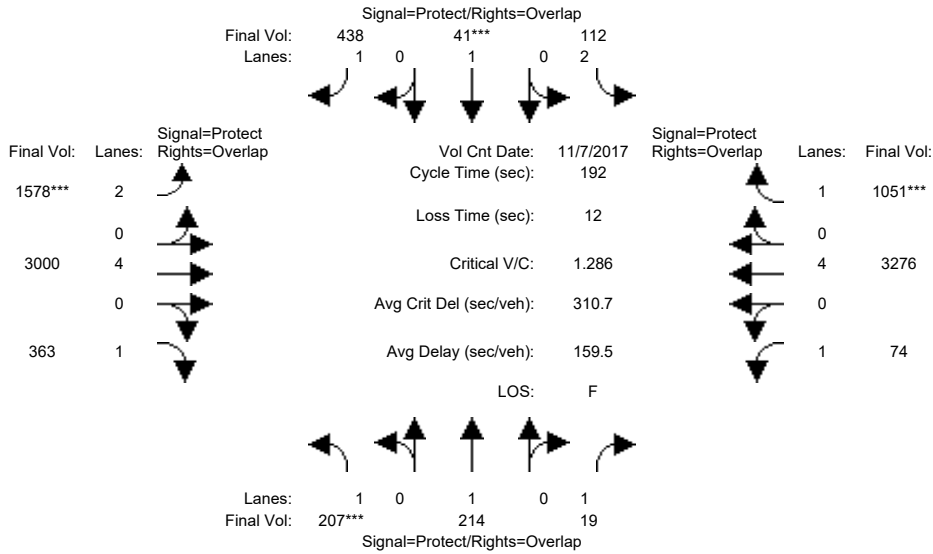
Vol/Sat:	0.09	0.02	0.05	0.17	0.05	0.37	0.13	0.38	0.09	0.02	0.27	0.08
Crit Moves:	****					****		****		****		
Green/Cycle:	0.13	0.17	0.23	0.17	0.21	0.34	0.13	0.53	0.65	0.07	0.46	0.63
Volume/Cap:	0.74	0.13	0.19	1.02	0.24	1.09	0.96	0.72	0.14	0.37	0.58	0.13
Delay/Veh:	82.6	59.3	51.6	115.0	55.3	117.2	106.1	22.4	4.8	76.7	39.8	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.6	59.3	51.6	115.0	55.3	117.2	106.1	22.4	4.8	76.7	39.8	18.2
LOS by Move:	F	E+	D-	F	E+	F	F	C+	A	E-	D	B-
HCM2kAvgQ:	10	2	3	20	4	45	16	22	1	2	21	4

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	39	39	12	33	33	48	107	107	12	71	71
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	207	214	19	112	41	438	1578	2977	363	74	3250	1051
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	214	19	112	41	438	1578	2977	363	74	3250	1051
Added Vol:	0	0	0	0	0	0	0	23	0	0	26	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	214	19	112	41	438	1578	3000	363	74	3276	1051
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	214	19	112	41	438	1578	3000	363	74	3276	1051
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	214	19	112	41	438	1578	3000	363	74	3276	1051
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	214	19	112	41	438	1578	3000	363	74	3276	1051

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750

Capacity Analysis Module:

Vol/Sat:	0.12	0.11	0.01	0.04	0.02	0.25	0.50	0.39	0.21	0.04	0.43	0.60
Crit Moves:	****			****			****					****
Green/Cycle:	0.14	0.23	0.30	0.07	0.17	0.48	0.30	0.57	0.70	0.06	0.37	0.44
Volume/Cap:	0.87	0.48	0.04	0.49	0.13	0.53	1.65	0.70	0.30	0.67	1.17	1.36
Delay/Veh:	109.4	64.1	47.8	87.3	67.5	35.8	382.9	56.3	27.8	106.1	163	251.5
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:	109.4	64.1	47.8	87.3	67.5	35.8	382.9	56.3	27.8	106.1	163	251.5
LOS by Move:	F	E	D	F	E	D+	F	E+	C	F	F	F
HCM2kAvgQ:	15	11	1	4	2	19	100	40	18	4	59	99

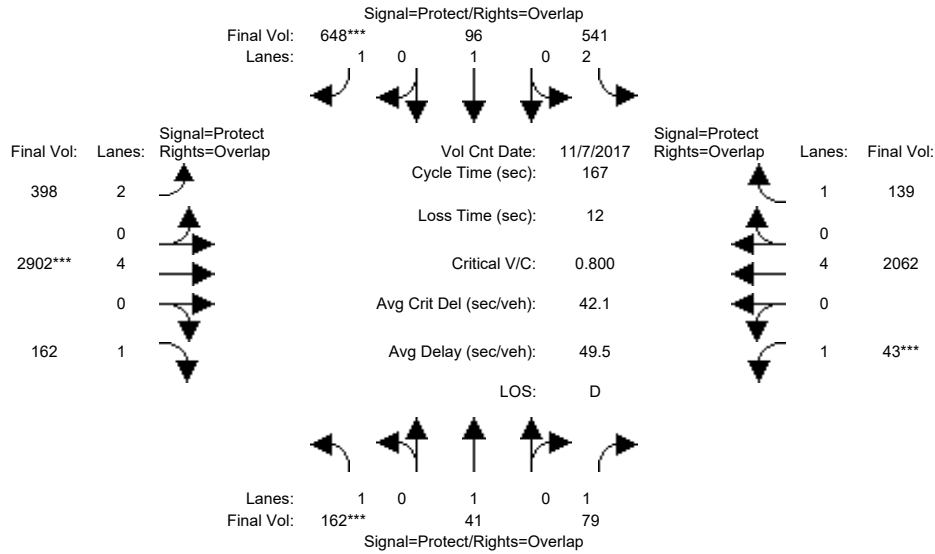
Note: Queue reported is the number of cars per lane.



MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	28	28	27	31	31	21	88	88	11	74	74
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	162	41	79	541	96	648	398	2876	162	43	2035	139
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	41	79	541	96	648	398	2876	162	43	2035	139
Added Vol:	0	0	0	0	0	0	0	26	0	0	27	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	41	79	541	96	648	398	2902	162	43	2062	139
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	41	79	541	96	648	398	2902	162	43	2062	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	41	79	541	96	648	398	2902	162	43	2062	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	162	41	79	541	96	648	398	2902	162	43	2062	139

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750

Capacity Analysis Module:

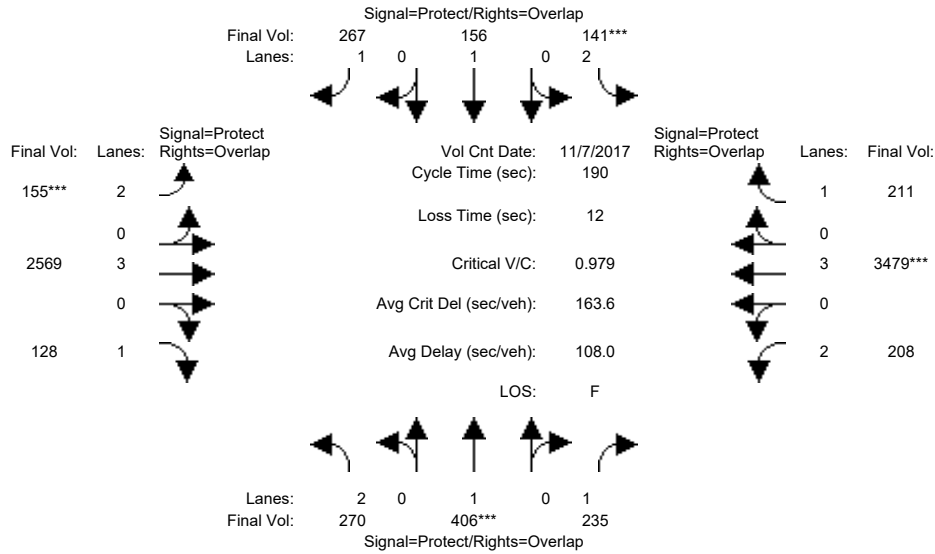
Vol/Sat:	0.09	0.02	0.05	0.17	0.05	0.37	0.13	0.38	0.09	0.02	0.27	0.08
Crit Moves:	****					****		****		****		
Green/Cycle:	0.13	0.17	0.23	0.17	0.21	0.34	0.13	0.53	0.65	0.07	0.46	0.63
Volume/Cap:	0.74	0.13	0.19	1.02	0.24	1.09	0.96	0.72	0.14	0.37	0.59	0.13
Delay/Veh:	82.6	59.3	51.6	115.0	55.3	117.2	106.1	22.5	4.8	76.7	40.0	18.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.6	59.3	51.6	115.0	55.3	117.2	106.1	22.5	4.8	76.7	40.0	18.2
LOS by Move:	F	E+	D-	F	E+	F	F	C+	A	E-	D	B-
HCM2kAvgQ:	10	2	3	20	4	45	16	23	1	2	21	4

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5806: MONTAGUE EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	49	49	25	37	37	16	91	91	15	90	90
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<											
Base Vol:	270	406	235	141	156	267	155	2953	128	208	3999	211				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	270	406	235	141	156	267	155	2953	128	208	3999	211				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Approved:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	270	406	235	141	156	267	155	2953	128	208	3999	211				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	270	406	235	141	156	267	155	2569	128	208	3479	211				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	270	406	235	141	156	267	155	2569	128	208	3479	211				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	270	406	235	141	156	267	155	2569	128	208	3479	211				

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

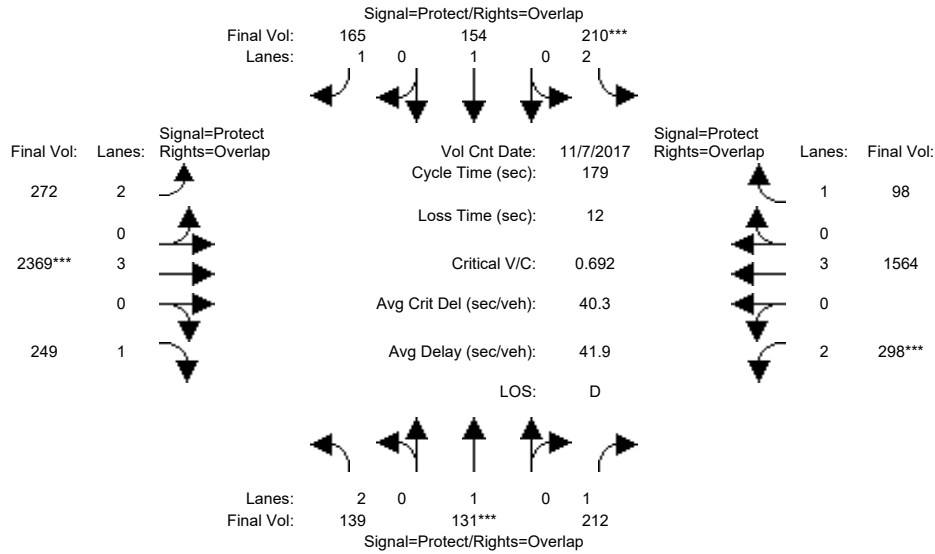
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.13	0.04	0.08	0.15	0.05	0.45	0.07	0.07	0.61	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.16	0.26	0.33	0.13	0.23	0.31	0.08	0.47	0.63	0.08	0.47	0.60
Volume/Cap:	0.55	0.84	0.40	0.34	0.36	0.49	0.59	0.95	0.12	0.85	1.30	0.20
Delay/Veh:	76.3	79.8	49.7	76.5	62.5	54.1	88.4	47.5	7.1	110.0	180	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.3	79.8	49.7	76.5	62.5	54.1	88.4	47.5	7.1	110.0	180	10.2
LOS by Move:	E-	E-	D	E-	E	D-	F	D	A	F	F	B+
HCM2kAvgQ:	9	23	11	5	8	13	5	48	1	8	98	3

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background PM (2-4 PM)

Intersection #5806: MONTAGUE EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	38	38	16	40	40	23	87	87	15	79	79
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	139	131	212	210	154	165	272	3037	249	298	1798	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:	139	131	212	210	154	165	272	3037	249	298	1798	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	131	212	210	154	165	272	3037	249	298	1798	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	131	212	210	154	165	272	2369	249	298	1564	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	131	212	210	154	165	272	2369	249	298	1564	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	139	131	212	210	154	165	272	2369	249	298	1564	98

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

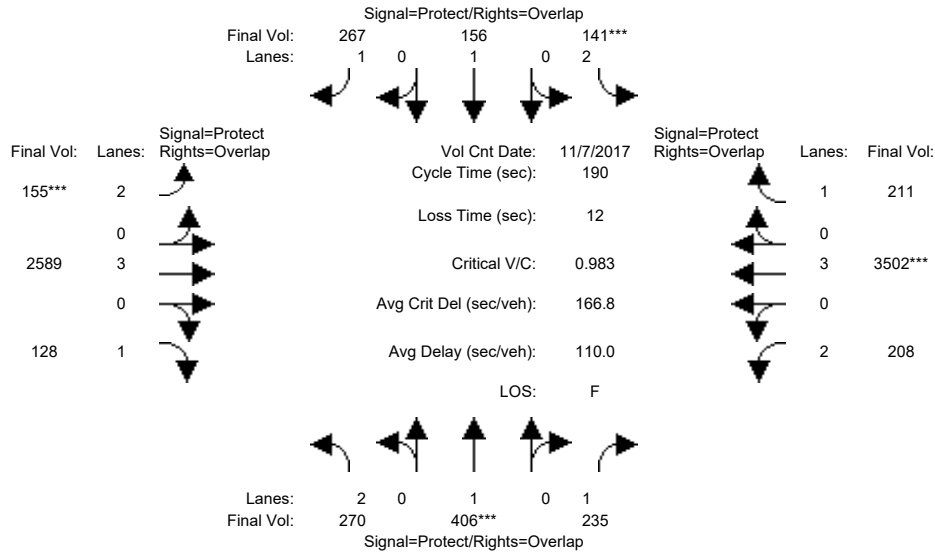
Capacity Analysis Module:												
Vol/Sat:	0.04	0.07	0.12	0.07	0.08	0.09	0.09	0.42	0.14	0.09	0.27	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.08	0.21	0.33	0.09	0.22	0.37	0.14	0.51	0.59	0.12	0.49	0.58
Volume/Cap:	0.56	0.32	0.37	0.75	0.36	0.26	0.61	0.81	0.24	0.81	0.56	0.10
Delay/Veh:	82.6	60.1	46.2	89.9	59.3	40.0	74.4	28.7	10.4	89.5	39.8	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.6	60.1	46.2	89.9	59.3	40.0	74.4	28.7	10.4	89.5	39.8	22.9
LOS by Move:	F	E	D	F	E+	D	E	C	B+	F	D	C+
HCM2kAvgQ:	4	6	9	8	7	7	8	30	4	10	23	3

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5806: MONTAGUE EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	49	49	25	37	37	16	91	91	15	90	90
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	270	406	235	141	156	267	155	2953	128	208	3999	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	270	406	235	141	156	267	155	2953	128	208	3999	211
Added Vol:	0	0	0	0	0	0	0	23	0	0	26	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	270	406	235	141	156	267	155	2976	128	208	4025	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	270	406	235	141	156	267	155	2589	128	208	3502	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	270	406	235	141	156	267	155	2589	128	208	3502	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	270	406	235	141	156	267	155	2589	128	208	3502	211

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

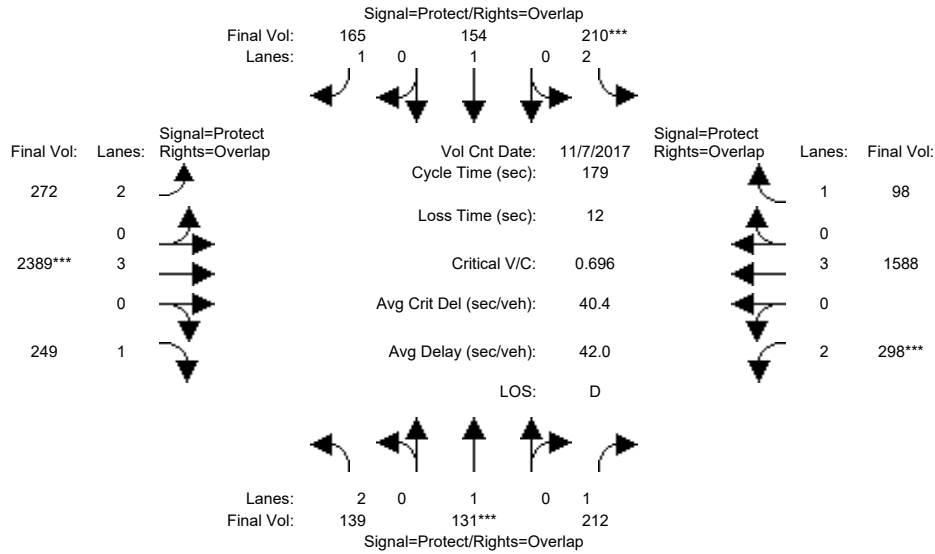
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.13	0.04	0.08	0.15	0.05	0.45	0.07	0.07	0.61	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.16	0.26	0.33	0.13	0.23	0.31	0.08	0.47	0.63	0.08	0.47	0.60
Volume/Cap:	0.55	0.84	0.40	0.34	0.36	0.49	0.59	0.96	0.12	0.85	1.31	0.20
Delay/Veh:	76.3	79.8	49.7	76.5	62.5	54.1	88.4	48.7	7.1	110.0	184	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	76.3	79.8	49.7	76.5	62.5	54.1	88.4	48.7	7.1	110.0	184	10.2
LOS by Move:	E-	E-	D	E-	E	D-	F	D	A	F	F	B+
HCM2kAvgQ:	9	23	11	5	8	13	5	49	1	8	100	3

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

MCA School Expansion  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Background + Project PM (2-4 PM)

Intersection #5806: MONTAGUE EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	38	38	16	40	40	23	87	87	15	79	79
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	139	131	212	210	154	165	272	3037	249	298	1798	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:	139	131	212	210	154	165	272	3037	249	298	1798	98
Added Vol:	0	0	0	0	0	0	0	26	0	0	27	0
Approved:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	139	131	212	210	154	165	272	3063	249	298	1825	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	139	131	212	210	154	165	272	2389	249	298	1588	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	139	131	212	210	154	165	272	2389	249	298	1588	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	139	131	212	210	154	165	272	2389	249	298	1588	98

Saturation Flow Module:

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

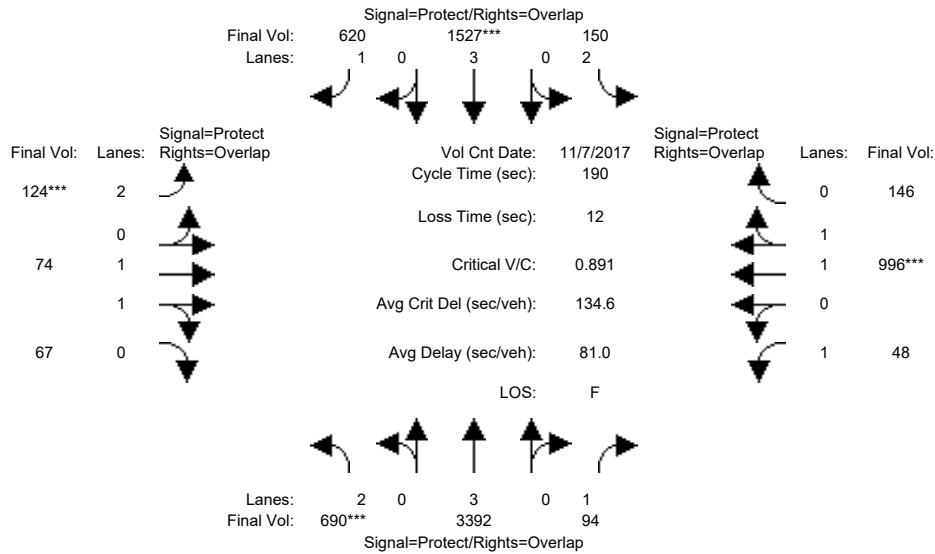
Capacity Analysis Module:

Vol/Sat:	0.04	0.07	0.12	0.07	0.08	0.09	0.09	0.42	0.14	0.09	0.28	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.08	0.21	0.33	0.09	0.22	0.37	0.14	0.52	0.59	0.12	0.49	0.58
Volume/Cap:	0.56	0.32	0.37	0.75	0.36	0.26	0.61	0.81	0.24	0.81	0.57	0.10
Delay/Veh:	82.6	60.1	46.3	89.9	59.3	40.0	74.4	28.8	10.3	90.3	40.0	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.6	60.1	46.3	89.9	59.3	40.0	74.4	28.8	10.3	90.3	40.0	22.9
LOS by Move:	F	E	D	F	E+	D	E	C	B+	F	D	C+
HCM2kAvgQ:	4	6	9	8	7	7	8	31	4	10	23	3

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative AM

Intersection #115: San Tomas EXPWY (N/S) / Walsh Ave [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	102	102	15	94	94	7	42	42	13	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	690	3990	94	150	1796	620	124	74	67	48	996	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:	690	3990	94	150	1796	620	124	74	67	48	996	146
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	690	3990	94	150	1796	620	124	74	67	48	996	146
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	690	3392	94	150	1527	620	124	74	67	48	996	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	690	3392	94	150	1527	620	124	74	67	48	996	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	690	3392	94	150	1527	620	124	74	67	48	996	146

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.02	0.98	1.00	1.74	0.26
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	1941	1757	1750	3227	473

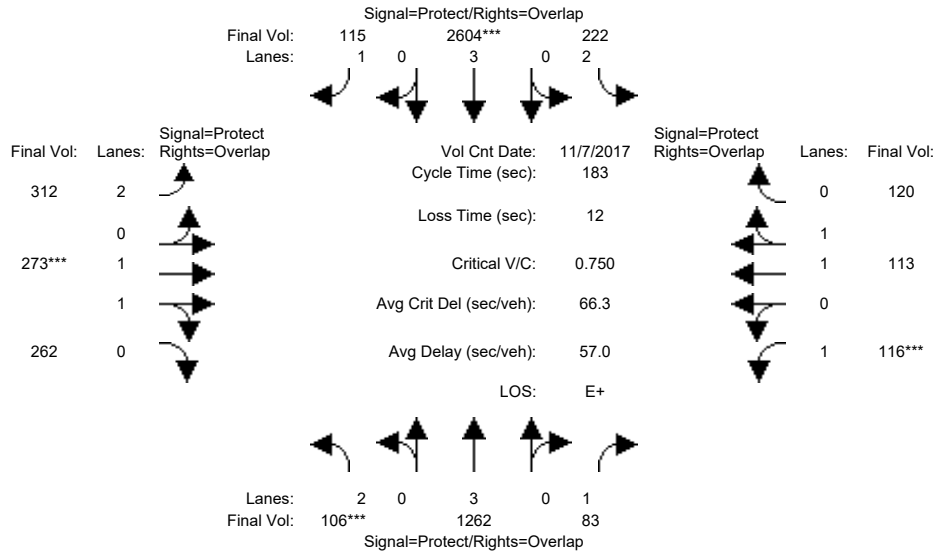
Capacity Analysis Module:												
Vol/Sat:	0.22	0.60	0.05	0.05	0.27	0.35	0.04	0.04	0.04	0.03	0.31	0.31
Crit Moves:	****			****			****			****		
Green/Cycle:	0.17	0.58	0.65	0.08	0.49	0.53	0.04	0.21	0.38	0.06	0.24	0.32
Volume/Cap:	1.30	1.02	0.08	0.60	0.54	0.67	1.07	0.18	0.10	0.42	1.30	0.98
Delay/Veh:	228.3	44.7	5.5	88.8	25.9	24.9	194.6	61.9	38.3	88.0	217	85.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	228.3	44.7	5.5	88.8	25.9	24.9	194.6	61.9	38.3	88.0	217	85.1
LOS by Move:	F	D	A	F	C	C	F	E	D+	F	F	F
HCM2kAvgQ:	34	65	1	6	15	22	6	3	3	3	52	38

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #115: San Tomas EXPWY (N/S) / Walsh Ave [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	81	81	13	81	81	26	55	55	14	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	106	1706	83	222	3176	115	312	273	262	116	113	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:	106	1706	83	222	3176	115	312	273	262	116	113	120
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	1706	83	222	3176	115	312	273	262	116	113	120
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	1262	83	222	2604	115	312	273	262	116	113	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1262	83	222	2604	115	312	273	262	116	113	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	106	1262	83	222	2604	115	312	273	262	116	113	120

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	1898	1800	1750	1900	1750

Capacity Analysis Module:

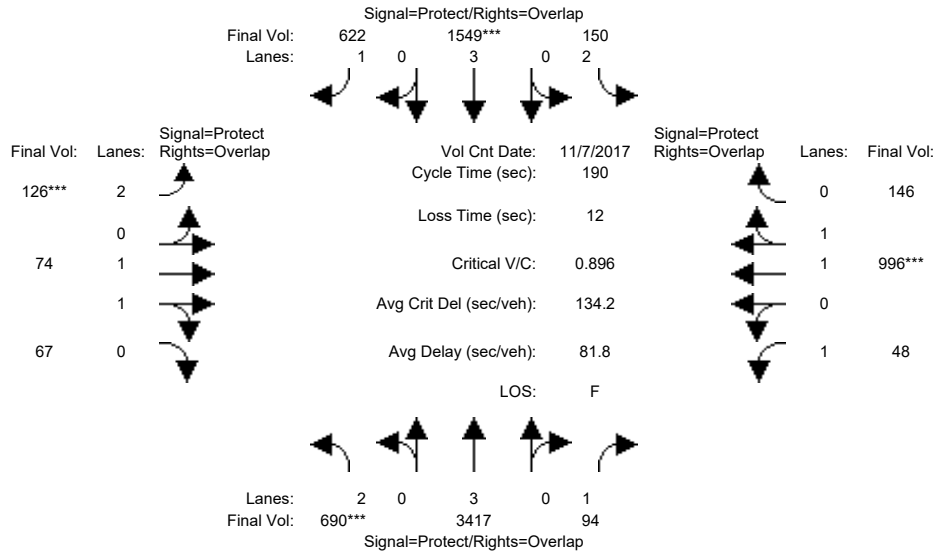
Vol/Sat:	0.03	0.22	0.05	0.07	0.46	0.07	0.10	0.14	0.15	0.07	0.06	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.48	0.56	0.08	0.48	0.62	0.15	0.30	0.38	0.08	0.23	0.31
Volume/Cap:	0.41	0.46	0.09	0.91	0.96	0.11	0.68	0.48	0.38	0.87	0.26	0.22
Delay/Veh:	80.9	25.4	12.6	119.4	66.0	20.2	78.0	52.6	41.0	124.4	57.7	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.9	25.4	12.6	119.4	66.0	20.2	78.0	52.6	41.0	124.4	57.7	47.2
LOS by Move:	F	C	B	F	E	C+	E-	D-	D	F	E+	D
HCM2kAvgQ:	3	12	1	10	52	4	10	12	11	9	5	5

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #115: San Tomas EXPWY (N/S) / Walsh Ave [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	102	102	15	94	94	7	42	42	13	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	690	3990	94	150	1796	620	124	74	67	48	996	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:	690	3990	94	150	1796	620	124	74	67	48	996	146
Added Vol:	0	30	0	0	26	2	2	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	690	4020	94	150	1822	622	126	74	67	48	996	146
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	690	3417	94	150	1549	622	126	74	67	48	996	146
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	690	3417	94	150	1549	622	126	74	67	48	996	146
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	690	3417	94	150	1549	622	126	74	67	48	996	146

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95	0.92	0.98	0.95
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.02	0.98	1.00	1.74	0.26
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	1941	1757	1750	3227	473

Capacity Analysis Module:

Vol/Sat:	0.22	0.60	0.05	0.05	0.27	0.36	0.04	0.04	0.04	0.03	0.31	0.31
Crit Moves:	****				****		****				****	
Green/Cycle:	0.17	0.58	0.65	0.08	0.49	0.53	0.04	0.21	0.38	0.06	0.24	0.32
Volume/Cap:	1.30	1.03	0.08	0.60	0.55	0.67	1.09	0.18	0.10	0.42	1.30	0.98
Delay/Veh:	228.3	47.0	5.5	88.8	26.0	25.0	199.9	61.9	38.3	88.0	217	85.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	228.3	47.0	5.5	88.8	26.0	25.0	199.9	61.9	38.3	88.0	217	85.1
LOS by Move:	F	D	A	F	C	C	F	E	D+	F	F	F
HCM2kAvgQ:	34	66	1	6	16	22	6	3	3	3	52	38

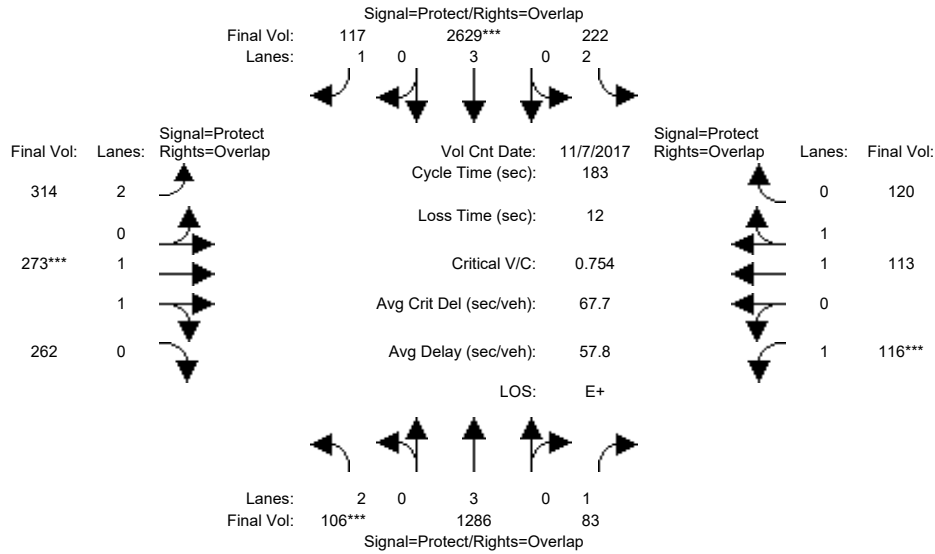
Note: Queue reported is the number of cars per lane.



MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

Intersection #115: San Tomas EXPWY (N/S) / Walsh Ave [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	81	81	13	81	81	26	55	55	14	41	41
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	106	1706	83	222	3176	115	312	273	262	116	113	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:	106	1706	83	222	3176	115	312	273	262	116	113	120
Added Vol:	0	32	0	0	30	2	2	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	106	1738	83	222	3206	117	314	273	262	116	113	120
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	106	1286	83	222	2629	117	314	273	262	116	113	120
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	106	1286	83	222	2629	117	314	273	262	116	113	120
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	106	1286	83	222	2629	117	314	273	262	116	113	120

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.95	0.92	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	1.00	1.00	1.00	1.00	1.00
Final Sat.:	3150	5700	1750	3150	5700	1750	3150	1898	1800	1750	1900	1750

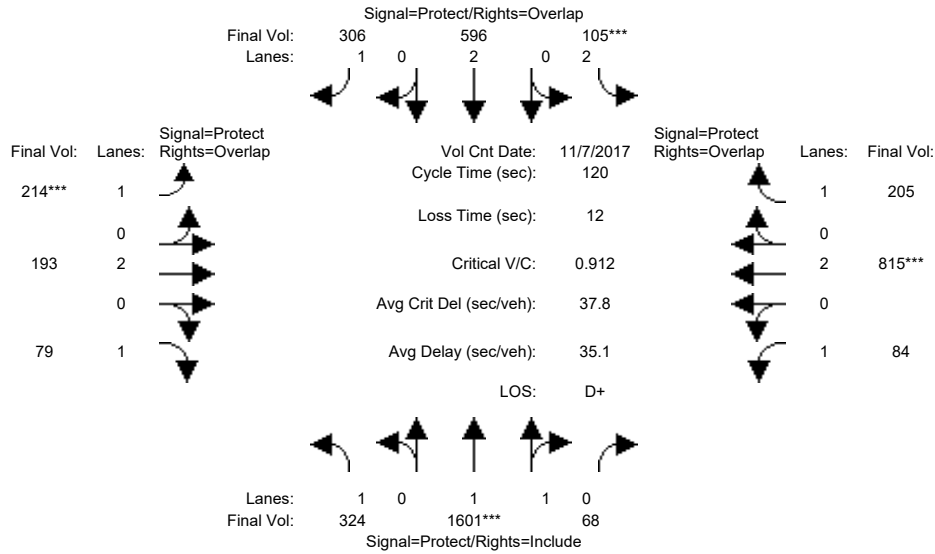
Capacity Analysis Module:												
Vol/Sat:	0.03	0.23	0.05	0.07	0.46	0.07	0.10	0.14	0.15	0.07	0.06	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.08	0.48	0.56	0.08	0.48	0.62	0.15	0.30	0.38	0.08	0.23	0.31
Volume/Cap:	0.41	0.47	0.09	0.91	0.97	0.11	0.68	0.48	0.38	0.87	0.26	0.22
Delay/Veh:	80.9	25.5	12.6	119.4	67.8	20.2	78.2	52.6	41.0	124.4	57.7	47.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.9	25.5	12.6	119.4	67.8	20.2	78.2	52.6	41.0	124.4	57.7	47.2
LOS by Move:	F	C	B	F	E	C+	E-	D-	D	F	E+	D
HCM2kAvgQ:	3	12	1	10	53	4	10	12	11	9	5	5

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #202: BOWERS AV / KIFER RD-WALSH AV



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

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	305	1505	64	99	560	288	201	181	74	79	766	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	1505	64	99	560	288	201	181	74	79	766	193
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	1505	64	99	560	288	201	181	74	79	766	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	324	1601	68	105	596	306	214	193	79	84	815	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1601	68	105	596	306	214	193	79	84	815	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	324	1601	68	105	596	306	214	193	79	84	815	205

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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3549	151	3150	3800	1750	1750	3800	1750	1750	3800	1750

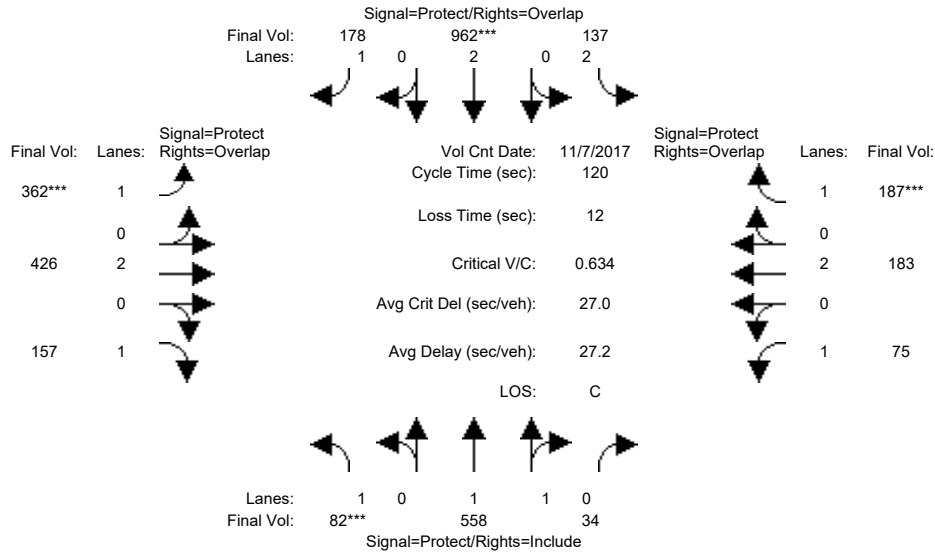
Capacity Analysis Module:												
Vol/Sat:	0.19	0.45	0.45	0.03	0.16	0.18	0.12	0.05	0.04	0.05	0.21	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.29	0.49	0.49	0.04	0.24	0.38	0.13	0.19	0.48	0.18	0.23	0.28
Volume/Cap:	0.64	0.92	0.92	0.80	0.64	0.46	0.92	0.27	0.09	0.27	0.92	0.43
Delay/Veh:	30.0	18.0	18.0	84.1	33.4	17.3	88.7	41.8	17.2	43.0	59.1	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	18.0	18.0	84.1	33.4	17.3	88.7	41.8	17.2	43.0	59.1	36.3
LOS by Move:	C	B	B	F	C-	B	F	D	B	D	E+	D+
HCM2kAvqQ:	10	26	26	2	8	6	12	3	2	3	16	7

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #202: BOWERS AV / KIFER RD-WALSH AV



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

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	78	530	32	130	914	169	344	405	149	71	174	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	530	32	130	914	169	344	405	149	71	174	178
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	530	32	130	914	169	344	405	149	71	174	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	558	34	137	962	178	362	426	157	75	183	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	558	34	137	962	178	362	426	157	75	183	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:	82	558	34	137	962	178	362	426	157	75	183	187

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3489	211	3150	3800	1750	1750	3800	1750	1750	3800	1750

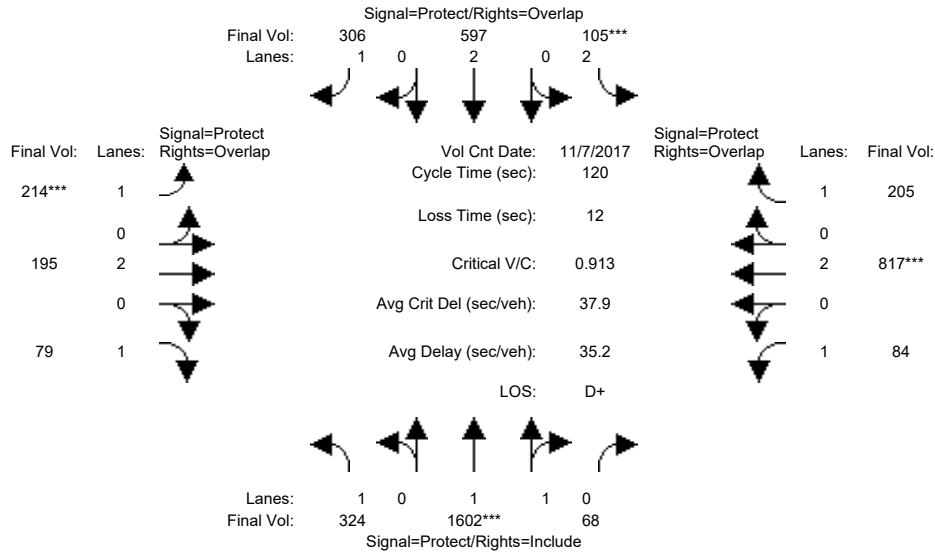
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.04	0.25	0.10	0.21	0.11	0.09	0.04	0.05	0.11
Crit Moves:	****			****			****					****
Green/Cycle:	0.07	0.37	0.37	0.10	0.40	0.73	0.33	0.31	0.38	0.12	0.10	0.20
Volume/Cap:	0.63	0.43	0.43	0.43	0.63	0.14	0.63	0.36	0.23	0.36	0.48	0.53
Delay/Veh:	61.0	17.2	17.2	47.8	17.0	0.1	36.7	32.5	25.3	49.9	52.0	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	17.2	17.2	47.8	17.0	0.1	36.7	32.5	25.3	49.9	52.0	44.4
LOS by Move:	E	B	B	D	B	A	D+	C-	C	D	D-	D
HCM2kAvgQ:	3	6	6	3	10	0	13	6	4	3	3	7

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #202: BOWERS AV / KIFER RD-WALSH AV



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

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	305	1505	64	99	560	288	201	181	74	79	766	193
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	305	1505	64	99	560	288	201	181	74	79	766	193
Added Vol:	0	1	0	0	1	0	0	2	0	0	2	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	305	1506	64	99	561	288	201	183	74	79	768	193
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	324	1602	68	105	597	306	214	195	79	84	817	205
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	324	1602	68	105	597	306	214	195	79	84	817	205
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	324	1602	68	105	597	306	214	195	79	84	817	205

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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.92	0.08	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3549	151	3150	3800	1750	1750	3800	1750	1750	3800	1750

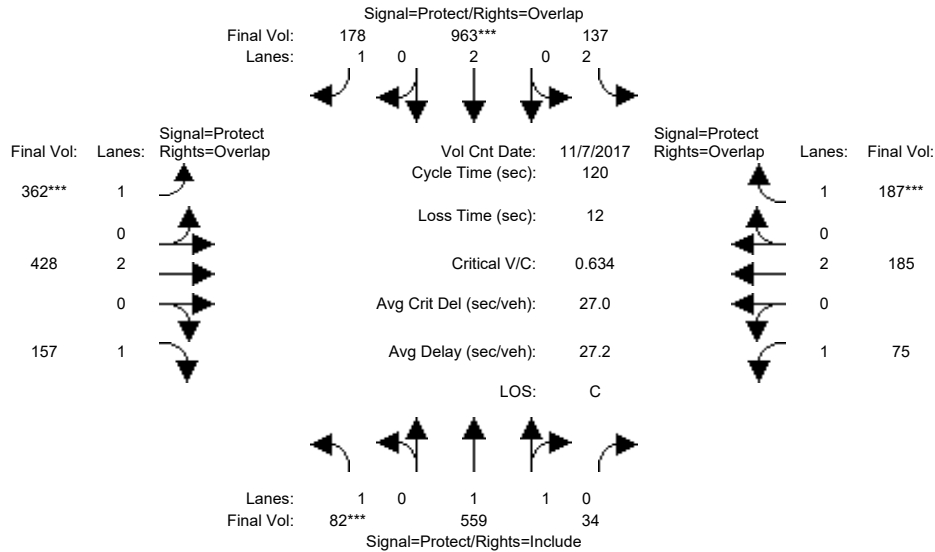
Capacity Analysis Module:												
Vol/Sat:	0.19	0.45	0.45	0.03	0.16	0.18	0.12	0.05	0.04	0.05	0.22	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.29	0.49	0.49	0.04	0.24	0.38	0.13	0.19	0.48	0.18	0.23	0.28
Volume/Cap:	0.64	0.92	0.92	0.80	0.64	0.46	0.92	0.27	0.09	0.27	0.92	0.43
Delay/Veh:	30.0	18.1	18.1	84.1	33.4	17.3	88.9	41.8	17.2	43.1	59.2	36.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.0	18.1	18.1	84.1	33.4	17.3	88.9	41.8	17.2	43.1	59.2	36.3
LOS by Move:	C	B-	B-	F	C-	B	F	D	B	D	E+	D+
HCM2kAvgQ:	10	26	26	2	8	6	12	3	2	3	17	7

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

Intersection #202: BOWERS AV / KIFER RD-WALSH AV



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

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	78	530	32	130	914	169	344	405	149	71	174	178
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	530	32	130	914	169	344	405	149	71	174	178
Added Vol:	0	1	0	0	1	0	0	2	0	0	2	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	531	32	130	915	169	344	407	149	71	176	178
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	82	559	34	137	963	178	362	428	157	75	185	187
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	82	559	34	137	963	178	362	428	157	75	185	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:	82	559	34	137	963	178	362	428	157	75	185	187

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.83	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.88	0.12	2.00	2.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	3490	210	3150	3800	1750	1750	3800	1750	1750	3800	1750

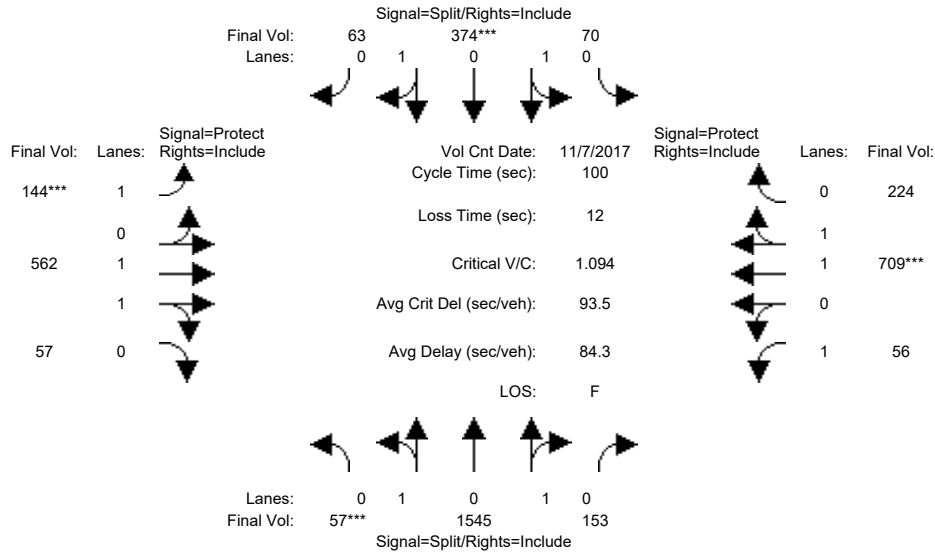
Capacity Analysis Module:												
Vol/Sat:	0.05	0.16	0.16	0.04	0.25	0.10	0.21	0.11	0.09	0.04	0.05	0.11
Crit Moves:	****			****			****					****
Green/Cycle:	0.07	0.37	0.37	0.10	0.40	0.73	0.33	0.31	0.38	0.12	0.10	0.20
Volume/Cap:	0.63	0.43	0.43	0.43	0.63	0.14	0.63	0.36	0.23	0.36	0.49	0.53
Delay/Veh:	61.0	17.2	17.2	47.8	17.0	0.1	36.7	32.5	25.2	50.0	52.0	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	17.2	17.2	47.8	17.0	0.1	36.7	32.5	25.2	50.0	52.0	44.4
LOS by Move:	E	B	B	D	B	A	D+	C-	C	D	D-	D
HCM2kAvgQ:	3	6	6	3	10	0	13	6	4	3	3	7

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #205: BOWERS/MONROE



Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	5.5	5.5	5.5	4.5	4.5	4.5	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	50	1344	133	61	325	55	125	489	50	49	617	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1344	133	61	325	55	125	489	50	49	617	195
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1344	133	61	325	55	125	489	50	49	617	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	57	1545	153	70	374	63	144	562	57	56	709	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1545	153	70	374	63	144	562	57	56	709	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	57	1545	153	70	374	63	144	562	57	56	709	224

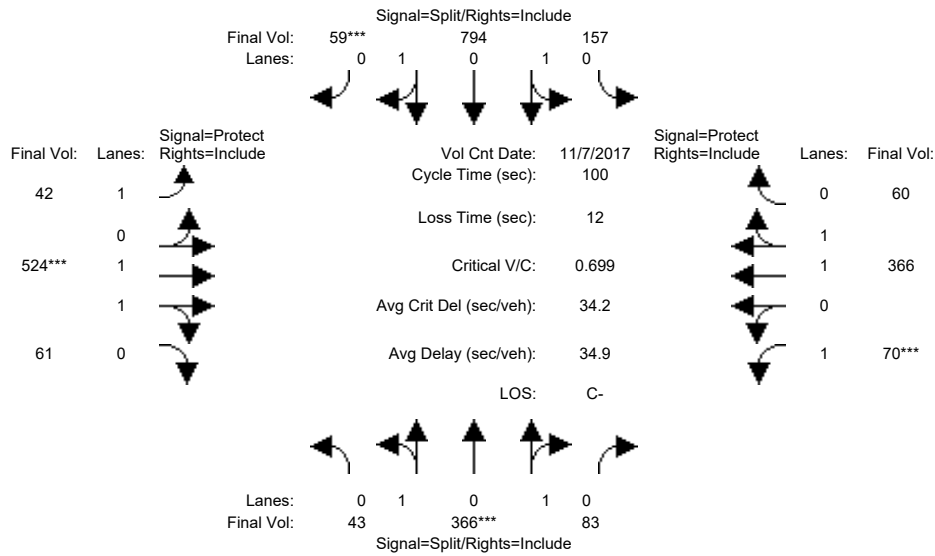
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.07	1.76	0.17	0.28	1.47	0.25	1.00	1.81	0.19	1.00	1.51	0.49
Final Sat.:	118	3169	314	498	2653	449	1750	3357	343	1750	2811	888

Capacity Analysis Module:												
Vol/Sat:	0.49	0.49	0.49	0.14	0.14	0.14	0.08	0.17	0.17	0.03	0.25	0.25
Crit Moves:	****			****			****			****		
Green/Cycle:	0.45	0.45	0.45	0.13	0.13	0.13	0.08	0.24	0.24	0.07	0.23	0.23
Volume/Cap:	1.09	1.09	1.09	1.09	1.09	1.09	1.09	0.71	0.71	0.46	1.09	1.09
Delay/Veh:	80.5	80.5	80.5	113.3	113	113.3	152.2	37.9	37.9	47.3	98.2	98.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.5	80.5	80.5	113.3	113	113.3	152.2	37.9	37.9	47.3	98.2	98.2
LOS by Move:	F	F	F	F	F	F	F	D+	D+	D	F	F
HCM2kAvqQ:	40	40	40	12	12	12	10	10	10	2	24	24

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative PM

Intersection #205: BOWERS/MONROE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	5.5	5.5	5.5	4.5	4.5	4.5	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	39	329	75	141	715	53	38	472	55	63	329	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	329	75	141	715	53	38	472	55	63	329	54
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	329	75	141	715	53	38	472	55	63	329	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	43	366	83	157	794	59	42	524	61	70	366	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	366	83	157	794	59	42	524	61	70	366	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	366	83	157	794	59	42	524	61	70	366	60

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.18	1.48	0.34	0.31	1.57	0.12	1.00	1.79	0.21	1.00	1.71	0.29
Final Sat.:	317	2674	609	558	2832	210	1750	3314	386	1750	3178	522

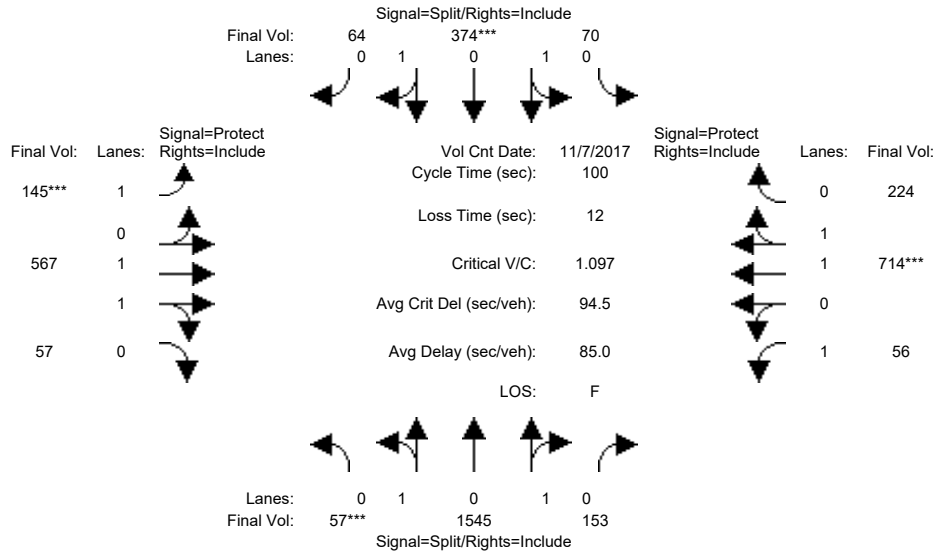
Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.28	0.28	0.28	0.02	0.16	0.16	0.04	0.12	0.12
Crit Moves:	****			****			****			****		
Green/Cycle:	0.20	0.20	0.20	0.40	0.40	0.40	0.09	0.23	0.23	0.06	0.20	0.20
Volume/Cap:	0.70	0.70	0.70	0.70	0.70	0.70	0.28	0.70	0.70	0.70	0.58	0.58
Delay/Veh:	40.6	40.6	40.6	26.5	26.5	26.5	43.8	38.2	38.2	66.0	37.6	37.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	40.6	40.6	40.6	26.5	26.5	26.5	43.8	38.2	38.2	66.0	37.6	37.6
LOS by Move:	D	D	D	C	C	C	D	D+	D+	E	D+	D+
HCM2kAvgQ:	7	7	7	14	14	14	2	10	10	4	7	7

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #205: BOWERS/MONROE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	5.5	5.5	5.5	4.5	4.5	4.5	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	50	1344	133	61	325	55	125	489	50	49	617	195
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	50	1344	133	61	325	55	125	489	50	49	617	195
Added Vol:	0	0	0	0	0	1	1	4	0	0	4	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	50	1344	133	61	325	56	126	493	50	49	621	195
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87	0.87
PHF Volume:	57	1545	153	70	374	64	145	567	57	56	714	224
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	57	1545	153	70	374	64	145	567	57	56	714	224
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	57	1545	153	70	374	64	145	567	57	56	714	224

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.07	1.76	0.17	0.28	1.47	0.25	1.00	1.81	0.19	1.00	1.51	0.49
Final Sat.:	118	3169	314	497	2647	456	1750	3359	341	1750	2815	884

Capacity Analysis Module:												
Vol/Sat:	0.49	0.49	0.49	0.14	0.14	0.14	0.08	0.17	0.17	0.03	0.25	0.25
Crit Moves:	****			****			****			****		
Green/Cycle:	0.44	0.44	0.44	0.13	0.13	0.13	0.08	0.24	0.24	0.07	0.23	0.23
Volume/Cap:	1.10	1.10	1.10	1.10	1.10	1.10	1.10	0.71	0.71	0.46	1.10	1.10
Delay/Veh:	81.5	81.5	81.5	114.2	114	114.2	152.8	37.8	37.8	47.4	99.0	99.0
User DelAdj:	1.00	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	81.5	81.5	114.2	114	114.2	152.8	37.8	37.8	47.4	99.0	99.0
LOS by Move:	F	F	F	F	F	F	F	D+	D+	D	F	F
HCM2kAvqQ:	40	40	40	12	12	12	10	10	10	2	24	24

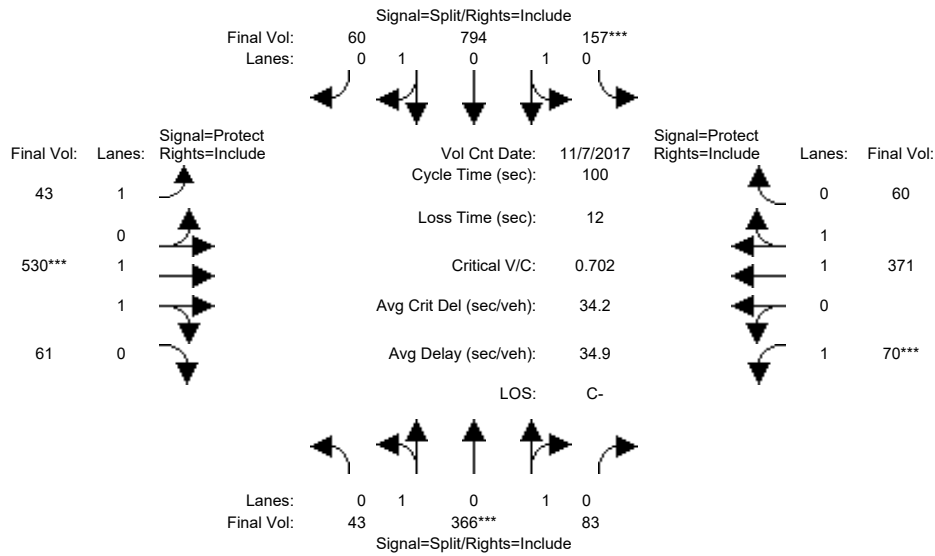
Note: Queue reported is the number of cars per lane.



MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

Intersection #205: BOWERS/MONROE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	5	5	5	5	5	5	5	5
Y+R:	5.5	5.5	5.5	4.5	4.5	4.5	4.5	5.5	5.5	4.5	5.5	5.5

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	39	329	75	141	715	53	38	472	55	63	329	54
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	39	329	75	141	715	53	38	472	55	63	329	54
Added Vol:	0	0	0	0	0	1	1	5	0	0	5	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	39	329	75	141	715	54	39	477	55	63	334	54
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	43	366	83	157	794	60	43	530	61	70	371	60
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	43	366	83	157	794	60	43	530	61	70	371	60
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	43	366	83	157	794	60	43	530	61	70	371	60

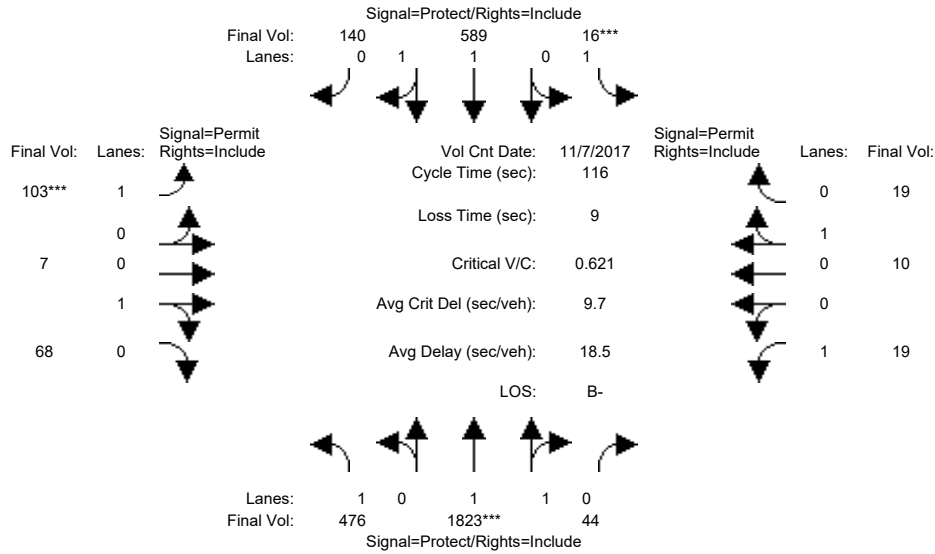
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.95	0.95	0.95	0.95	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.18	1.48	0.34	0.31	1.57	0.12	1.00	1.79	0.21	1.00	1.71	0.29
Final Sat.:	317	2674	609	558	2829	214	1750	3317	382	1750	3185	515

Capacity Analysis Module:												
Vol/Sat:	0.14	0.14	0.14	0.28	0.28	0.28	0.02	0.16	0.16	0.04	0.12	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.19	0.19	0.19	0.40	0.40	0.40	0.09	0.23	0.23	0.06	0.20	0.20
Volume/Cap:	0.70	0.70	0.70	0.70	0.70	0.70	0.29	0.70	0.70	0.70	0.58	0.58
Delay/Veh:	40.7	40.7	40.7	26.6	26.6	26.6	44.0	38.2	38.2	66.3	37.5	37.5
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:	40.7	40.7	40.7	26.6	26.6	26.6	44.0	38.2	38.2	66.3	37.5	37.5
LOS by Move:	D	D	D	C	C	C	D	D+	D+	E	D+	D+
HCM2kAvgQ:	7	7	7	14	14	14	2	10	10	4	7	7

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative AM

Intersection #304: LAFAYETTE/WALSH



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	447	1714	41	15	554	132	97	7	64	18	9	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	447	1714	41	15	554	132	97	7	64	18	9	18
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	447	1714	41	15	554	132	97	7	64	18	9	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	476	1823	44	16	589	140	103	7	68	19	10	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	1823	44	16	589	140	103	7	68	19	10	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	476	1823	44	16	589	140	103	7	68	19	10	19

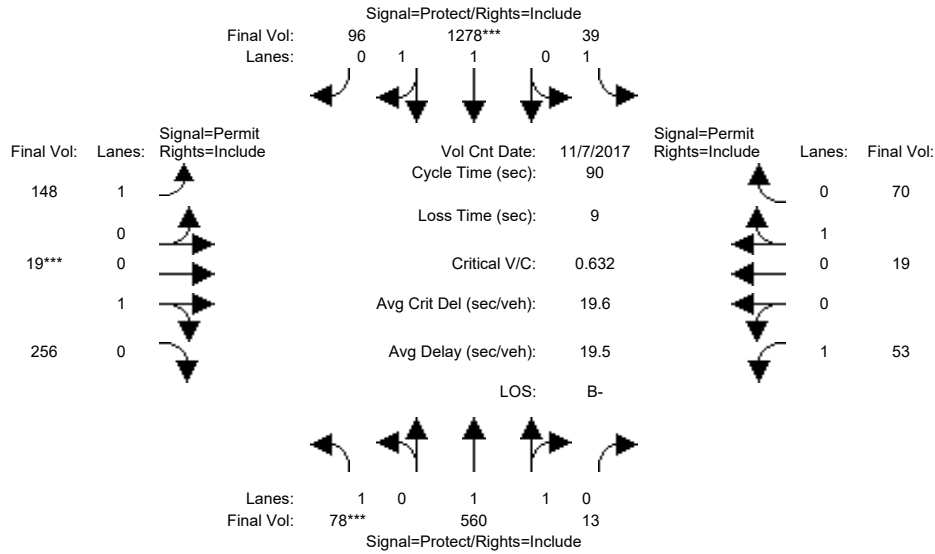
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.95	0.05	1.00	1.60	0.40	1.00	0.10	0.90	1.00	0.33	0.67
Final Sat.:	1750	3613	86	1750	2988	712	1750	177	1623	1750	600	1200

Capacity Analysis Module:												
Vol/Sat:	0.27	0.50	0.50	0.01	0.20	0.20	0.06	0.04	0.04	0.01	0.02	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.48	0.80	0.80	0.03	0.35	0.35	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.57	0.63	0.63	0.26	0.57	0.57	0.63	0.45	0.45	0.12	0.17	0.17
Delay/Veh:	24.2	6.0	6.0	65.0	32.4	32.4	68.1	58.4	58.4	49.7	50.7	50.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	24.2	6.0	6.0	65.0	32.4	32.4	68.1	58.4	58.4	49.7	50.7	50.7
LOS by Move:	C	A	A	E	C-	C-	E	E+	E+	D	D	D
HCM2kAvqQ:	13	16	16	1	11	11	5	3	3	1	1	1

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative PM

Intersection #304: LAFAYETTE/WALSH



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	76	549	13	38	1252	94	145	19	251	52	19	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	549	13	38	1252	94	145	19	251	52	19	69
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	549	13	38	1252	94	145	19	251	52	19	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	78	560	13	39	1278	96	148	19	256	53	19	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	560	13	39	1278	96	148	19	256	53	19	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	78	560	13	39	1278	96	148	19	256	53	19	70

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.95	0.05	1.00	1.86	0.14	1.00	0.07	0.93	1.00	0.22	0.78
Final Sat.:	1750	3614	86	1750	3441	258	1750	127	1673	1750	389	1411

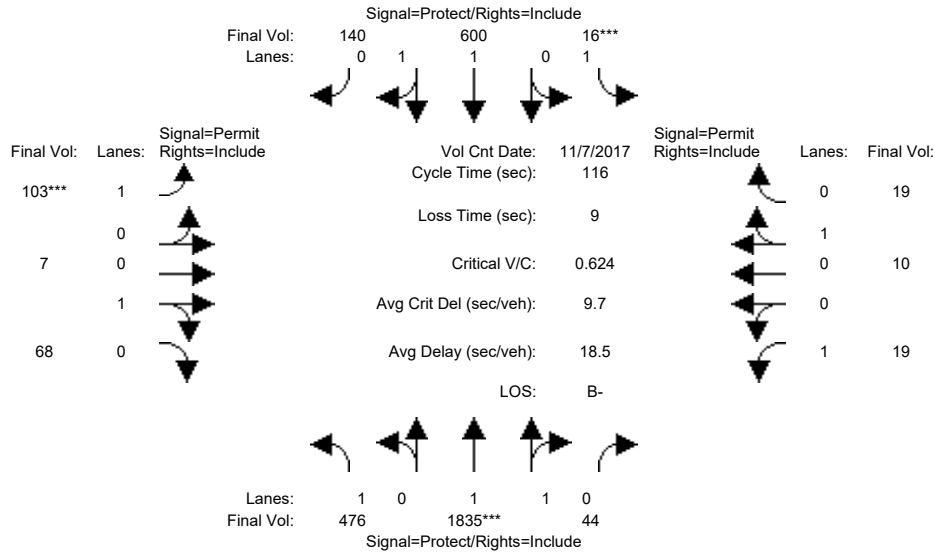
Capacity Analysis Module:												
Vol/Sat:	0.04	0.15	0.15	0.02	0.37	0.37	0.08	0.15	0.15	0.03	0.05	0.05
Crit Moves:	****			****			****					
Green/Cycle:	0.07	0.51	0.51	0.15	0.59	0.59	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.63	0.30	0.30	0.15	0.63	0.63	0.35	0.63	0.63	0.13	0.21	0.21
Delay/Veh:	62.9	13.1	13.1	34.8	13.6	13.6	30.5	37.3	37.3	27.3	28.3	28.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	62.9	13.1	13.1	34.8	13.6	13.6	30.5	37.3	37.3	27.3	28.3	28.3
LOS by Move:	E	B	B	C-	B	B	C	D+	D+	C	C	C
HCM2kAvqQ:	2	5	5	1	13	13	4	8	8	1	2	2

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #304: LAFAYETTE/WALSH



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	447	1714	41	15	554	132	97	7	64	18	9	18
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	447	1714	41	15	554	132	97	7	64	18	9	18
Added Vol:	0	11	0	0	10	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	447	1725	41	15	564	132	97	7	64	18	9	18
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	476	1835	44	16	600	140	103	7	68	19	10	19
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	476	1835	44	16	600	140	103	7	68	19	10	19
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	476	1835	44	16	600	140	103	7	68	19	10	19

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.95	0.05	1.00	1.61	0.39	1.00	0.10	0.90	1.00	0.33	0.67
Final Sat.:	1750	3614	86	1750	2998	702	1750	177	1623	1750	600	1200

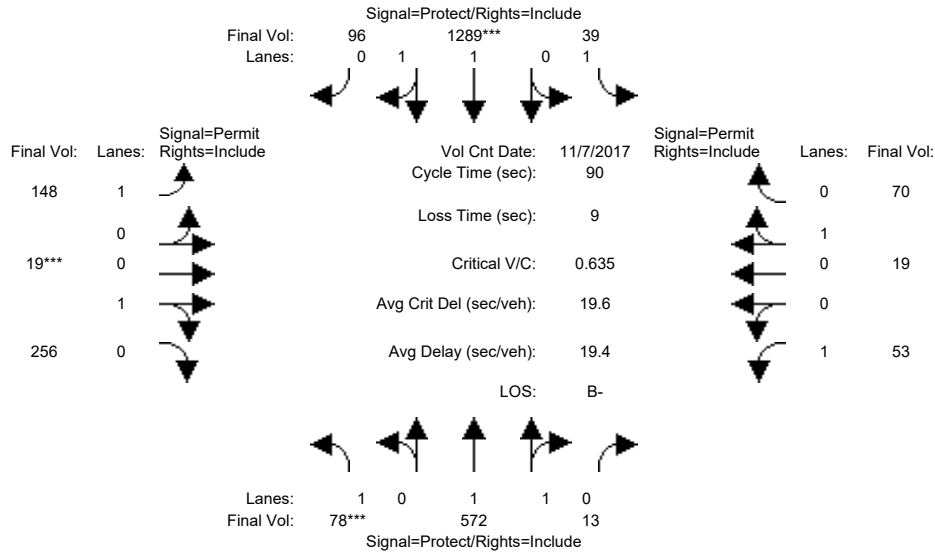
Capacity Analysis Module:												
Vol/Sat:	0.27	0.51	0.51	0.01	0.20	0.20	0.06	0.04	0.04	0.01	0.02	0.02
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.48	0.80	0.80	0.03	0.35	0.35	0.09	0.09	0.09	0.09	0.09	0.09
Volume/Cap:	0.57	0.64	0.64	0.26	0.57	0.57	0.64	0.45	0.45	0.12	0.17	0.17
Delay/Veh:	24.5	6.0	6.0	65.0	32.2	32.2	68.5	58.6	58.6	49.8	50.8	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:	24.5	6.0	6.0	65.0	32.2	32.2	68.5	58.6	58.6	49.8	50.8	50.8
LOS by Move:	C	A	A	E	C-	C-	E	E+	E+	D	D	D
HCM2kAvgQ:	13	16	16	1	11	11	5	3	3	1	1	1

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

Intersection #304: LAFAYETTE/WALSH



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	6	6	6	6	6	6
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	76	549	13	38	1252	94	145	19	251	52	19	69
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	76	549	13	38	1252	94	145	19	251	52	19	69
Added Vol:	0	12	0	0	11	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	76	561	13	38	1263	94	145	19	251	52	19	69
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
PHF Volume:	78	572	13	39	1289	96	148	19	256	53	19	70
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	572	13	39	1289	96	148	19	256	53	19	70
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	78	572	13	39	1289	96	148	19	256	53	19	70

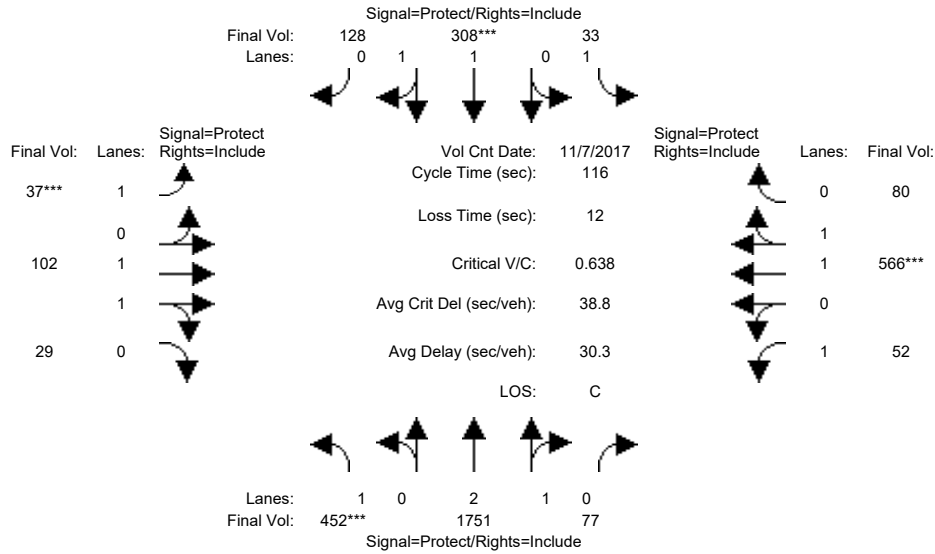
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.97	0.95	0.92	0.98	0.95	0.92	0.95	0.95	0.92	0.95	0.95
Lanes:	1.00	1.95	0.05	1.00	1.86	0.14	1.00	0.07	0.93	1.00	0.22	0.78
Final Sat.:	1750	3616	84	1750	3444	256	1750	127	1673	1750	389	1411

Capacity Analysis Module:												
Vol/Sat:	0.04	0.16	0.16	0.02	0.37	0.37	0.08	0.15	0.15	0.03	0.05	0.05
Crit Moves:	****				****			****				
Green/Cycle:	0.07	0.51	0.51	0.14	0.59	0.59	0.24	0.24	0.24	0.24	0.24	0.24
Volume/Cap:	0.64	0.31	0.31	0.15	0.64	0.64	0.35	0.64	0.64	0.13	0.21	0.21
Delay/Veh:	63.3	13.0	13.0	35.0	13.6	13.6	30.6	37.5	37.5	27.3	28.4	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:	63.3	13.0	13.0	35.0	13.6	13.6	30.6	37.5	37.5	27.3	28.4	28.4
LOS by Move:	E	B	B	C-	B	B	C	D+	D+	C	C	C
HCM2kAvqQ:	2	5	5	1	13	13	4	8	8	1	2	2

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative AM

Intersection #501: SCOTT / WALSH

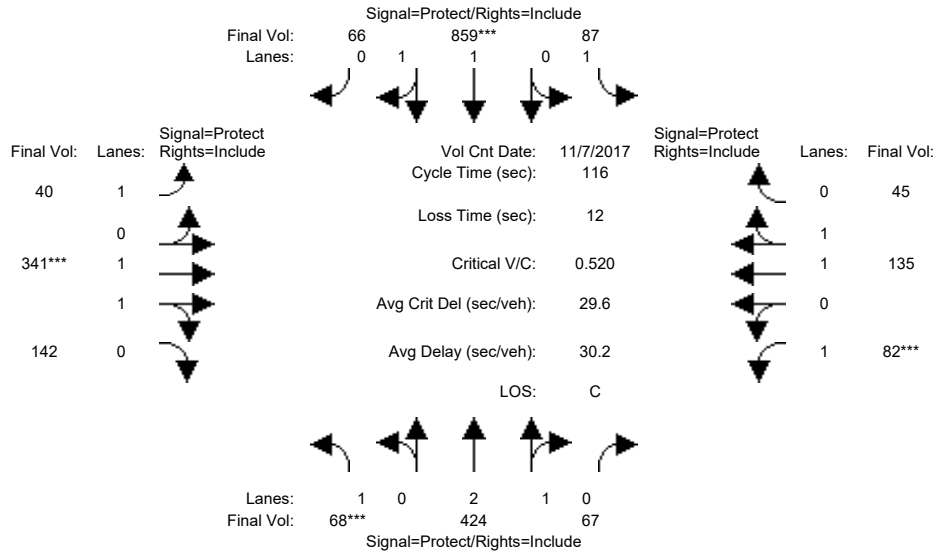


Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1
Volume Module: >> Count Date: 7 Nov 2017 <<												
Base Vol:	416	1611	71	30	283	118	34	94	27	48	521	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	416	1611	71	30	283	118	34	94	27	48	521	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	416	1611	71	30	283	118	34	94	27	48	521	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	452	1751	77	33	308	128	37	102	29	52	566	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	452	1751	77	33	308	128	37	102	29	52	566	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	452	1751	77	33	308	128	37	102	29	52	566	80
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.87	0.13	1.00	1.40	0.60	1.00	1.54	0.46	1.00	1.74	0.26
Final Sat.:	1750	5363	236	1750	2610	1088	1750	2874	825	1750	3239	460
Capacity Analysis Module:												
Vol/Sat:	0.26	0.33	0.33	0.02	0.12	0.12	0.02	0.04	0.04	0.03	0.17	0.17
Crit Moves:	****			****			****			****		
Green/Cycle:	0.40	0.51	0.51	0.08	0.18	0.18	0.03	0.17	0.17	0.14	0.27	0.27
Volume/Cap:	0.64	0.64	0.64	0.23	0.64	0.64	0.61	0.21	0.21	0.22	0.64	0.64
Delay/Veh:	29.7	21.3	21.3	50.8	45.8	45.8	72.4	41.5	41.5	45.0	38.5	38.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	29.7	21.3	21.3	50.8	45.8	45.8	72.4	41.5	41.5	45.0	38.5	38.5
LOS by Move:	C	C+	C+	D	D	D	E	D	D	D	D+	D+
HCM2kAvgQ:	14	16	16	1	8	8	2	2	2	2	11	11

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative PM

Intersection #501: SCOTT / WALSH



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	63	390	62	80	790	61	37	314	131	75	124	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	390	62	80	790	61	37	314	131	75	124	41
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	390	62	80	790	61	37	314	131	75	124	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	68	424	67	87	859	66	40	341	142	82	135	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	424	67	87	859	66	40	341	142	82	135	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	424	67	87	859	66	40	341	142	82	135	45

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.57	0.43	1.00	1.85	0.15	1.00	1.40	0.60	1.00	1.49	0.51
Final Sat.:	1750	4831	768	1750	3435	265	1750	2610	1089	1750	2780	919

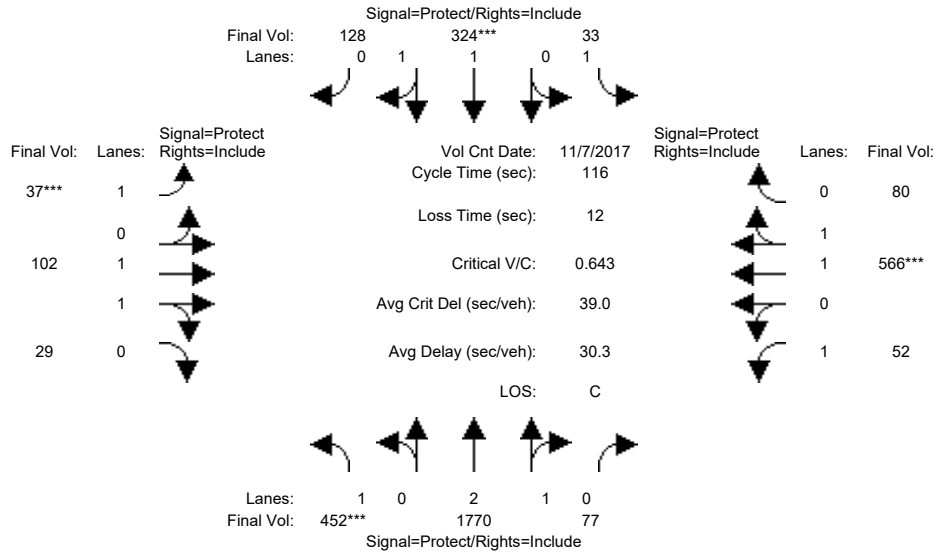
Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.05	0.25	0.25	0.02	0.13	0.13	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.35	0.35	0.21	0.48	0.48	0.11	0.25	0.25	0.09	0.23	0.23
Volume/Cap:	0.52	0.25	0.25	0.24	0.52	0.52	0.20	0.52	0.52	0.52	0.21	0.21
Delay/Veh:	55.3	27.0	27.0	38.8	21.1	21.1	47.1	37.9	37.9	53.5	36.5	36.5
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:	55.3	27.0	27.0	38.8	21.1	21.1	47.1	37.9	37.9	53.5	36.5	36.5
LOS by Move:	E+	C	C	D+	C+	C+	D	D+	D+	D-	D+	D+
HCM2kAvgQ:	3	4	4	3	12	12	2	8	8	4	3	3

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #501: SCOTT / WALSH



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	416	1611	71	30	283	118	34	94	27	48	521	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	416	1611	71	30	283	118	34	94	27	48	521	74
Added Vol:	0	17	0	0	15	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	416	1628	71	30	298	118	34	94	27	48	521	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	452	1770	77	33	324	128	37	102	29	52	566	80
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	452	1770	77	33	324	128	37	102	29	52	566	80
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	452	1770	77	33	324	128	37	102	29	52	566	80

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.87	0.13	1.00	1.42	0.58	1.00	1.54	0.46	1.00	1.74	0.26
Final Sat.:	1750	5366	234	1750	2650	1049	1750	2874	825	1750	3239	460

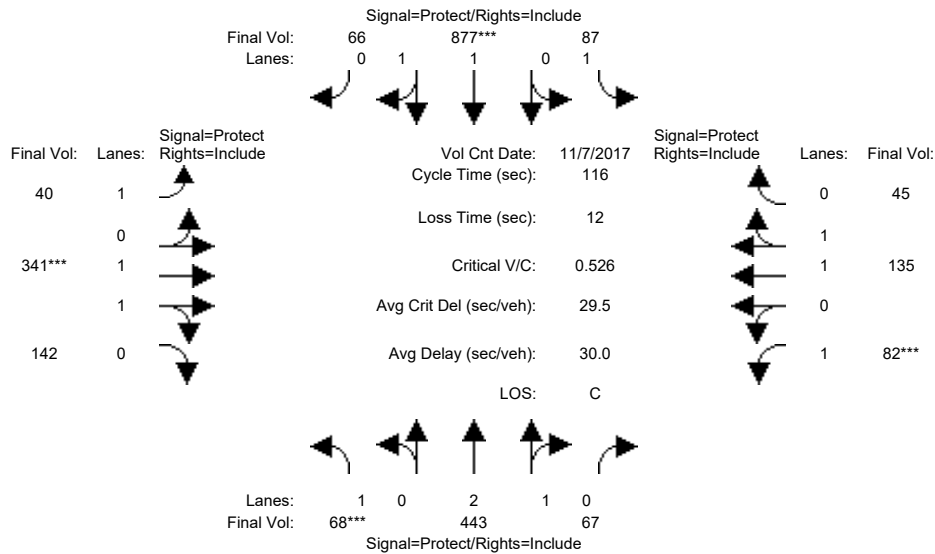
Capacity Analysis Module:												
Vol/Sat:	0.26	0.33	0.33	0.02	0.12	0.12	0.02	0.04	0.04	0.03	0.17	0.17
Crit Moves:	****				****		****				****	
Green/Cycle:	0.40	0.51	0.51	0.08	0.19	0.19	0.03	0.17	0.17	0.14	0.27	0.27
Volume/Cap:	0.64	0.65	0.65	0.23	0.64	0.64	0.61	0.21	0.21	0.22	0.64	0.64
Delay/Veh:	30.1	21.2	21.2	50.9	45.5	45.5	72.4	41.6	41.6	45.1	38.8	38.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.1	21.2	21.2	50.9	45.5	45.5	72.4	41.6	41.6	45.1	38.8	38.8
LOS by Move:	C	C+	C+	D	D	D	E	D	D	D	D+	D+
HCM2kAvgQ:	14	16	16	1	9	9	2	2	2	2	11	11

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



MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

Intersection #501: SCOTT / WALSH



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	5	5	6	8	8	4	5	5	4	8	8
Y+R:	4.0	5.4	5.4	4.5	5.4	5.4	4.0	5.1	5.1	4.0	5.1	5.1

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	63	390	62	80	790	61	37	314	131	75	124	41
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	63	390	62	80	790	61	37	314	131	75	124	41
Added Vol:	0	18	0	0	17	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	63	408	62	80	807	61	37	314	131	75	124	41
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
PHF Volume:	68	443	67	87	877	66	40	341	142	82	135	45
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	68	443	67	87	877	66	40	341	142	82	135	45
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	68	443	67	87	877	66	40	341	142	82	135	45

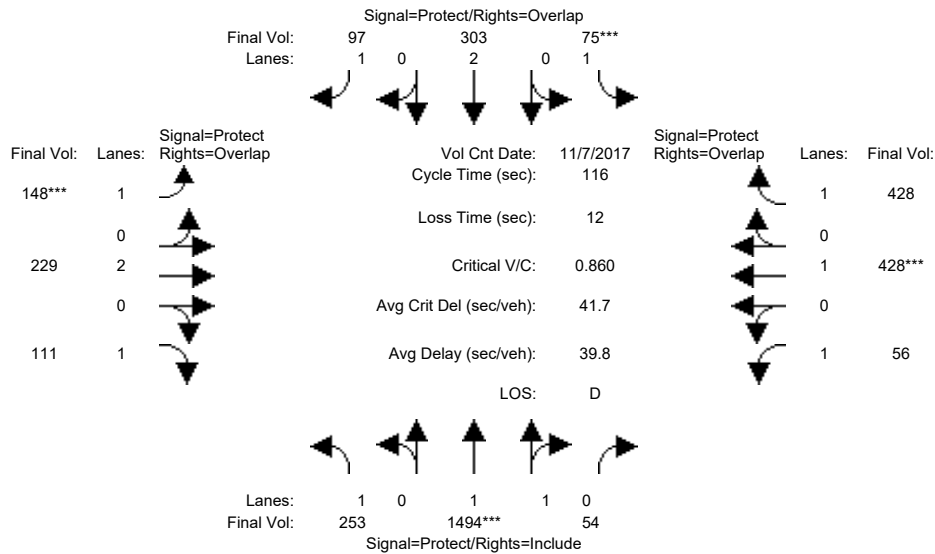
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.98	0.95	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	1.00	2.59	0.41	1.00	1.86	0.14	1.00	1.40	0.60	1.00	1.49	0.51
Final Sat.:	1750	4860	739	1750	3440	260	1750	2610	1089	1750	2780	919

Capacity Analysis Module:												
Vol/Sat:	0.04	0.09	0.09	0.05	0.26	0.26	0.02	0.13	0.13	0.05	0.05	0.05
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.36	0.36	0.20	0.48	0.48	0.11	0.25	0.25	0.09	0.22	0.22
Volume/Cap:	0.53	0.26	0.26	0.25	0.53	0.53	0.20	0.53	0.53	0.53	0.22	0.22
Delay/Veh:	55.6	26.5	26.5	39.2	20.9	20.9	47.3	38.2	38.2	53.8	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:	55.6	26.5	26.5	39.2	20.9	20.9	47.3	38.2	38.2	53.8	36.8	36.8
LOS by Move:	E+	C	C	D	C+	C+	D	D+	D+	D-	D+	D+
HCM2kAvgQ:	3	4	4	3	12	12	2	8	8	4	3	3

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative AM

Intersection #504: SCOTT / MONROE



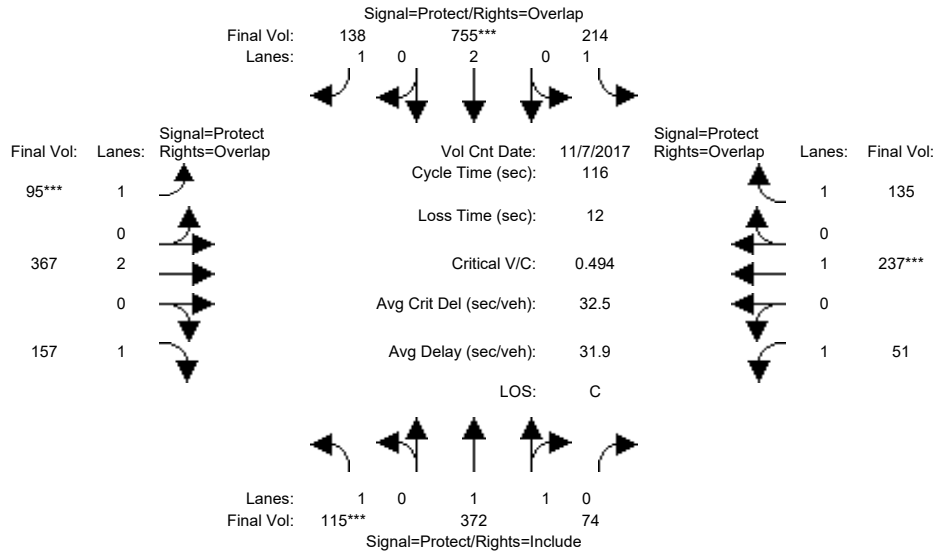
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	10	10	5	5	5	5	5	5
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0
Volume Module: >> Count Date: 7 Nov 2017 <<												
Base Vol:	235	1389	50	70	282	90	138	213	103	52	398	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	1389	50	70	282	90	138	213	103	52	398	398
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	1389	50	70	282	90	138	213	103	52	398	398
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	253	1494	54	75	303	97	148	229	111	56	428	428
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	1494	54	75	303	97	148	229	111	56	428	428
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	253	1494	54	75	303	97	148	229	111	56	428	428
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3571	129	1750	3800	1750	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.42	0.42	0.04	0.08	0.06	0.08	0.06	0.06	0.03	0.23	0.24
Crit Moves:	****			****			****			****		
Green/Cycle:	0.34	0.49	0.49	0.05	0.20	0.30	0.10	0.21	0.55	0.15	0.26	0.31
Volume/Cap:	0.43	0.86	0.86	0.86	0.40	0.18	0.86	0.29	0.12	0.21	0.86	0.78
Delay/Veh:	30.4	30.8	30.8	107.9	40.6	30.3	84.3	38.7	12.8	43.7	54.9	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:	30.4	30.8	30.8	107.9	40.6	30.3	84.3	38.7	12.8	43.7	54.9	43.7
LOS by Move:	C	C	C	F	D	C	F	D+	B	D	D-	D
HCM2kAvgQ:	8	27	27	3	5	3	6	3	2	2	17	17

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #504: SCOTT / MONROE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	10	10	5	5	5	5	5	5
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	109	353	70	203	717	131	90	349	149	48	225	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:	109	353	70	203	717	131	90	349	149	48	225	128
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	353	70	203	717	131	90	349	149	48	225	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:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	115	372	74	214	755	138	95	367	157	51	237	135
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	372	74	214	755	138	95	367	157	51	237	135
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	372	74	214	755	138	95	367	157	51	237	135

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.66	0.34	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3087	612	1750	3800	1750	1750	3800	1750	1750	1900	1750

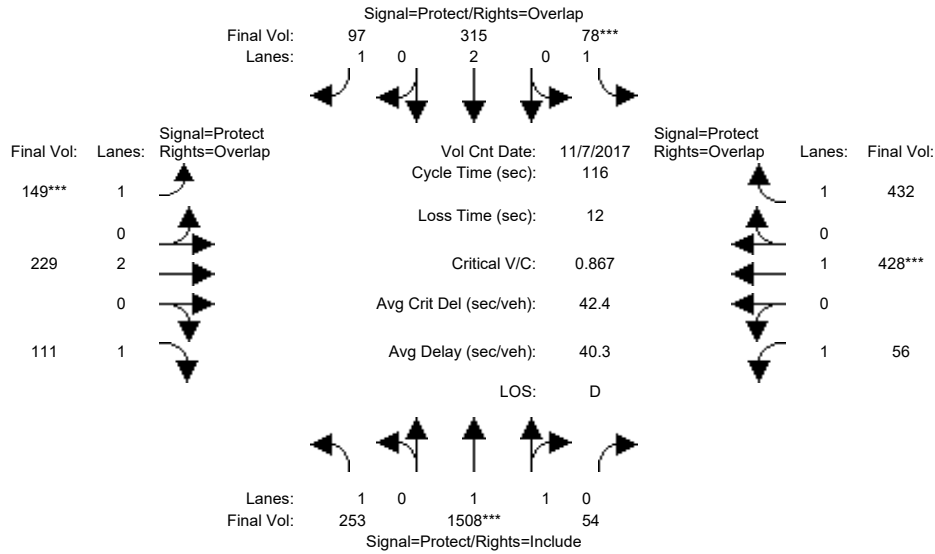
Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.12	0.20	0.08	0.05	0.10	0.09	0.03	0.12	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.27	0.27	0.27	0.40	0.51	0.11	0.25	0.38	0.11	0.25	0.52
Volume/Cap:	0.49	0.45	0.45	0.45	0.49	0.15	0.49	0.39	0.23	0.26	0.49	0.15
Delay/Veh:	48.3	35.9	35.9	36.0	26.1	15.1	50.6	36.4	24.4	47.8	37.8	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:	48.3	35.9	35.9	36.0	26.1	15.1	50.6	36.4	24.4	47.8	37.8	14.5
LOS by Move:	D	D+	D+	D+	C	B	D	D+	C	D	D+	B
HCM2kAvgQ:	5	7	7	7	10	3	3	5	4	2	7	3

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #504: SCOTT / MONROE



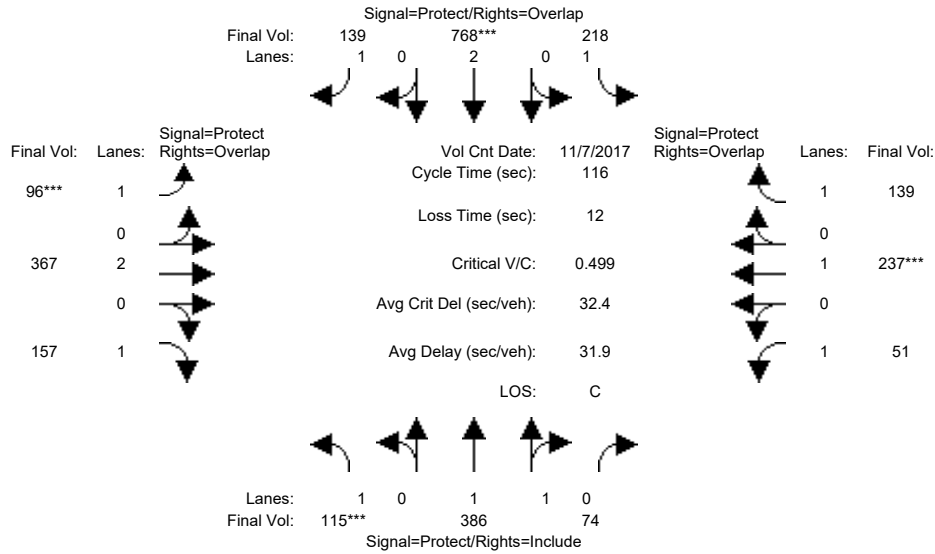
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	10	10	5	5	5	5	5	5
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0
Volume Module: >> Count Date: 7 Nov 2017 <<												
Base Vol:	235	1389	50	70	282	90	138	213	103	52	398	398
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	235	1389	50	70	282	90	138	213	103	52	398	398
Added Vol:	0	13	0	3	11	0	1	0	0	0	0	4
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	235	1402	50	73	293	90	139	213	103	52	398	402
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	253	1508	54	78	315	97	149	229	111	56	428	432
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	253	1508	54	78	315	97	149	229	111	56	428	432
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	253	1508	54	78	315	97	149	229	111	56	428	432
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	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.93	0.07	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3572	127	1750	3800	1750	1750	3800	1750	1750	1900	1750
Capacity Analysis Module:												
Vol/Sat:	0.14	0.42	0.42	0.04	0.08	0.06	0.09	0.06	0.06	0.03	0.23	0.25
Crit Moves:	****			****			****			****		
Green/Cycle:	0.34	0.49	0.49	0.05	0.20	0.30	0.10	0.21	0.55	0.15	0.26	0.31
Volume/Cap:	0.43	0.87	0.87	0.87	0.41	0.18	0.87	0.29	0.12	0.21	0.87	0.79
Delay/Veh:	30.3	31.2	31.2	108.4	40.7	30.3	85.7	38.8	12.8	43.8	56.0	44.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	30.3	31.2	31.2	108.4	40.7	30.3	85.7	38.8	12.8	43.8	56.0	44.3
LOS by Move:	C	C	C	F	D	C	F	D+	B	D	E+	D
HCM2kAvgQ:	8	28	28	4	5	3	5	3	2	2	17	17

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

Intersection #504: SCOTT / MONROE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	5	5	5	5	10	10	5	5	5	5	5	5
Y+R:	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.1	5.1	4.1	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	109	353	70	203	717	131	90	349	149	48	225	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:	109	353	70	203	717	131	90	349	149	48	225	128
Added Vol:	0	14	0	4	13	1	1	0	0	0	0	4
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	109	367	70	207	730	132	91	349	149	48	225	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	115	386	74	218	768	139	96	367	157	51	237	139
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	115	386	74	218	768	139	96	367	157	51	237	139
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	115	386	74	218	768	139	96	367	157	51	237	139

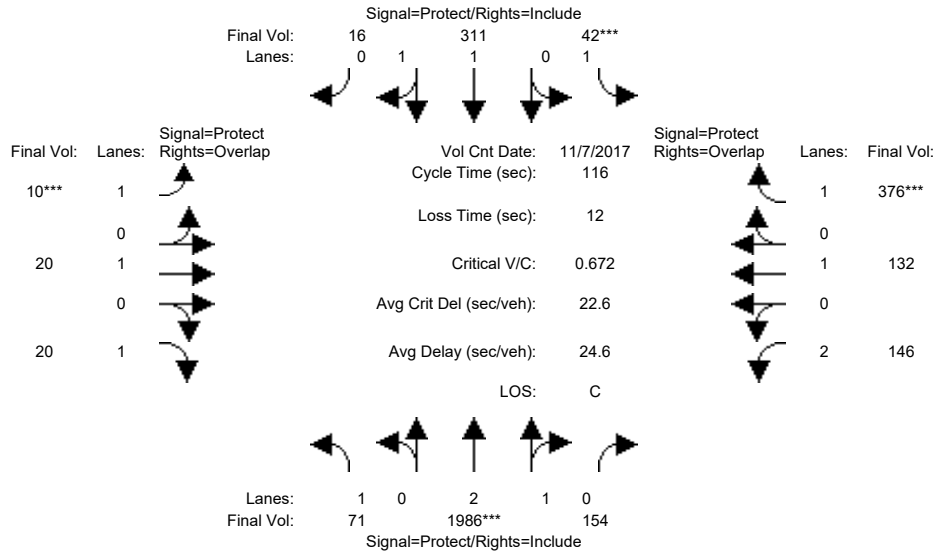
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.67	0.33	1.00	2.00	1.00	1.00	2.00	1.00	1.00	1.00	1.00
Final Sat.:	1750	3107	593	1750	3800	1750	1750	3800	1750	1750	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.07	0.12	0.12	0.12	0.20	0.08	0.05	0.10	0.09	0.03	0.12	0.08
Crit Moves:	****				****		****				****	
Green/Cycle:	0.13	0.27	0.27	0.27	0.41	0.52	0.11	0.25	0.38	0.11	0.25	0.52
Volume/Cap:	0.50	0.46	0.46	0.46	0.50	0.15	0.50	0.39	0.24	0.26	0.50	0.15
Delay/Veh:	48.5	35.8	35.8	36.2	26.0	14.9	50.7	36.5	24.7	47.9	38.1	14.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	48.5	35.8	35.8	36.2	26.0	14.9	50.7	36.5	24.7	47.9	38.1	14.7
LOS by Move:	D	D+	D+	D+	C	B	D	D+	C	D	D+	B
HCM2kAvgQ:	5	7	7	7	10	3	3	5	4	2	8	3

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative AM

Intersection #804: SCOTT/MARTIN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	8	10	10	5	5	5	8	5	5
Y+R:	4.0	5.1	5.1	4.0	5.4	5.4	4.0	5.1	5.1	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	64	1787	139	38	280	14	9	18	18	131	119	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1787	139	38	280	14	9	18	18	131	119	338
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1787	139	38	280	14	9	18	18	131	119	338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	71	1986	154	42	311	16	10	20	20	146	132	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	1986	154	42	311	16	10	20	20	146	132	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	1986	154	42	311	16	10	20	20	146	132	376

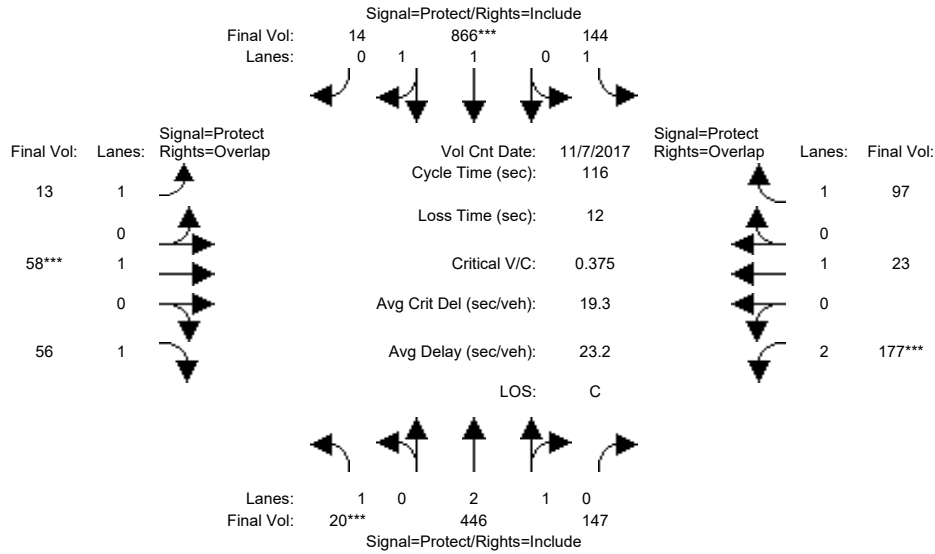
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.78	0.22	1.00	1.90	0.10	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5195	404	1750	3524	176	1750	1900	1750	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.38	0.38	0.02	0.09	0.09	0.01	0.01	0.01	0.05	0.07	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.24	0.57	0.57	0.07	0.40	0.40	0.04	0.10	0.34	0.16	0.22	0.29
Volume/Cap:	0.17	0.67	0.67	0.35	0.22	0.22	0.13	0.11	0.03	0.29	0.32	0.75
Delay/Veh:	35.6	18.1	18.1	53.3	22.8	22.8	54.2	47.7	26.0	43.3	38.7	44.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	35.6	18.1	18.1	53.3	22.8	22.8	54.2	47.7	26.0	43.3	38.7	44.0
LOS by Move:	D+	B-	B-	D-	C+	C+	D-	D	C	D	D+	D
HCM2kAvgQ:	2	17	17	2	4	4	0	1	1	3	4	15

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative PM

Intersection #804: SCOTT/MARTIN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	8	10	10	5	5	5	8	5	5
Y+R:	4.0	5.1	5.1	4.0	5.4	5.4	4.0	5.1	5.1	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	19	424	140	137	823	13	12	55	53	168	22	92
Growth Adj:	1.00	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	424	140	137	823	13	12	55	53	168	22	92
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	424	140	137	823	13	12	55	53	168	22	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	20	446	147	144	866	14	13	58	56	177	23	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	446	147	144	866	14	13	58	56	177	23	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	446	147	144	866	14	13	58	56	177	23	97

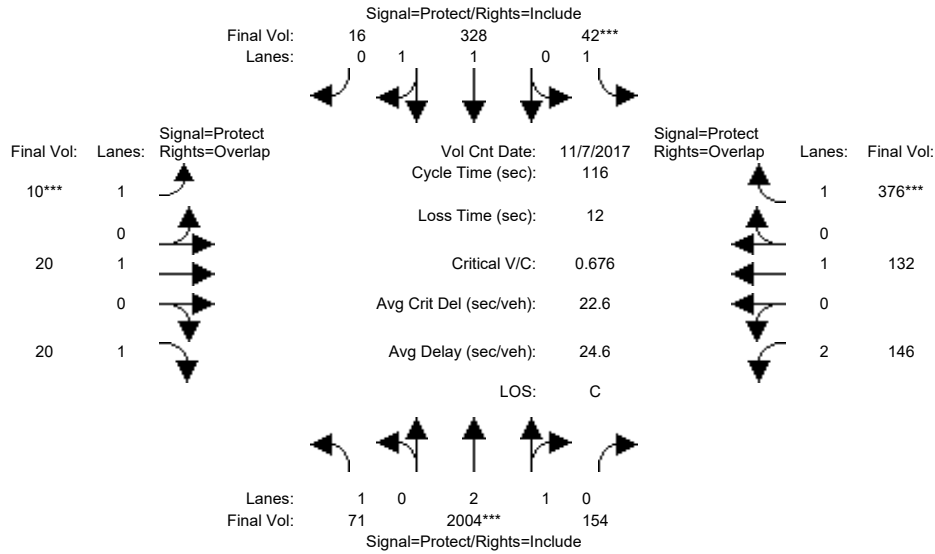
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.23	0.77	1.00	1.97	0.03	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4208	1389	1750	3642	58	1750	1900	1750	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.08	0.24	0.24	0.01	0.03	0.03	0.06	0.01	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.38	0.38	0.29	0.62	0.62	0.11	0.08	0.13	0.15	0.11	0.41
Volume/Cap:	0.22	0.28	0.28	0.28	0.38	0.38	0.06	0.38	0.24	0.38	0.11	0.14
Delay/Veh:	54.0	25.2	25.2	31.9	11.1	11.1	46.1	52.3	45.8	45.3	46.4	21.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	54.0	25.2	25.2	31.9	11.1	11.1	46.1	52.3	45.8	45.3	46.4	21.7
LOS by Move:	D-	C	C	C	B+	B+	D	D-	D	D	D	C+
HCM2kAvgQ:	1	5	5	4	8	8	0	2	2	4	1	2

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project AM

Intersection #804: SCOTT/MARTIN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	8	10	10	5	5	5	8	5	5
Y+R:	4.0	5.1	5.1	4.0	5.4	5.4	4.0	5.1	5.1	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	64	1787	139	38	280	14	9	18	18	131	119	338
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	1787	139	38	280	14	9	18	18	131	119	338
Added Vol:	0	17	0	0	15	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	64	1804	139	38	295	14	9	18	18	131	119	338
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
PHF Volume:	71	2004	154	42	328	16	10	20	20	146	132	376
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	71	2004	154	42	328	16	10	20	20	146	132	376
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	71	2004	154	42	328	16	10	20	20	146	132	376

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.78	0.22	1.00	1.91	0.09	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	5199	401	1750	3532	168	1750	1900	1750	3150	1900	1750

Capacity Analysis Module:												
Vol/Sat:	0.04	0.39	0.39	0.02	0.09	0.09	0.01	0.01	0.01	0.05	0.07	0.21
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.23	0.57	0.57	0.07	0.41	0.41	0.04	0.10	0.33	0.16	0.22	0.28
Volume/Cap:	0.18	0.68	0.68	0.35	0.23	0.23	0.13	0.11	0.03	0.29	0.32	0.76
Delay/Veh:	36.2	18.1	18.1	53.3	22.3	22.3	54.2	47.8	26.5	43.3	38.9	44.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	36.2	18.1	18.1	53.3	22.3	22.3	54.2	47.8	26.5	43.3	38.9	44.4
LOS by Move:	D+	B-	B-	D-	C+	C+	D-	D	C	D	D+	D
HCM2kAvgQ:	2	17	17	2	4	4	0	1	1	3	4	15

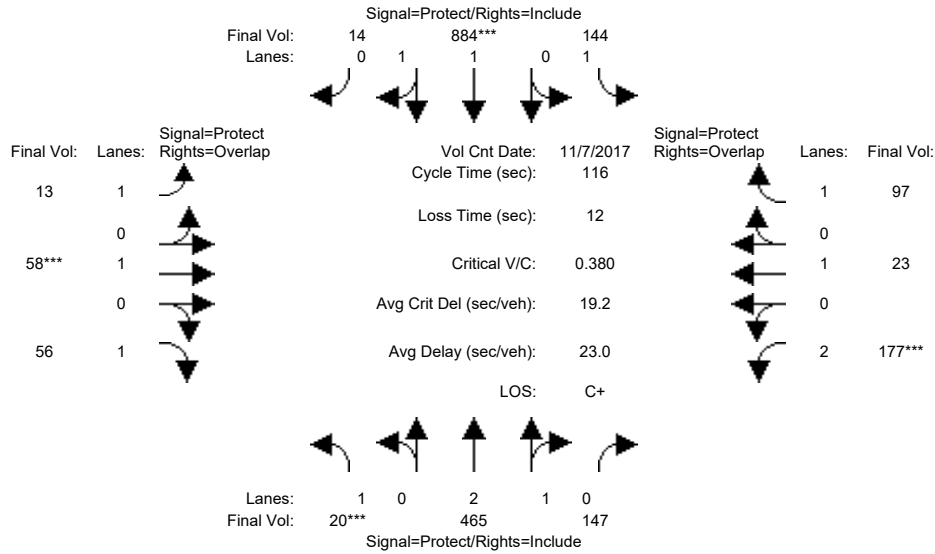
Note: Queue reported is the number of cars per lane.



MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

Intersection #804: SCOTT/MARTIN



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	6	10	10	8	10	10	5	5	5	8	5	5
Y+R:	4.0	5.1	5.1	4.0	5.4	5.4	4.0	5.1	5.1	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	19	424	140	137	823	13	12	55	53	168	22	92
Growth Adj:	1.00	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	424	140	137	823	13	12	55	53	168	22	92
Added Vol:	0	18	0	0	17	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	19	442	140	137	840	13	12	55	53	168	22	92
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
PHF Volume:	20	465	147	144	884	14	13	58	56	177	23	97
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	20	465	147	144	884	14	13	58	56	177	23	97
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	20	465	147	144	884	14	13	58	56	177	23	97

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	1.00	0.92	0.83	1.00	0.92
Lanes:	1.00	2.25	0.75	1.00	1.97	0.03	1.00	1.00	1.00	2.00	1.00	1.00
Final Sat.:	1750	4251	1347	1750	3644	56	1750	1900	1750	3150	1900	1750

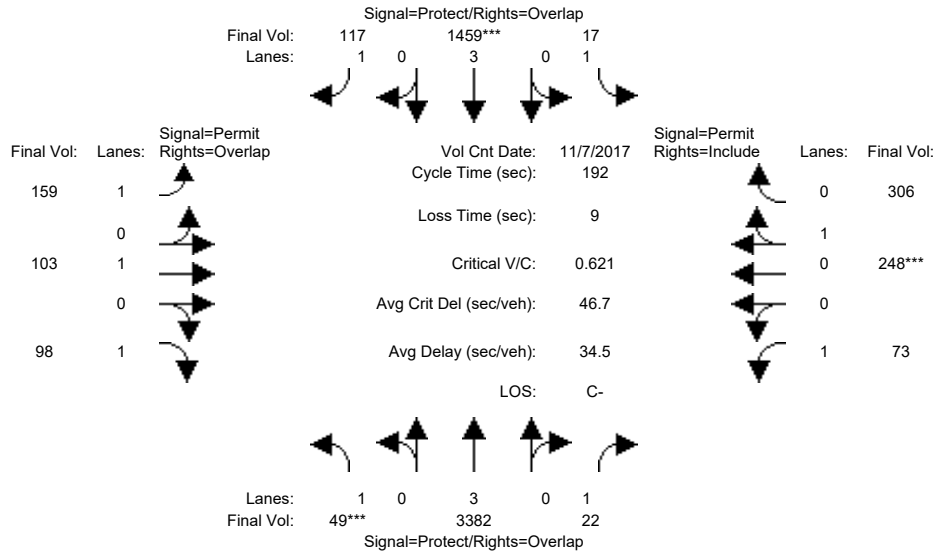
Capacity Analysis Module:												
Vol/Sat:	0.01	0.11	0.11	0.08	0.24	0.24	0.01	0.03	0.03	0.06	0.01	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.05	0.38	0.38	0.29	0.62	0.62	0.11	0.08	0.13	0.14	0.11	0.40
Volume/Cap:	0.22	0.28	0.28	0.28	0.39	0.39	0.06	0.39	0.25	0.39	0.11	0.14
Delay/Veh:	54.0	24.7	24.7	32.2	11.0	11.0	46.3	52.5	45.9	45.6	46.6	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:	54.0	24.7	24.7	32.2	11.0	11.0	46.3	52.5	45.9	45.6	46.6	22.1
LOS by Move:	D-	C	C	C-	B+	B+	D	D-	D	D	D	C+
HCM2kAvqQ:	1	5	5	4	8	8	0	2	2	4	1	2

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

MCA Update  
Santa Clara, CA  
Hexagon Transportation Consultants, Inc.

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

Intersection #808: SAN TOMAS EXPWY (N/S)/CABRILLO [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	118	118	10	117	117	47	47	47	47	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	49	3979	22	17	1717	117	159	103	98	73	248	306
Growth Adj:	1.00	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	3979	22	17	1717	117	159	103	98	73	248	306
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	49	3979	22	17	1717	117	159	103	98	73	248	306
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	49	3382	22	17	1459	117	159	103	98	73	248	306
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	3382	22	17	1459	117	159	103	98	73	248	306
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	49	3382	22	17	1459	117	159	103	98	73	248	306

Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.45	0.55
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	806	994

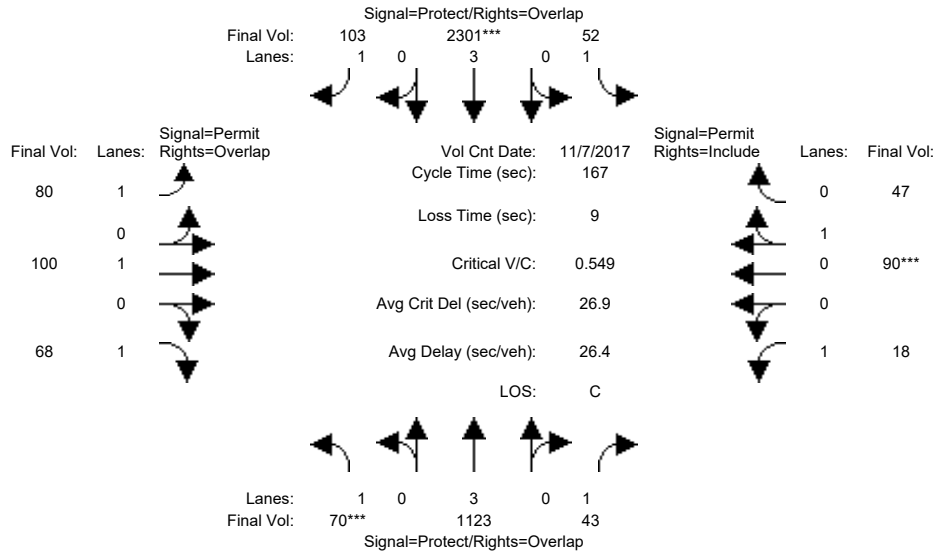
Capacity Analysis Module:												
Vol/Sat:	0.03	0.59	0.01	0.01	0.26	0.07	0.09	0.05	0.06	0.04	0.31	0.31
Crit Moves:	****				****						****	
Green/Cycle:	0.06	0.62	0.62	0.05	0.61	0.61	0.28	0.28	0.34	0.28	0.28	0.28
Volume/Cap:	0.45	0.96	0.02	0.19	0.42	0.11	0.32	0.19	0.16	0.15	1.09	1.09
Delay/Veh:	89.7	25.7	7.4	88.0	11.0	8.7	54.9	52.6	43.9	51.9	137	137.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.7	25.7	7.4	88.0	11.0	8.7	54.9	52.6	43.9	51.9	137	137.1
LOS by Move:	F	C	A	F	B+	A	D-	D-	D	D-	F	F
HCM2kAvqQ:	3	59	0	1	8	2	8	4	4	3	43	43

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #808: SAN TOMAS EXPWY (N/S)/CABRILLO [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	104	104	13	107	107	33	33	33	33	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	70	1518	43	52	2806	103	80	100	68	18	90	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1518	43	52	2806	103	80	100	68	18	90	47
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1518	43	52	2806	103	80	100	68	18	90	47
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1123	43	52	2301	103	80	100	68	18	90	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1123	43	52	2301	103	80	100	68	18	90	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	1123	43	52	2301	103	80	100	68	18	90	47

Saturation Flow Module:

Sat/Lane:	1900	1900	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	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.66	0.34
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1182	618

Capacity Analysis Module:

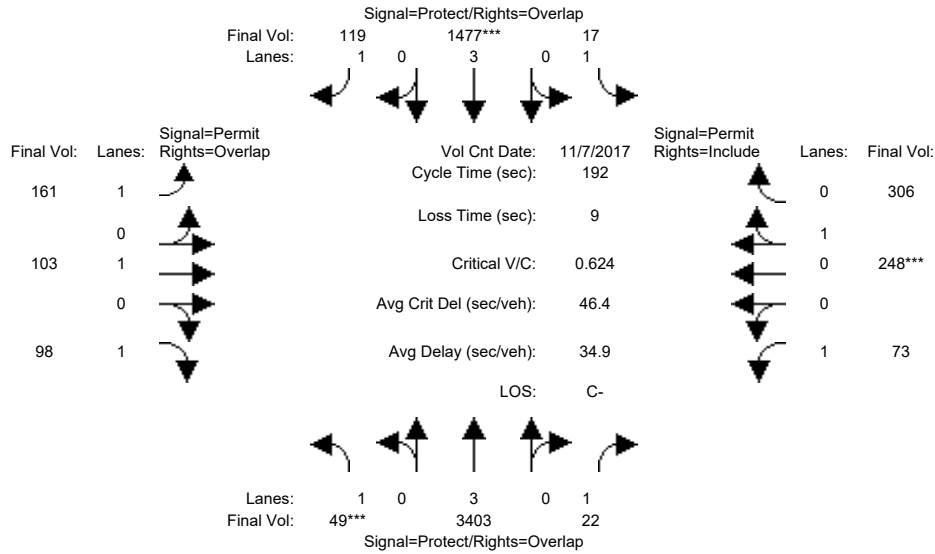
Vol/Sat:	0.04	0.20	0.02	0.03	0.40	0.06	0.05	0.05	0.04	0.01	0.08	0.08
Crit Moves:	****				****						****	
Green/Cycle:	0.07	0.67	0.67	0.08	0.68	0.68	0.20	0.20	0.27	0.20	0.20	0.20
Volume/Cap:	0.56	0.30	0.04	0.36	0.60	0.09	0.23	0.27	0.14	0.05	0.39	0.39
Delay/Veh:	80.4	18.1	14.8	73.8	23.4	14.7	56.7	57.1	46.5	54.4	58.9	58.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.4	18.1	14.8	73.8	23.4	14.7	56.7	57.1	46.5	54.4	58.9	58.9
LOS by Move:	F	B-	B	E	C	B	E+	E+	D	D-	E+	E+
HCM2kAvqQ:	5	12	1	3	28	3	4	4	3	1	6	6

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #808: SAN TOMAS EXPWY (N/S)/CABRILLO [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	118	118	10	117	117	47	47	47	47	47	47
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<											
Base Vol:	49	3979	22	17	1717	117	159	103	98	73	248	306				
Growth Adj:	1.00	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	3979	22	17	1717	117	159	103	98	73	248	306				
Added Vol:	0	24	0	0	21	2	2	0	0	0	0	0				
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	49	4003	22	17	1738	119	161	103	98	73	248	306				
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	49	3403	22	17	1477	119	161	103	98	73	248	306				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	49	3403	22	17	1477	119	161	103	98	73	248	306				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	49	3403	22	17	1477	119	161	103	98	73	248	306				

Saturation Flow Module:												
Sat/Lane:	1900	1900	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	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.45	0.55
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	806	994

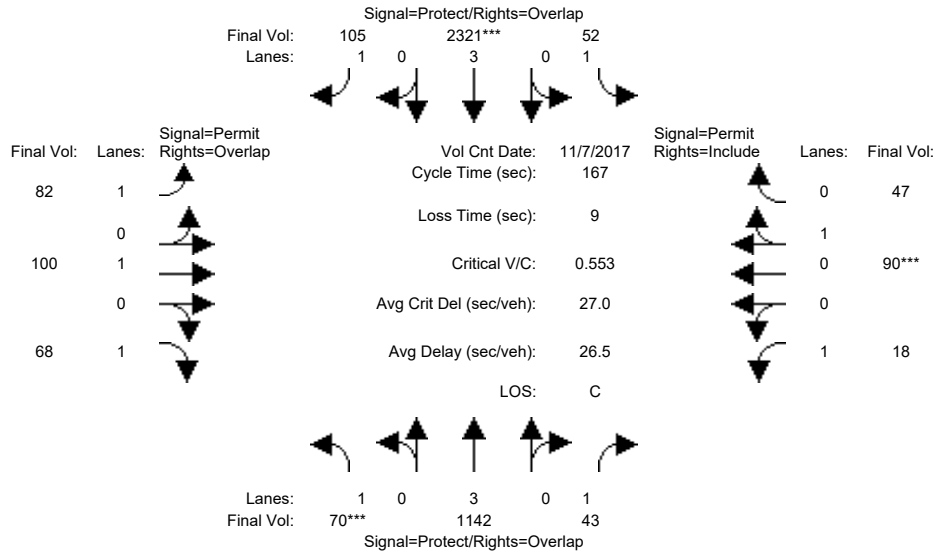
Capacity Analysis Module:												
Vol/Sat:	0.03	0.60	0.01	0.01	0.26	0.07	0.09	0.05	0.06	0.04	0.31	0.31
Crit Moves:	****				****						****	
Green/Cycle:	0.06	0.62	0.62	0.05	0.61	0.61	0.28	0.28	0.34	0.28	0.28	0.28
Volume/Cap:	0.45	0.96	0.02	0.19	0.43	0.11	0.33	0.19	0.16	0.15	1.09	1.09
Delay/Veh:	89.7	26.6	7.4	88.0	11.0	8.7	55.0	52.6	43.9	51.9	137	137.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.7	26.6	7.4	88.0	11.0	8.7	55.0	52.6	43.9	51.9	137	137.1
LOS by Move:	F	C	A	F	B+	A	E+	D-	D	D-	F	F
HCM2kAvqQ:	3	61	0	1	8	2	8	4	4	3	43	43

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

Intersection #808: SAN TOMAS EXPWY (N/S)/CABRILLO [HOV: NB & SB(AM & PM)]



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	104	104	13	107	107	33	33	33	33	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	70	1518	43	52	2806	103	80	100	68	18	90	47
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	70	1518	43	52	2806	103	80	100	68	18	90	47
Added Vol:	0	25	0	0	24	2	2	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	70	1543	43	52	2830	105	82	100	68	18	90	47
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	70	1142	43	52	2321	105	82	100	68	18	90	47
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	70	1142	43	52	2321	105	82	100	68	18	90	47
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	70	1142	43	52	2321	105	82	100	68	18	90	47

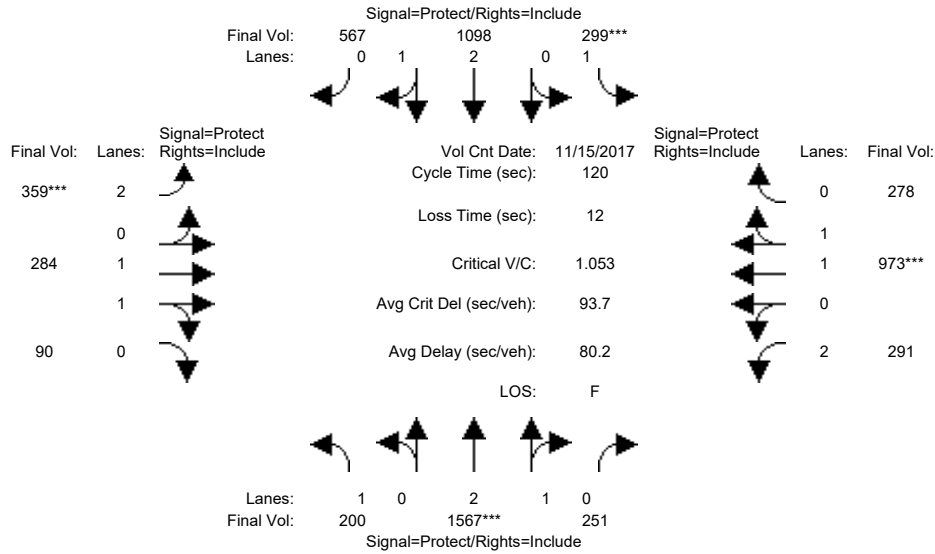
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92	0.92	0.95	0.95
Lanes:	1.00	3.00	1.00	1.00	3.00	1.00	1.00	1.00	1.00	1.00	0.66	0.34
Final Sat.:	1750	5700	1750	1750	5700	1750	1750	1900	1750	1750	1182	618

Capacity Analysis Module:												
Vol/Sat:	0.04	0.20	0.02	0.03	0.41	0.06	0.05	0.05	0.04	0.01	0.08	0.08
Crit Moves:	****				****						****	
Green/Cycle:	0.07	0.67	0.67	0.08	0.68	0.68	0.20	0.20	0.27	0.20	0.20	0.20
Volume/Cap:	0.56	0.30	0.04	0.36	0.60	0.09	0.24	0.27	0.14	0.05	0.39	0.39
Delay/Veh:	80.4	18.1	14.8	73.8	23.5	14.7	56.8	57.1	46.5	54.4	58.9	58.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.4	18.1	14.8	73.8	23.5	14.7	56.8	57.1	46.5	54.4	58.9	58.9
LOS by Move:	F	B-	B	E	C	B	E+	E+	D	D-	E+	E+
HCM2kAvgQ:	5	12	1	3	28	3	4	4	3	1	6	6

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative AM

Intersection #1200: BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5

Volume Module:	>>	Count	Date:	15 Nov 2017	<<											
Base Vol:	200	1567	251	299	1098	567	359	284	90	291	973	278				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	200	1567	251	299	1098	567	359	284	90	291	973	278				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	200	1567	251	299	1098	567	359	284	90	291	973	278				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	200	1567	251	299	1098	567	359	284	90	291	973	278				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	200	1567	251	299	1098	567	359	284	90	291	973	278				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
FinalVolume:	200	1567	251	299	1098	567	359	284	90	291	973	278				

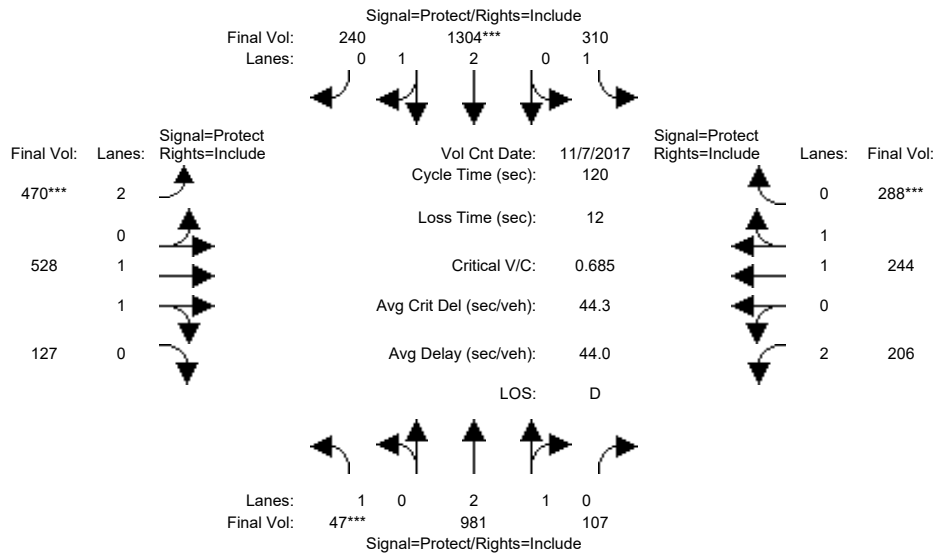
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.57	0.43	1.00	2.00	1.00	2.00	1.51	0.49	2.00	1.54	0.46
Final Sat.:	1750	4826	773	1750	3800	1750	3150	2809	890	3150	2877	822

Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.32	0.17	0.29	0.32	0.11	0.10	0.10	0.09	0.34	0.34
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.17	0.30	0.30	0.17	0.30	0.30	0.13	0.25	0.25	0.19	0.31	0.31
Volume/Cap:	0.69	1.09	1.09	1.03	0.97	1.09	0.91	0.41	0.41	0.50	1.09	1.09
Delay/Veh:	53.7	92.9	92.9	109.3	56.7	92.8	76.8	38.0	38.0	44.4	95.9	95.9
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:	53.7	92.9	92.9	109.3	56.7	92.8	76.8	38.0	38.0	44.4	95.9	95.9
LOS by Move:	D-	F	F	F	E+	F	E-	D+	D+	D	F	F
HCM2kAvgQ:	7	27	27	15	22	30	8	5	5	6	32	32

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative PM

Intersection #1200: BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	47	981	107	310	1304	240	470	528	127	206	244	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:	47	981	107	310	1304	240	470	528	127	206	244	288
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	981	107	310	1304	240	470	528	127	206	244	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:	47	981	107	310	1304	240	470	528	127	206	244	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	981	107	310	1304	240	470	528	127	206	244	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
Final Volume:	47	981	107	310	1304	240	470	528	127	206	244	288

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.69	0.31	1.00	2.52	0.48	2.00	1.60	0.40	2.00	1.00	1.00
Final Sat.:	1750	5049	551	1750	4728	870	3150	2982	717	3150	1900	1750

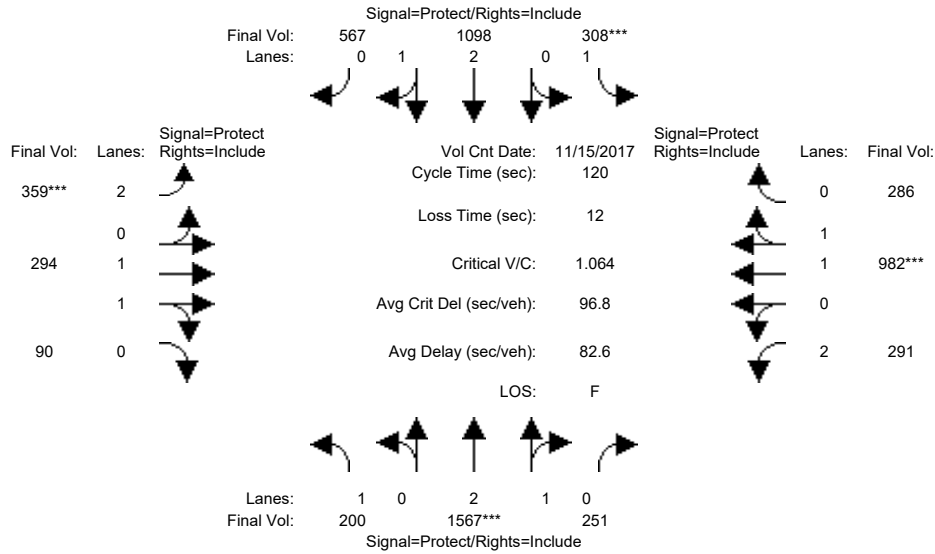
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.18	0.28	0.28	0.15	0.18	0.18	0.07	0.13	0.16
Crit Moves:	****			****			****					****
Green/Cycle:	0.17	0.30	0.30	0.21	0.34	0.34	0.19	0.23	0.23	0.16	0.20	0.20
Volume/Cap:	0.16	0.65	0.65	0.84	0.80	0.80	0.80	0.77	0.77	0.40	0.63	0.80
Delay/Veh:	43.1	37.6	37.6	60.7	38.3	38.3	54.7	47.9	47.9	45.7	45.0	52.5
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:	43.1	37.6	37.6	60.7	38.3	38.3	54.7	47.9	47.9	45.7	45.0	52.5
LOS by Move:	D	D+	D+	E	D+	D+	D-	D	D	D	D	D-
HCM2kAvgQ:	2	11	11	13	18	18	10	12	12	4	8	12

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #1200: BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5

Volume Module:	>>	Count	Date:	15 Nov 2017	<<							
Base Vol:	200	1567	251	299	1098	567	359	284	90	291	973	278
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	200	1567	251	299	1098	567	359	284	90	291	973	278
Added Vol:	0	0	0	9	0	0	0	10	0	0	9	8
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	200	1567	251	308	1098	567	359	294	90	291	982	286
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	200	1567	251	308	1098	567	359	294	90	291	982	286
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	200	1567	251	308	1098	567	359	294	90	291	982	286
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	200	1567	251	308	1098	567	359	294	90	291	982	286

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	1.00	0.92	0.83	0.98	0.95	0.83	0.98	0.95
Lanes:	1.00	2.57	0.43	1.00	2.00	1.00	2.00	1.52	0.48	2.00	1.54	0.46
Final Sat.:	1750	4826	773	1750	3800	1750	3150	2832	867	3150	2865	834

Capacity Analysis Module:												
Vol/Sat:	0.11	0.32	0.32	0.18	0.29	0.32	0.11	0.10	0.10	0.09	0.34	0.34
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.17	0.30	0.30	0.17	0.30	0.30	0.13	0.25	0.25	0.19	0.31	0.31
Volume/Cap:	0.69	1.10	1.10	1.06	0.98	1.09	0.91	0.42	0.42	0.49	1.10	1.10
Delay/Veh:	53.7	96.0	96.0	118.2	58.3	95.8	76.8	38.0	38.0	44.3	98.5	98.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	53.7	96.0	96.0	118.2	58.3	95.8	76.8	38.0	38.0	44.3	98.5	98.5
LOS by Move:	D-	F	F	F	E+	F	E-	D+	D+	D	F	F
HCM2kAvqQ:	7	28	28	16	22	30	8	6	6	6	33	33

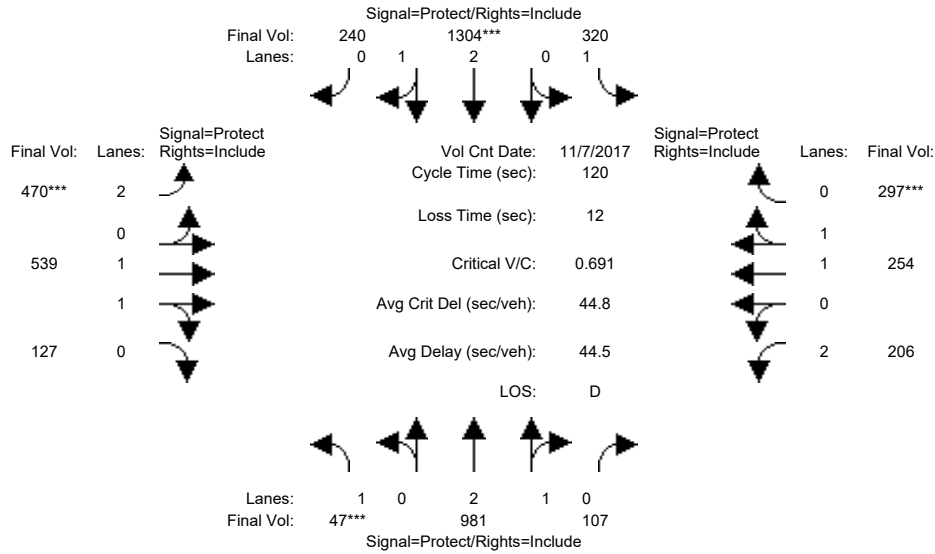
Note: Queue reported is the number of cars per lane.



MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

Intersection #1200: BOWERS/SCOTT



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	30	30	20	30	30	15	20	20	15	20	20
Y+R:	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5	5.0	5.5	5.5

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	47	981	107	310	1304	240	470	528	127	206	244	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:	47	981	107	310	1304	240	470	528	127	206	244	288
Added Vol:	0	0	0	10	0	0	0	11	0	0	10	9
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	47	981	107	320	1304	240	470	539	127	206	254	297
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	47	981	107	320	1304	240	470	539	127	206	254	297
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	47	981	107	320	1304	240	470	539	127	206	254	297
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	47	981	107	320	1304	240	470	539	127	206	254	297

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.99	0.95	0.83	0.98	0.95	0.83	1.00	0.92
Lanes:	1.00	2.69	0.31	1.00	2.52	0.48	2.00	1.61	0.39	2.00	1.00	1.00
Final Sat.:	1750	5049	551	1750	4728	870	3150	2994	705	3150	1900	1750

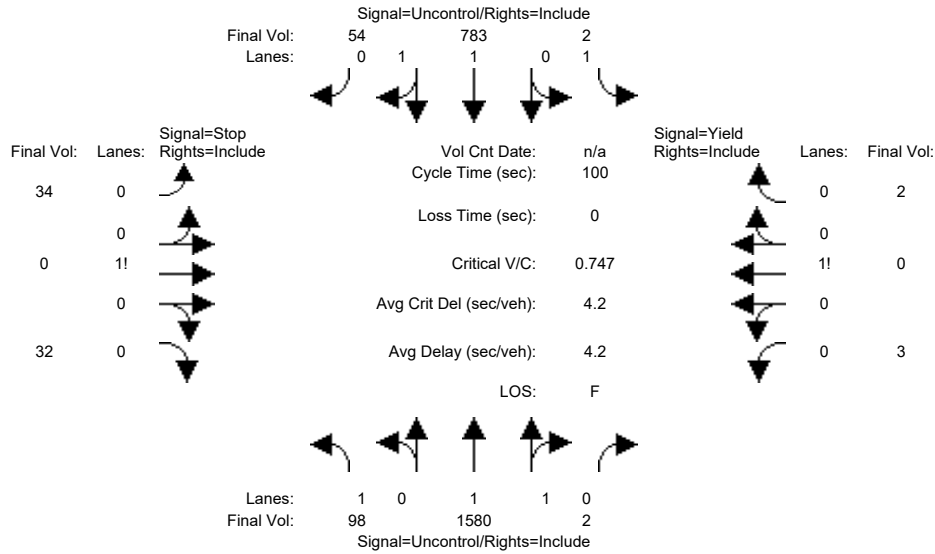
Capacity Analysis Module:												
Vol/Sat:	0.03	0.19	0.19	0.18	0.28	0.28	0.15	0.18	0.18	0.07	0.13	0.17
Crit Moves:	****			****			****					****
Green/Cycle:	0.17	0.29	0.29	0.21	0.34	0.34	0.18	0.23	0.23	0.16	0.21	0.21
Volume/Cap:	0.16	0.66	0.66	0.85	0.81	0.81	0.81	0.78	0.78	0.41	0.64	0.81
Delay/Veh:	43.1	38.3	38.3	62.5	38.8	38.8	55.4	47.6	47.6	45.7	44.9	52.5
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:	43.1	38.3	38.3	62.5	38.8	38.8	55.4	47.6	47.6	45.7	44.9	52.5
LOS by Move:	D	D+	D+	E	D+	D+	E+	D	D	D	D	D-
HCM2kAvgQ:	2	12	12	13	18	18	10	12	12	4	9	12

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #2300: Lafayette St and Duane Ave



Street Name: Lafayette St Duane Ave  
 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:	91	1469	2	2	728	50	32	0	30	3	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1469	2	2	728	50	32	0	30	3	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1469	2	2	728	50	32	0	30	3	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	98	1580	2	2	783	54	34	0	32	3	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	98	1580	2	2	783	54	34	0	32	3	0	2

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxxx	4.1	xxxx	xxxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxxx	2.2	xxxx	xxxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:

Cnflct Vol:	837	xxxx	xxxxxx	1582	xxxx	xxxxxx	1799	2591	418	2172	2617	791
Potent Cap.:	806	xxxx	xxxxxx	421	xxxx	xxxxxx	51	26	589	27	25	337
Move Cap.:	806	xxxx	xxxxxx	421	xxxx	xxxxxx	46	22	589	23	21	337
Volume/Cap:	0.12	xxxx	xxxx	0.01	xxxx	xxxx	0.75	0.00	0.05	0.14	0.00	0.01

Level Of Service Module:

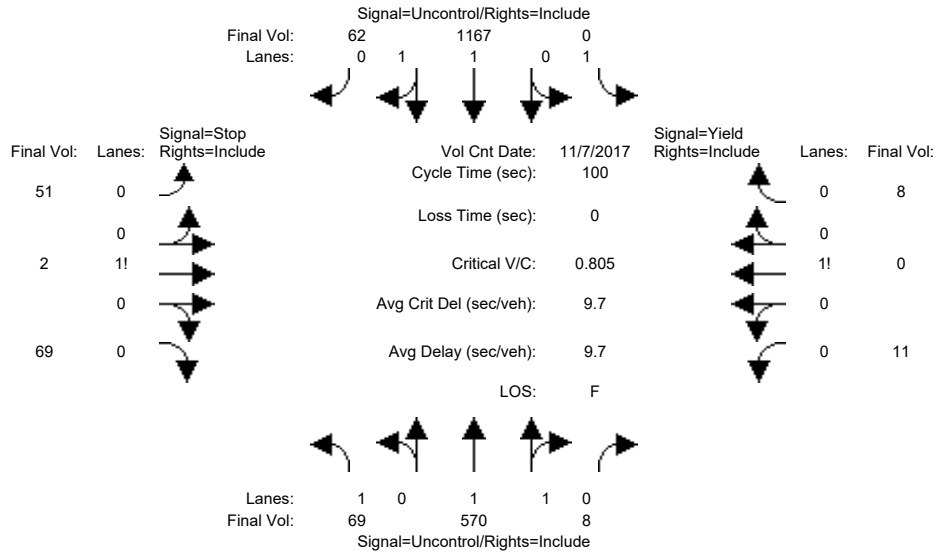
2Way95thQ:	0.4	xxxx	xxxxxx	0.0	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx
Control Del:	10.1	xxxx	xxxxxx	13.6	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT - LTR - RT			LT - LTR - RT			LT - LTR - RT			LT - LTR - RT		
Shared Cap.:	xxxx	xxxx	xxxxxx	xxxx	xxxx	xxxxxx	xxxx	83	xxxxxx	xxxx	36	xxxxxx
SharedQueue:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	4.1	xxxxxx	xxxxxx	0.5	xxxxxx
Shrd ConDel:	xxxxxx	xxxx	xxxxxx	xxxxxx	xxxx	xxxxxx	xxxxxx	137	xxxxxx	xxxxxx	120	xxxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx			136.5			120.1		
ApproachLOS:	*			*			F			F		

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

MCA Update  
Santa Clara, CA  
Hexagon Transportation Consultants, Inc.

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

Intersection #2300: Lafayette St and Duane Ave



Street Name: Lafayette St Duane Ave  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	7 Nov 2017	<<																	
Base Vol:	64	530	7	0	1085	58	47	2	64	10	0	7										
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	64	530	7	0	1085	58	47	2	64	10	0	7										
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0										
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0										
Initial Fut:	64	530	7	0	1085	58	47	2	64	10	0	7										
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00										
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93										
PHF Volume:	69	570	8	0	1167	62	51	2	69	11	0	8										
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0										
FinalVolume:	69	570	8	0	1167	62	51	2	69	11	0	8										

Critical Gap Module:

Critical Gp:	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9										
FollowUpTim:	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3										

Capacity Module:

Cnflct Vol:	1229	xxxx	xxxxx	xxxx	xxxx	xxxxx	1620	1913	615	1296	1940	289										
Potent Cap.:	574	xxxx	xxxxx	xxxx	xxxx	xxxxx	70	69	439	122	66	714										
Move Cap.:	574	xxxx	xxxxx	xxxx	xxxx	xxxxx	63	60	439	91	58	714										
Volume/Cap:	0.12	xxxx	xxxx	xxxx	xxxx	xxxx	0.81	0.04	0.16	0.12	0.00	0.01										

Level Of Service Module:

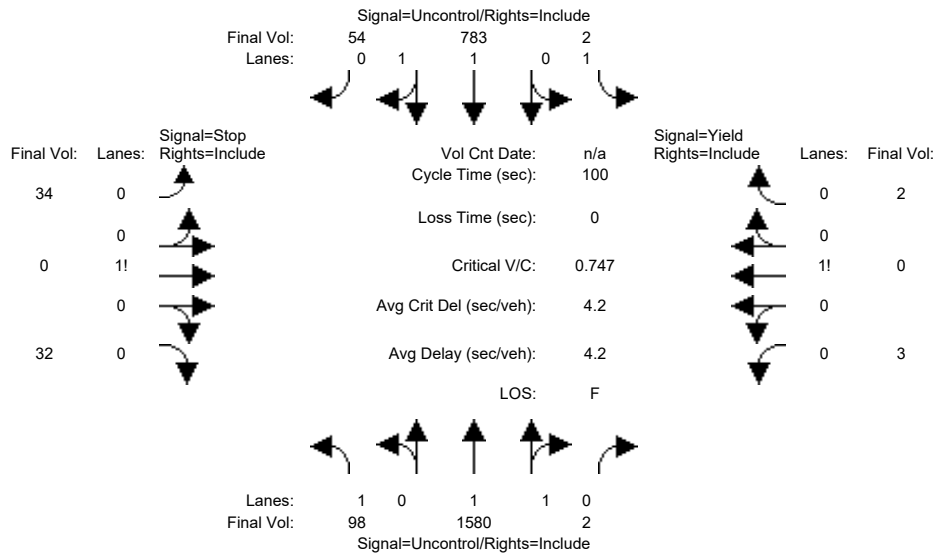
2Way95thQ:	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx										
Control Del:	12.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxxx	xxxxx										
LOS by Move:	B	*	*	*	*	*	*	*	*	*	*	*										
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT										
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	122	xxxxx	xxxx	142	xxxxx										
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	6.7	xxxxx	xxxxx	0.4	xxxxx										
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	149	xxxxx	xxxxx	34.2	xxxxx										
Shared LOS:	*	*	*	*	*	*	*	F	*	*	D	*										
ApproachDel:	xxxxxxx			xxxxxxx				149.1			34.2											
ApproachLOS:	*			*				F			D											

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #2300: Lafayette St and Duane Ave



Street Name:	Lafayette St						Duane Ave					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R

Volume Module:	North Bound			South Bound			East Bound			West Bound		
Base Vol:	91	1469	2	2	728	50	32	0	30	3	0	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	91	1469	2	2	728	50	32	0	30	3	0	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	91	1469	2	2	728	50	32	0	30	3	0	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	98	1580	2	2	783	54	34	0	32	3	0	2
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	98	1580	2	2	783	54	34	0	32	3	0	2

Critical Gap Module:	North Bound			South Bound			East Bound			West Bound		
Critical Gp:	4.1	xxxx	xxxxx	4.1	xxxx	xxxxx	7.5	6.5	6.9	7.5	6.5	6.9
FollowUpTim:	2.2	xxxx	xxxxx	2.2	xxxx	xxxxx	3.5	4.0	3.3	3.5	4.0	3.3

Capacity Module:	North Bound			South Bound			East Bound			West Bound		
Cnflct Vol:	837	xxxx	xxxxx	1582	xxxx	xxxxx	1799	2591	418	2172	2617	791
Potent Cap.:	806	xxxx	xxxxx	421	xxxx	xxxxx	51	26	589	27	25	337
Move Cap.:	806	xxxx	xxxxx	421	xxxx	xxxxx	46	22	589	23	21	337
Volume/Cap:	0.12	xxxx	xxxx	0.01	xxxx	xxxx	0.75	0.00	0.05	0.14	0.00	0.01

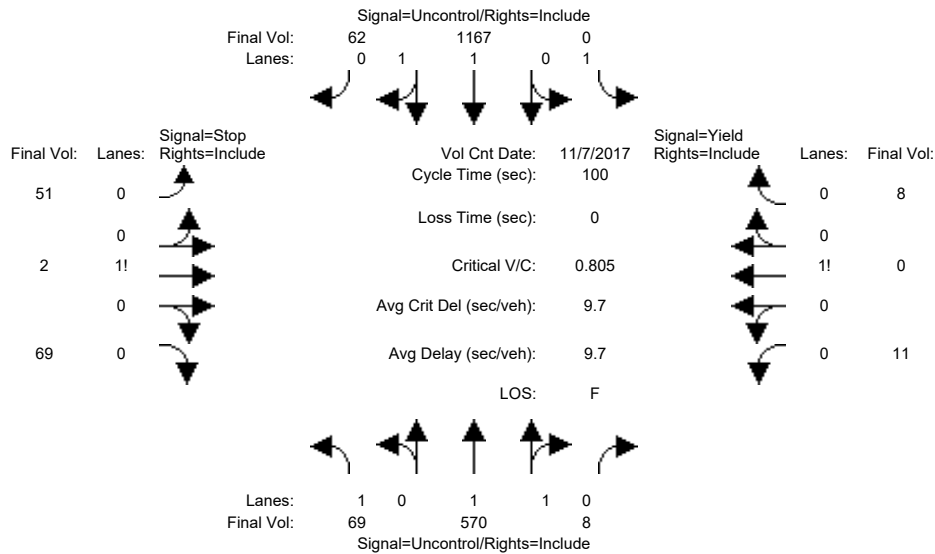
Level Of Service Module:	North Bound			South Bound			East Bound			West Bound		
2Way95thQ:	0.4	xxxx	xxxxx	0.0	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	10.1	xxxx	xxxxx	13.6	xxxx	xxxxx	xxxxxx	xxxx	xxxxx	xxxxxx	xxxx	xxxxx
LOS by Move:	B	*	*	B	*	*	*	*	*	*	*	*
Movement:	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT	LT	LTR	RT
Shared Cap.:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	83	xxxxx	xxxx	36	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	4.1	xxxxx	xxxxx	0.5	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	137	xxxxx	xxxxx	120	xxxxx
Shared LOS:	*	*	*	*	*	*	*	F	*	*	F	*
ApproachDel:	xxxxxxx			xxxxxxx			136.5			120.1		
ApproachLOS:	*			*			F			F		

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

MCA Update
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report
2000 HCM Unsignalized (Future Volume Alternative)
Cumulative + Project PM (2-4PM)

Intersection #2300: Lafayette St and Duane Ave



Street Name: Lafayette St Duane Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (7 Nov 2017), and various volume metrics (Base Vol, Growth Adj, Initial Bse, Added Vol, Appr & Pend, Initial Fut, User Adj, PHF Adj, PHF Volume, Reduct Vol, Final Volume) for each approach and movement.

Table for Critical Gap Module showing Critical Gap and FollowUpTim values for each approach and movement.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. for each approach and movement.

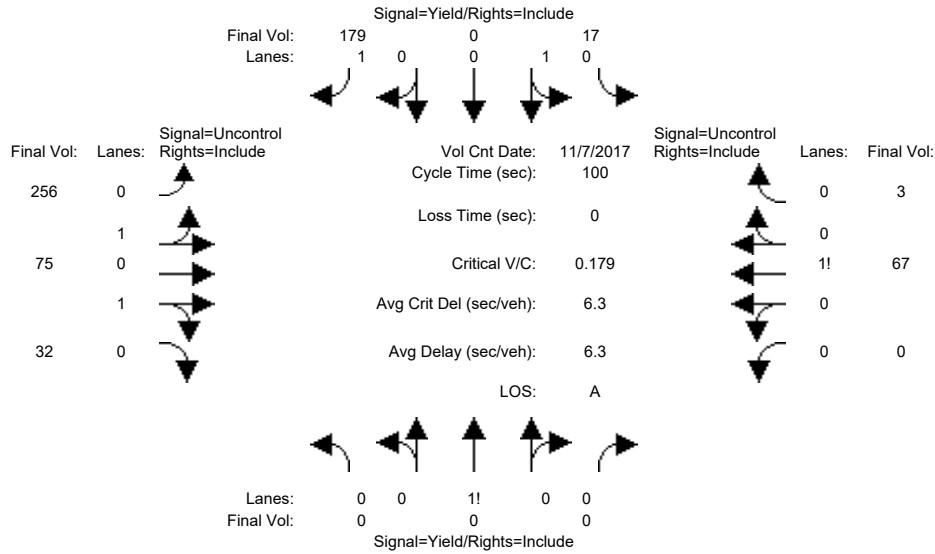
Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Movement, Shared Cap., SharedQueue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS for each approach and movement.

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #2400: Alfred St and Space Park Dr



Street Name: Alfred St Space Park Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	0	0	0	11	0	113	161	47	20	0	42	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	11	0	113	161	47	20	0	42	2
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	11	0	113	161	47	20	0	42	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
PHF Volume:	0	0	0	17	0	179	256	75	32	0	67	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	17	0	179	256	75	32	0	67	3

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	760	671	53	617	686	68	70	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	325	380	1020	457	373	1001	1544	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	226	305	1020	388	299	1001	1544	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.05	0.00	0.18	0.17	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

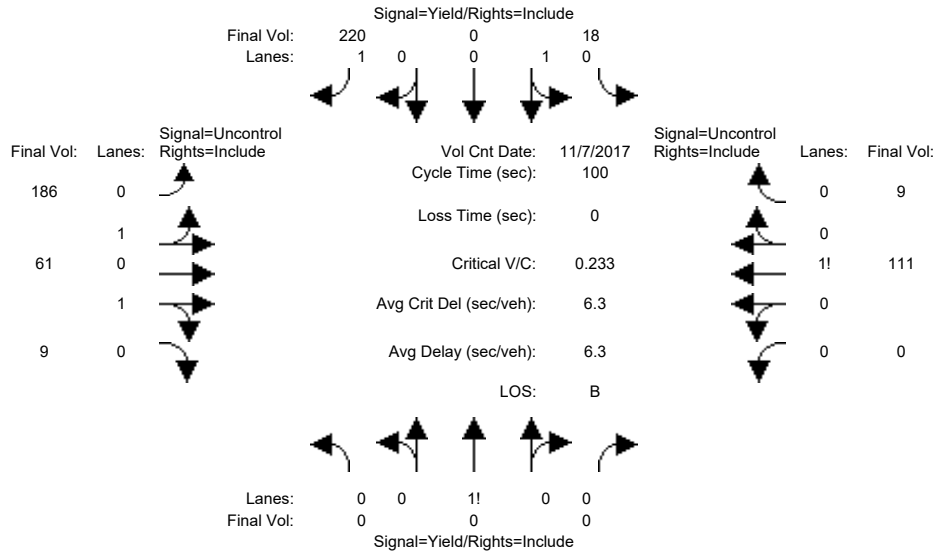
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.7	0.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	9.4	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	388	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	14.7	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxxx					9.9	xxxxxxx			xxxxxxx		
ApproachLOS:	*					A	*			*		*

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

MCA Update  
Santa Clara, CA  
Hexagon Transportation Consultants, Inc.

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

Intersection #2400: Alfred St and Space Park Dr



Street Name: Alfred St Space Park Dr  
Approach: North Bound South Bound East Bound West Bound  
Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	0	0	0	14	0	167	141	46	7	0	84	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	167	141	46	7	0	84	7
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	0	167	141	46	7	0	84	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	0	0	0	18	0	220	186	61	9	0	111	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	18	0	220	186	61	9	0	111	9

Critical Gap Module:

Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	661	556	35	516	556	115	120	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	378	442	1044	522	442	943	1481	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	259	380	1044	466	380	943	1481	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.04	0.00	0.23	0.13	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:

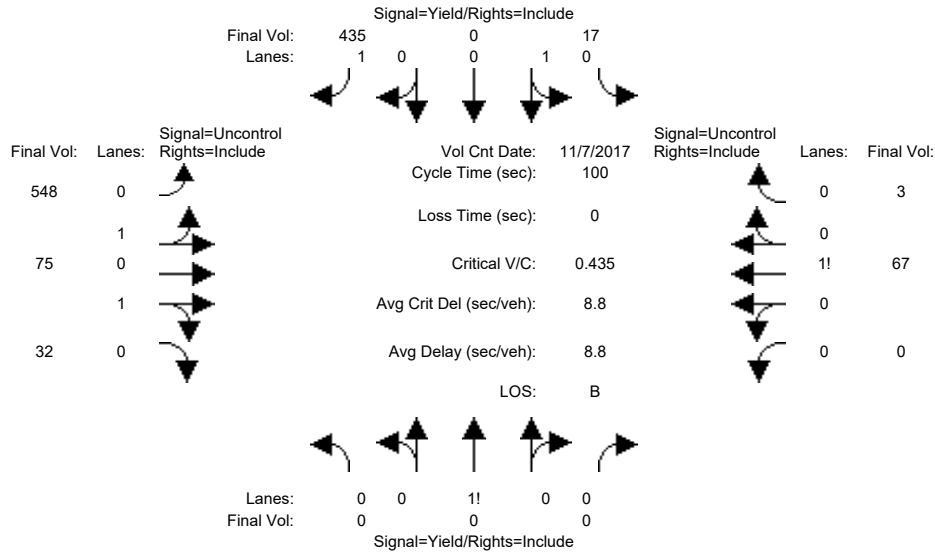
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	0.9	0.4	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	10.0	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	A	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	466	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx	0.4	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	13.0	xxxx	xxxxx	7.8	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	B	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxxx			10.2			xxxxxxx			xxxxxxx		
ApproachLOS:	*			B			*			*		*

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #2400: Alfred St and Space Park Dr



Street Name: Alfred St Space Park Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	0	0	0	11	0	113	161	47	20	0	42	2
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	11	0	113	161	47	20	0	42	2
Added Vol:	0	0	0	0	0	161	184	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	11	0	274	345	47	20	0	42	2
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63	0.63
PHF Volume:	0	0	0	17	0	435	548	75	32	0	67	3
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Final Volume:	0	0	0	17	0	435	548	75	32	0	67	3

Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

Capacity Module:												
Cnflct Vol:	1471	1256	53	1201	1270	68	70	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	106	173	1020	206	170	1001	1544	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	35	82	1020	121	81	1001	1544	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.14	0.00	0.43	0.35	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	2.2	1.6	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	11.3	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	121	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
Shared Queue:	xxxxx	xxxx	xxxxx	0.5	xxxx	xxxxx	1.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	39.7	xxxx	xxxxx	8.6	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	E	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxxx			12.4			xxxxxxx			xxxxxxx		
ApproachLOS:	*			B			*			*		

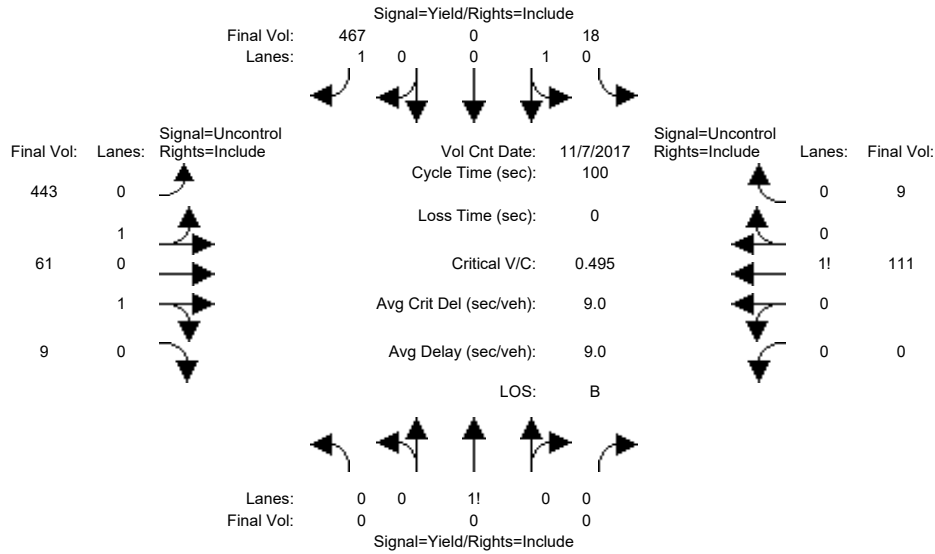
Note: Queue reported is the number of cars per lane.



MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

Intersection #2400: Alfred St and Space Park Dr



Street Name: Alfred St Space Park Dr  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	0	0	0	14	0	167	141	46	7	0	84	7
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	0	0	0	14	0	167	141	46	7	0	84	7
Added Vol:	0	0	0	0	0	188	196	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	0	0	0	14	0	355	337	46	7	0	84	7
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76	0.76
PHF Volume:	0	0	0	18	0	467	443	61	9	0	111	9
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	0	0	0	18	0	467	443	61	9	0	111	9

Critical Gap Module:												
Critical Gp:	7.1	6.5	6.2	6.4	6.5	6.2	4.1	xxxx	xxxxx	xxxxx	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	3.5	4.0	3.3	2.2	xxxx	xxxxx	xxxxx	xxxx	xxxxx

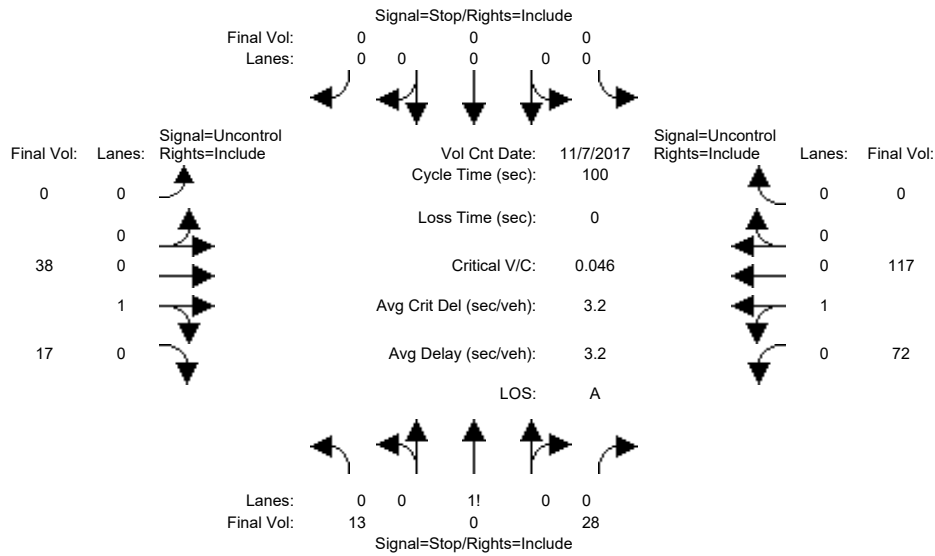
Capacity Module:												
Cnflct Vol:	1301	1072	35	1032	1072	115	120	xxxx	xxxxx	xxxx	xxxx	xxxxx
Potent Cap.:	139	222	1044	260	222	943	1481	xxxx	xxxxx	xxxx	xxxx	xxxxx
Move Cap.:	48	133	1044	179	133	943	1481	xxxx	xxxxx	xxxx	xxxx	xxxxx
Volume/Cap:	0.00	0.00	0.00	0.10	0.00	0.50	0.30	xxxx	xxxx	xxxx	xxxx	xxxx

Level Of Service Module:												
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	2.8	1.3	xxxx	xxxxx	xxxx	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	12.5	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	B	A	*	*	*	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	0	xxxxx	179	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	xxxx	xxxxx	0.3	xxxx	xxxxx	1.3	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shrd ConDel:	xxxxx	xxxx	xxxxx	27.4	xxxx	xxxxx	8.5	xxxx	xxxxx	xxxxx	xxxx	xxxxx
Shared LOS:	*	*	*	D	*	*	A	*	*	*	*	*
ApproachDel:	xxxxxxx			13.1			xxxxxxx			xxxxxxx		
ApproachLOS:	*			B			*			*		*

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Cumulative AM

Intersection #2500: Duane Ave and Alfred St



Street Name: Alfred St Duane Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	7 Nov 2017	<<						
Base Vol:	9	0	19	0	0	0	26	12	50	81	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
Initial Bse:	9	0	19	0	0	0	26	12	50	81	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	19	0	0	0	26	12	50	81	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
PHF Adj:	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
PHF Volume:	13	0	28	0	0	0	38	17	72	117	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	0	28	0	0	0	38	17	72	117	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	309	309	46	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	55	xxxx	xxxxx
Potent Cap.:	688	609	1029	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1563	xxxx	xxxxx
Move Cap.:	662	579	1029	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1563	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx

Level Of Service Module:

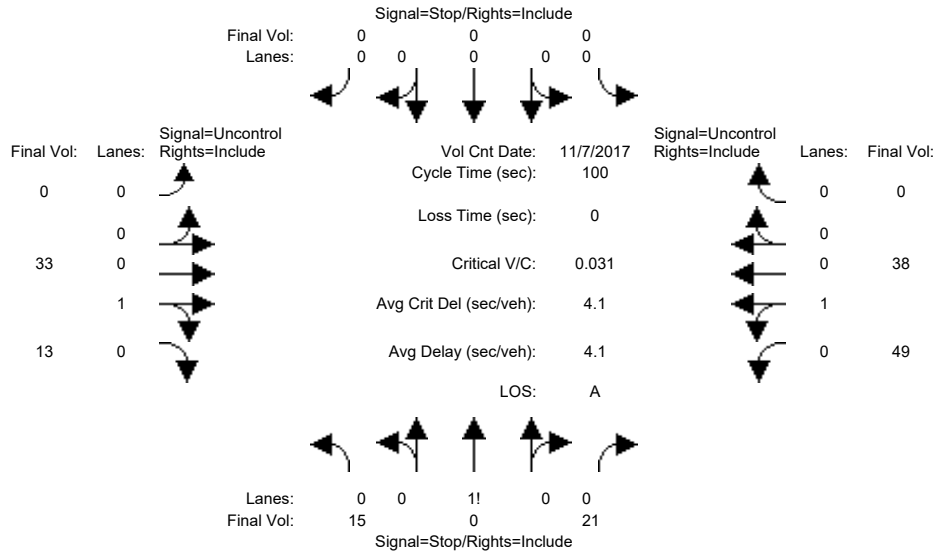
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	873	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.3			xxxxxxx			xxxxxxx		xxxxxxx			
ApproachLOS:	A			*			*		*	A	*	*

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

MCA Update
Santa Clara, CA
Hexagon Transportation Consultants, Inc.

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

Intersection #2500: Duane Ave and Alfred St



Street Name: Alfred St Duane Ave
Approach: North Bound South Bound East Bound West Bound
Movement: L - T - R L - T - R L - T - R L - T - R

Table with columns for Volume Module, Count, Date (7 Nov 2017), and various traffic volume metrics (Base Vol, Growth Adj, Initial Bse, etc.) for each approach and movement.

Table for Critical Gap Module showing Critical Gap and FollowUpTim values for different movements.

Table for Capacity Module showing Cnflct Vol, Potent Cap., Move Cap., and Volume/Cap. ratios.

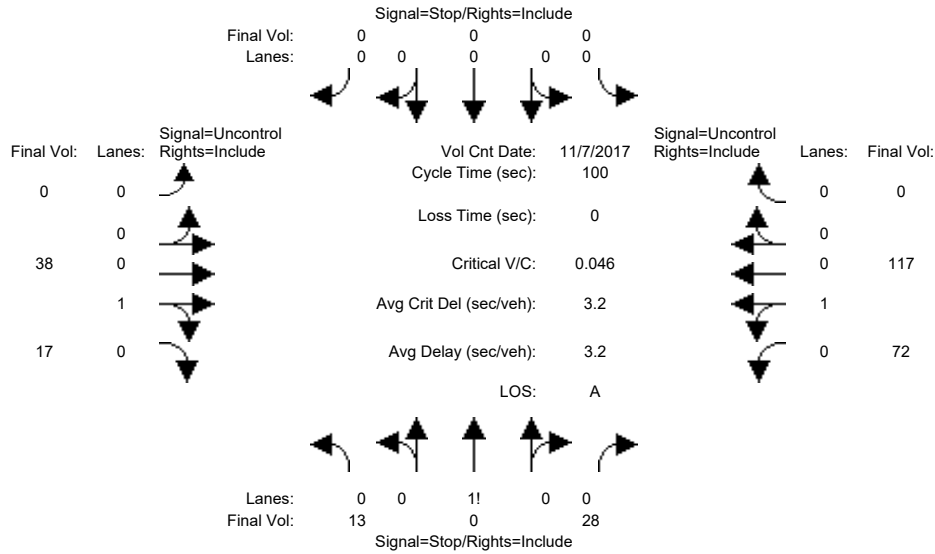
Table for Level Of Service Module showing 2Way95thQ, Control Del, LOS by Move, Shared Cap., Shared Queue, Shrd ConDel, Shared LOS, ApproachDel, and ApproachLOS.

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #2500: Duane Ave and Alfred St



Street Name: Alfred St Duane Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	9	0	19	0	0	0	0	26	12	50	81	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:	9	0	19	0	0	0	0	26	12	50	81	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	9	0	19	0	0	0	0	26	12	50	81	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69	0.69
PHF Volume:	13	0	28	0	0	0	0	38	17	72	117	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	13	0	28	0	0	0	0	38	17	72	117	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	309	309	46	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	55	xxxx	xxxxx
Potent Cap.:	688	609	1029	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1563	xxxx	xxxxx
Move Cap.:	662	579	1029	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1563	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.03	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.05	xxxx	xxxx

Level Of Service Module:

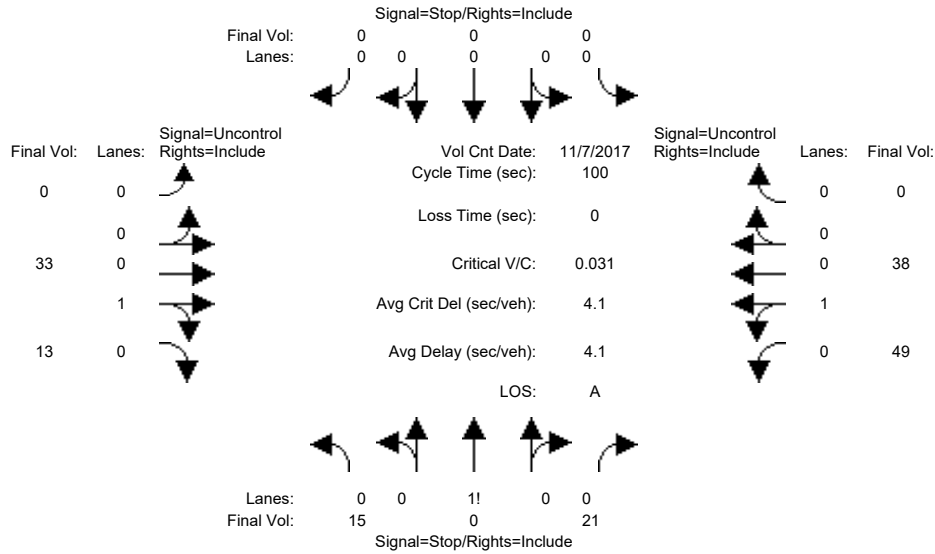
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	
Shared Cap.:	xxxx	873	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.3	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.3			xxxxxx			xxxxxx			xxxxxx		
ApproachLOS:	A			*			*			*		

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Unsignalized (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

Intersection #2500: Duane Ave and Alfred St



Street Name: Alfred St Duane Ave  
 Approach: North Bound South Bound East Bound West Bound  
 Movement: L - T - R L - T - R L - T - R L - T - R

Volume Module:	>>	Count	Date:	7 Nov 2017	<<						
Base Vol:	14	0	20	0	0	0	31	12	46	36	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
Initial Bse:	14	0	20	0	0	0	31	12	46	36	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	14	0	20	0	0	0	31	12	46	36	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
PHF Adj:	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
PHF Volume:	15	0	21	0	0	0	33	13	49	38	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0
FinalVolume:	15	0	21	0	0	0	33	13	49	38	0

Critical Gap Module:

Critical Gp:	6.4	6.5	6.2	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	4.1	xxxx	xxxxx
FollowUpTim:	3.5	4.0	3.3	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	2.2	xxxx	xxxxx

Capacity Module:

Cnflct Vol:	176	176	39	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	46	xxxx	xxxxx
Potent Cap.:	819	722	1038	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1575	xxxx	xxxxx
Move Cap.:	799	699	1038	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	1575	xxxx	xxxxx
Volume/Cap:	0.02	0.00	0.02	xxxx	xxxx	xxxx	xxxx	xxxx	xxxx	0.03	xxxx	xxxx

Level Of Service Module:

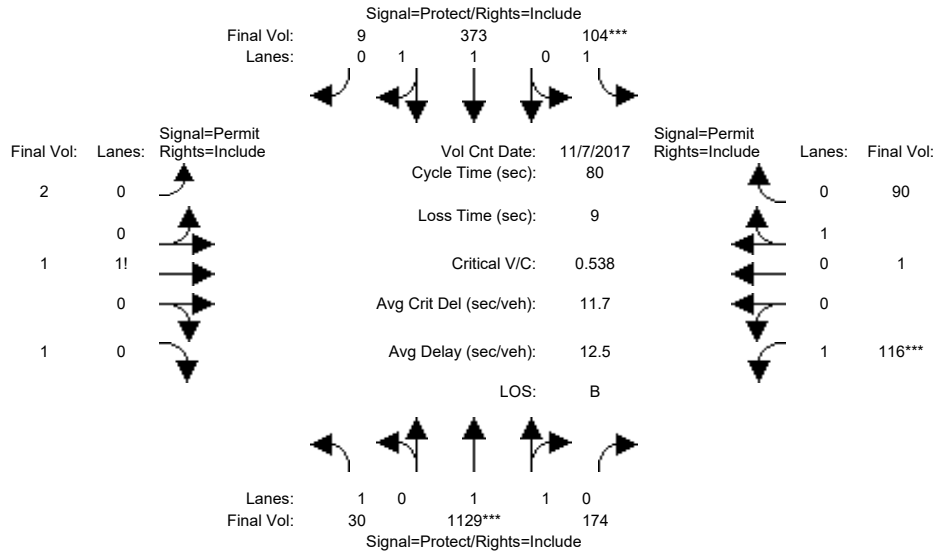
2Way95thQ:	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Control Del:	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
LOS by Move:	*	*	*	*	*	*	*	*	*	A	*	*
Movement:	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT	LT - LTR - RT
Shared Cap.:	xxxx	924	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx	xxxx	xxxx	xxxxx
SharedQueue:	xxxxx	0.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	0.1	xxxx	xxxxx
Shrd ConDel:	xxxxx	9.1	xxxxx	xxxxx	xxxx	xxxxx	xxxxx	xxxx	xxxxx	7.4	xxxx	xxxxx
Shared LOS:	*	A	*	*	*	*	*	*	*	A	*	*
ApproachDel:	9.1			xxxxxx			xxxxxx		xxxxxx			
ApproachLOS:	A			*			*		*			*

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #2600: Scott Blvd and Space Park Dr



Street Name:	Scott Blvd						Space Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	25	926	143	85	306	7	2	1	1	95	1	74
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	25	926	143	85	306	7	2	1	1	95	1	74
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	25	926	143	85	306	7	2	1	1	95	1	74
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82
PHF Volume:	30	1129	174	104	373	9	2	1	1	116	1	90
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	30	1129	174	104	373	9	2	1	1	116	1	90
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	30	1129	174	104	373	9	2	1	1	116	1	90

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	1.73	0.27	1.00	1.95	0.05	0.50	0.25	0.25	1.00	0.01	0.99
Final Sat.:	1750	3205	495	1750	3617	83	875	438	438	1750	24	1776

Capacity Analysis Module:												
Vol/Sat:	0.02	0.35	0.35	0.06	0.10	0.10	0.00	0.00	0.00	0.07	0.05	0.05
Crit Moves:	****			****						****		
Green/Cycle:	0.22	0.65	0.65	0.11	0.55	0.55	0.12	0.12	0.12	0.12	0.12	0.12
Volume/Cap:	0.08	0.54	0.54	0.54	0.19	0.19	0.02	0.02	0.02	0.54	0.41	0.41
Delay/Veh:	25.0	7.6	7.6	36.7	9.2	9.2	30.9	30.9	30.9	35.7	33.7	33.7
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	25.0	7.6	7.6	36.7	9.2	9.2	30.9	30.9	30.9	35.7	33.7	33.7
LOS by Move:	C	A	A	D+	A	A	C	C	C	D+	C-	C-
HCM2kAvgQ:	1	9	9	3	2	2	0	0	0	4	3	3

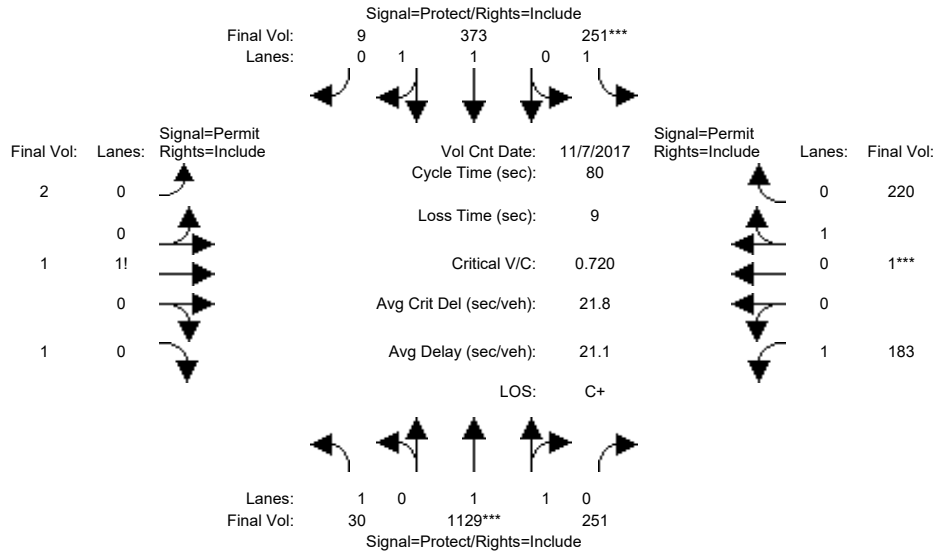
Note: Queue reported is the number of cars per lane.



MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #2600: Scott Blvd and Space Park Dr



Street Name:	Scott Blvd						Space Park Dr					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<											
Base Vol:	25	926	143	85	306	7	2	1	1	95	1	74				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	25	926	143	85	306	7	2	1	1	95	1	74				
Added Vol:	0	0	63	121	0	0	0	0	0	55	0	106				
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	25	926	206	206	306	7	2	1	1	150	1	180				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82	0.82				
PHF Volume:	30	1129	251	251	373	9	2	1	1	183	1	220				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	30	1129	251	251	373	9	2	1	1	183	1	220				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	30	1129	251	251	373	9	2	1	1	183	1	220				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	1.63	0.37	1.00	1.95	0.05	0.50	0.25	0.25	1.00	0.01	0.99
Final Sat.:	1750	3026	673	1750	3617	83	875	438	438	1750	10	1790

Capacity Analysis Module:												
Vol/Sat:	0.02	0.37	0.37	0.14	0.10	0.10	0.00	0.00	0.00	0.10	0.12	0.12
Crit Moves:	****			****						****		
Green/Cycle:	0.20	0.52	0.52	0.20	0.51	0.51	0.17	0.17	0.17	0.17	0.17	0.17
Volume/Cap:	0.09	0.72	0.72	0.72	0.20	0.20	0.02	0.02	0.02	0.61	0.72	0.72
Delay/Veh:	25.8	16.2	16.2	37.1	10.7	10.7	27.6	27.6	27.6	34.5	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:	25.8	16.2	16.2	37.1	10.7	10.7	27.6	27.6	27.6	34.5	39.5	39.5
LOS by Move:	C	B	B	D+	B+	B+	C	C	C	C-	D	D
HCM2kAvgQ:	1	13	13	8	3	3	0	0	0	6	7	7

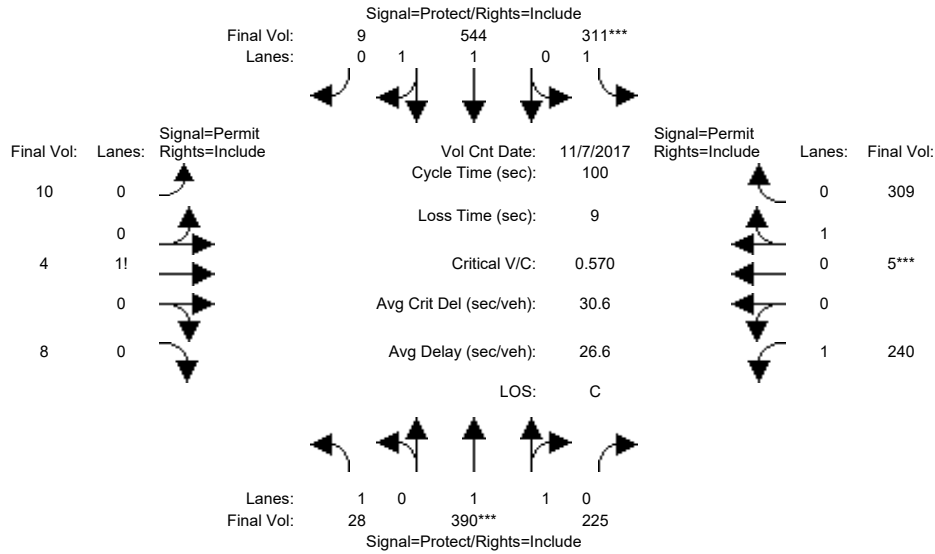
Note: Queue reported is the number of cars per lane.



MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

Intersection #2600: Scott Blvd and Space Park Dr



Street Name:	Scott Blvd						Space Park Dr					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	10	10	4	10	10	4	4	4	4	4	4
Y+R:	4.0	5.0	5.0	4.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	22	312	113	120	435	7	8	3	6	128	4	123
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	22	312	113	120	435	7	8	3	6	128	4	123
Added Vol:	0	0	67	129	0	0	0	0	0	64	0	124
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	22	312	180	249	435	7	8	3	6	192	4	247
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	28	390	225	311	544	9	10	4	8	240	5	309
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	28	390	225	311	544	9	10	4	8	240	5	309
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	28	390	225	311	544	9	10	4	8	240	5	309

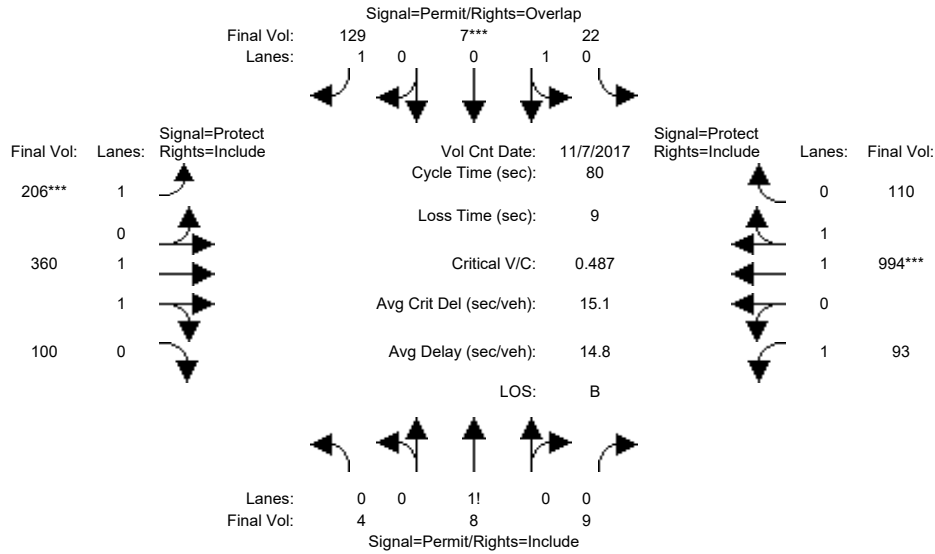
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.99	0.95	0.92	0.97	0.95	0.92	0.92	0.92	0.92	0.95	0.95
Lanes:	1.00	1.25	0.75	1.00	1.97	0.03	0.47	0.18	0.35	1.00	0.02	0.98
Final Sat.:	1750	2345	1353	1750	3641	59	824	309	618	1750	29	1771

Capacity Analysis Module:												
Vol/Sat:	0.02	0.17	0.17	0.18	0.15	0.15	0.01	0.01	0.01	0.14	0.17	0.17
Crit Moves:	****			****						****		
Green/Cycle:	0.13	0.29	0.29	0.31	0.48	0.48	0.31	0.31	0.31	0.31	0.31	0.31
Volume/Cap:	0.12	0.57	0.57	0.57	0.31	0.31	0.04	0.04	0.04	0.45	0.57	0.57
Delay/Veh:	38.9	30.8	30.8	30.2	16.2	16.2	24.4	24.4	24.4	28.5	30.6	30.6
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	38.9	30.8	30.8	30.2	16.2	16.2	24.4	24.4	24.4	28.5	30.6	30.6
LOS by Move:	D+	C	C	C	B	B	C	C	C	C	C	C
HCM2kAvgQ:	1	8	8	9	5	5	0	0	0	7	9	9

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative AM

Intersection #2700: Jay St and Scott Blvd



Street Name:	Jay St						Scott Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	10	10	10	6	10	10	4	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0	6.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<												
Base Vol:	4	7	8	20	6	116	185	324	90	84	895	99					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	4	7	8	20	6	116	185	324	90	84	895	99					
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	4	7	8	20	6	116	185	324	90	84	895	99					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90					
PHF Volume:	4	8	9	22	7	129	206	360	100	93	994	110					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	4	8	9	22	7	129	206	360	100	93	994	110					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	4	8	9	22	7	129	206	360	100	93	994	110					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.21	0.37	0.42	0.77	0.23	1.00	1.00	1.55	0.45	1.00	1.80	0.20
Final Sat.:	368	645	737	1385	415	1750	1750	2895	804	1750	3331	368

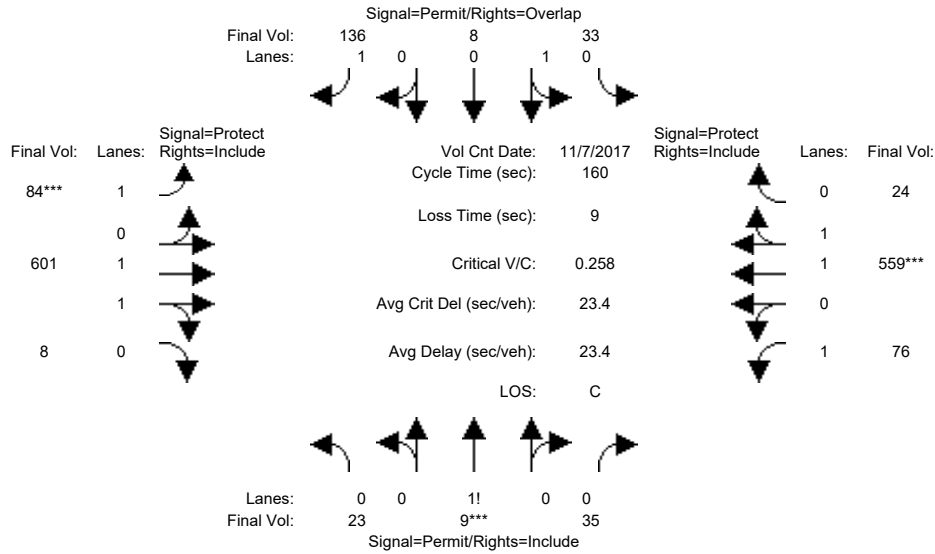
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.07	0.12	0.12	0.12	0.05	0.30	0.30
Crit Moves:					****		****				****	
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.34	0.22	0.53	0.53	0.23	0.55	0.55
Volume/Cap:	0.10	0.10	0.10	0.13	0.13	0.22	0.55	0.23	0.23	0.23	0.55	0.55
Delay/Veh:	31.2	31.2	31.2	31.4	31.4	19.0	29.6	10.0	10.0	25.5	12.0	12.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	31.2	31.2	31.2	31.4	31.4	19.0	29.6	10.0	10.0	25.5	12.0	12.0
LOS by Move:	C	C	C	C	C	B-	C	A	A	C	B	B
HCM2kAvgQ:	1	1	1	1	1	2	5	3	3	2	9	9

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #2700: Jay St and Scott Blvd



Street Name:	Jay St						Scott Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	10	10	10	6	10	10	4	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0	6.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	18	7	28	26	6	109	67	481	6	61	447	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	7	28	26	6	109	67	481	6	61	447	19
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	7	28	26	6	109	67	481	6	61	447	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	23	9	35	33	8	136	84	601	8	76	559	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	9	35	33	8	136	84	601	8	76	559	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	9	35	33	8	136	84	601	8	76	559	24

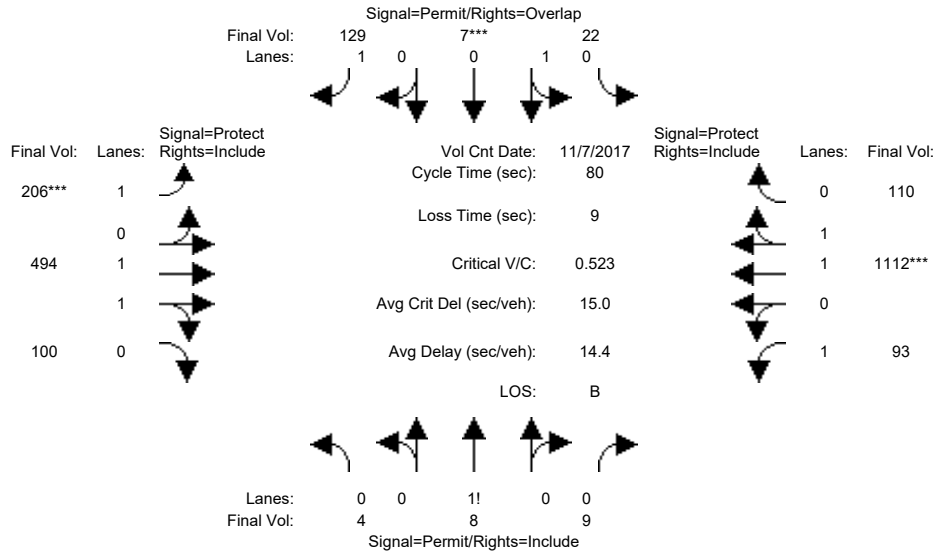
Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.34	0.13	0.53	0.81	0.19	1.00	1.00	1.97	0.03	1.00	1.92	0.08
Final Sat.:	594	231	925	1462	337	1750	1750	3654	46	1750	3549	151

Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.02	0.08	0.05	0.16	0.16	0.04	0.16	0.16
Crit Moves:	****						****			****		
Green/Cycle:	0.15	0.15	0.15	0.15	0.15	0.33	0.19	0.63	0.63	0.17	0.61	0.61
Volume/Cap:	0.26	0.26	0.26	0.15	0.15	0.23	0.26	0.26	0.26	0.26	0.26	0.26
Delay/Veh:	61.0	61.0	61.0	59.8	59.8	38.8	56.1	13.2	13.2	58.5	14.4	14.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	61.0	61.0	61.0	59.8	59.8	38.8	56.1	13.2	13.2	58.5	14.4	14.4
LOS by Move:	E	E	E	E+	E+	D+	E+	B	B	E+	B	B
HCM2kAvgQ:	3	3	3	2	2	5	4	7	7	4	6	6

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.  
 Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project AM

Intersection #2700: Jay St and Scott Blvd



Street Name:	Jay St						Scott Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	10	10	10	6	10	10	4	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0	6.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<												
Base Vol:	4	7	8	20	6	116	185	324	90	84	895	99					
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Initial Bse:	4	7	8	20	6	116	185	324	90	84	895	99					
Added Vol:	0	0	0	0	0	0	0	121	0	0	106	0					
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0					
Initial Fut:	4	7	8	20	6	116	185	445	90	84	1001	99					
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
PHF Adj:	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90					
PHF Volume:	4	8	9	22	7	129	206	494	100	93	1112	110					
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0					
Reduced Vol:	4	8	9	22	7	129	206	494	100	93	1112	110					
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00					
Final Volume:	4	8	9	22	7	129	206	494	100	93	1112	110					

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.98	0.95	0.92	0.98	0.95
Lanes:	0.21	0.37	0.42	0.77	0.23	1.00	1.00	1.65	0.35	1.00	1.82	0.18
Final Sat.:	368	645	737	1385	415	1750	1750	3077	622	1750	3367	333

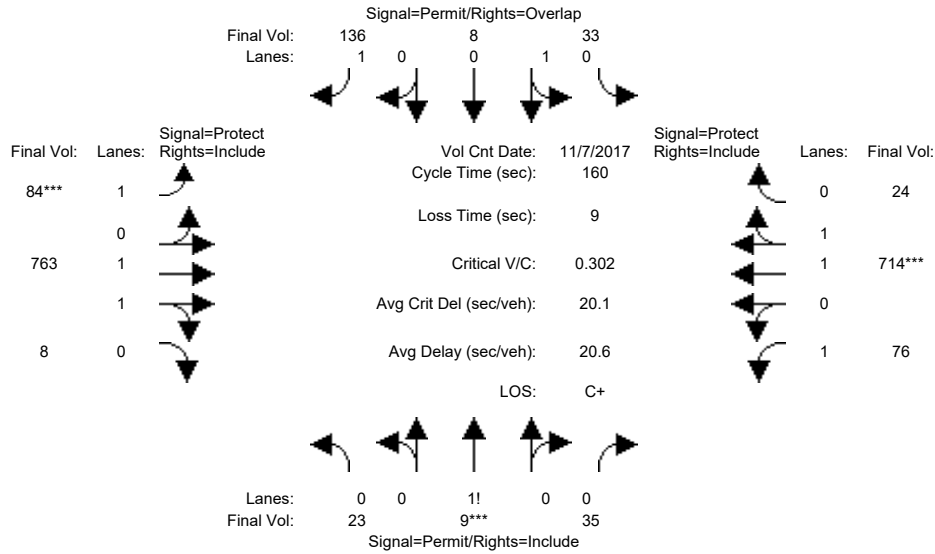
Capacity Analysis Module:												
Vol/Sat:	0.01	0.01	0.01	0.02	0.02	0.07	0.12	0.16	0.16	0.05	0.33	0.33
Crit Moves:					****		****				****	
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.33	0.20	0.57	0.57	0.19	0.56	0.56
Volume/Cap:	0.10	0.10	0.10	0.13	0.13	0.23	0.59	0.28	0.28	0.28	0.59	0.59
Delay/Veh:	31.2	31.2	31.2	31.4	31.4	19.9	31.6	8.8	8.8	28.2	11.9	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:	31.2	31.2	31.2	31.4	31.4	19.9	31.6	8.8	8.8	28.2	11.9	11.9
LOS by Move:	C	C	C	C	C	B-	C	A	A	C	B+	B+
HCM2kAvgQ:	1	1	1	1	1	3	5	4	4	2	11	11

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

Intersection #2700: Jay St and Scott Blvd



Street Name:	Jay St						Scott Blvd					
	North Bound			South Bound			East Bound			West Bound		
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	4	4	4	10	10	10	6	10	10	4	10	10
Y+R:	5.0	5.0	5.0	5.0	5.0	5.0	4.0	6.0	6.0	4.0	6.0	6.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	18	7	28	26	6	109	67	481	6	61	447	19
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	18	7	28	26	6	109	67	481	6	61	447	19
Added Vol:	0	0	0	0	0	0	0	129	0	0	124	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	18	7	28	26	6	109	67	610	6	61	571	19
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80	0.80
PHF Volume:	23	9	35	33	8	136	84	763	8	76	714	24
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	23	9	35	33	8	136	84	763	8	76	714	24
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	23	9	35	33	8	136	84	763	8	76	714	24

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.92	0.92	0.95	0.95	0.92	0.92	0.97	0.95	0.92	0.97	0.95
Lanes:	0.34	0.13	0.53	0.81	0.19	1.00	1.00	1.98	0.02	1.00	1.93	0.07
Final Sat.:	594	231	925	1462	337	1750	1750	3664	36	1750	3581	119

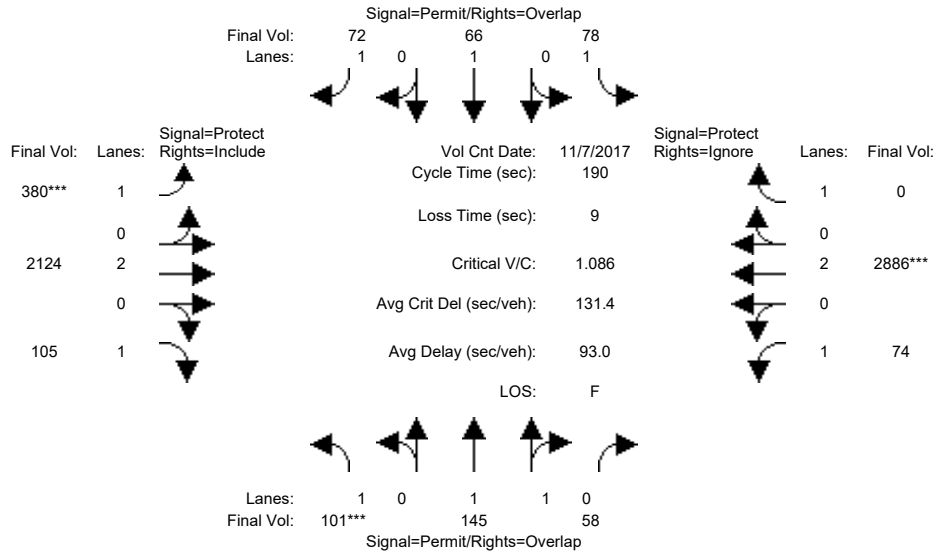
Capacity Analysis Module:												
Vol/Sat:	0.04	0.04	0.04	0.02	0.02	0.08	0.05	0.21	0.21	0.04	0.20	0.20
Crit Moves:	****						****			****		
Green/Cycle:	0.13	0.13	0.13	0.13	0.13	0.28	0.16	0.68	0.68	0.14	0.66	0.66
Volume/Cap:	0.30	0.30	0.30	0.18	0.18	0.27	0.30	0.31	0.31	0.31	0.30	0.30
Delay/Veh:	64.4	64.4	64.4	63.0	63.0	44.8	60.1	10.6	10.6	62.3	11.6	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:	64.4	64.4	64.4	63.0	63.0	44.8	60.1	10.6	10.6	62.3	11.6	11.6
LOS by Move:	E	E	E	E	E	D	E	B+	B+	E	B+	B+
HCM2kAvgQ:	3	3	3	2	2	5	4	8	8	4	8	8

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	25	25	25	25	25	31	138	138	12	117	117
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

	101	145	58	78	66	72	380	2124	105	74	2886	330
Base Vol:	101	145	58	78	66	72	380	2124	105	74	2886	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	145	58	78	66	72	380	2124	105	74	2886	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	145	58	78	66	72	380	2124	105	74	2886	330
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:	101	145	58	78	66	72	380	2124	105	74	2886	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	145	58	78	66	72	380	2124	105	74	2886	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:	101	145	58	78	66	72	380	2124	105	74	2886	0

Saturation Flow Module:

	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.41	0.59	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2642	1057	1750	1900	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

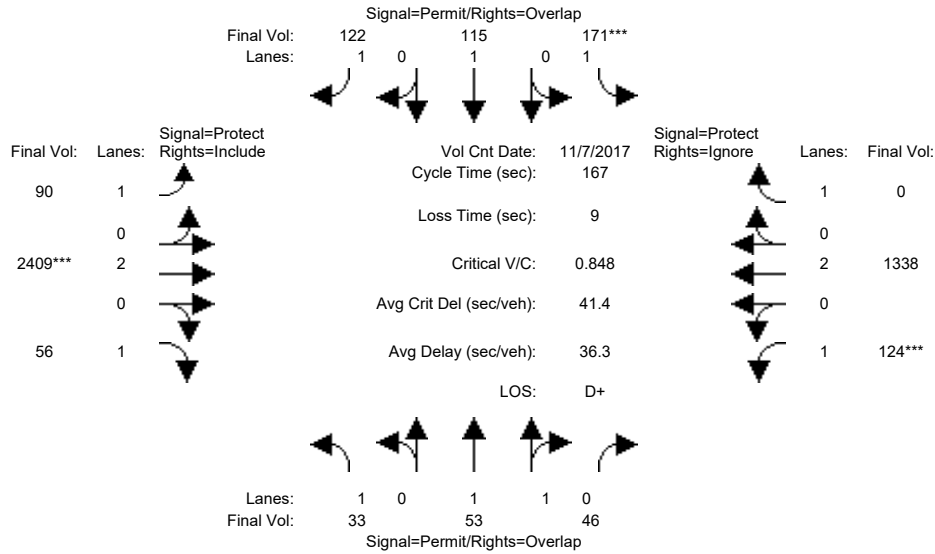
	0.06	0.05	0.05	0.04	0.03	0.04	0.22	0.56	0.06	0.04	0.76	0.00
Vol/Sat:	0.06	0.05	0.05	0.04	0.03	0.04	0.22	0.56	0.06	0.04	0.76	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.13	0.13	0.20	0.13	0.13	0.31	0.18	0.76	0.76	0.07	0.64	0.00
Volume/Cap:	0.44	0.42	0.28	0.34	0.26	0.13	1.19	0.74	0.08	0.64	1.19	0.00
Delay/Veh:	77.4	76.4	65.0	75.9	74.8	46.7	201.4	40.5	18.5	98.4	124	0.0
User DelAdj:	1.00	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	76.4	65.0	75.9	74.8	46.7	201.4	40.5	18.5	98.4	124	0.0
LOS by Move:	E-	E-	E	E-	E	D	F	D	B-	F	F	A
HCM2kAvqQ:	6	6	5	4	3	3	34	54	5	4	106	0

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	23	23	24	24	24	11	113	113	15	117	117
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	33	53	46	171	115	122	90	2409	56	124	1338	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	53	46	171	115	122	90	2409	56	124	1338	80
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	53	46	171	115	122	90	2409	56	124	1338	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	33	53	46	171	115	122	90	2409	56	124	1338	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	53	46	171	115	122	90	2409	56	124	1338	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:	33	53	46	171	115	122	90	2409	56	124	1338	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.05	0.95	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1980	1718	1750	1900	1750	1750	3800	1750	1750	3800	1750

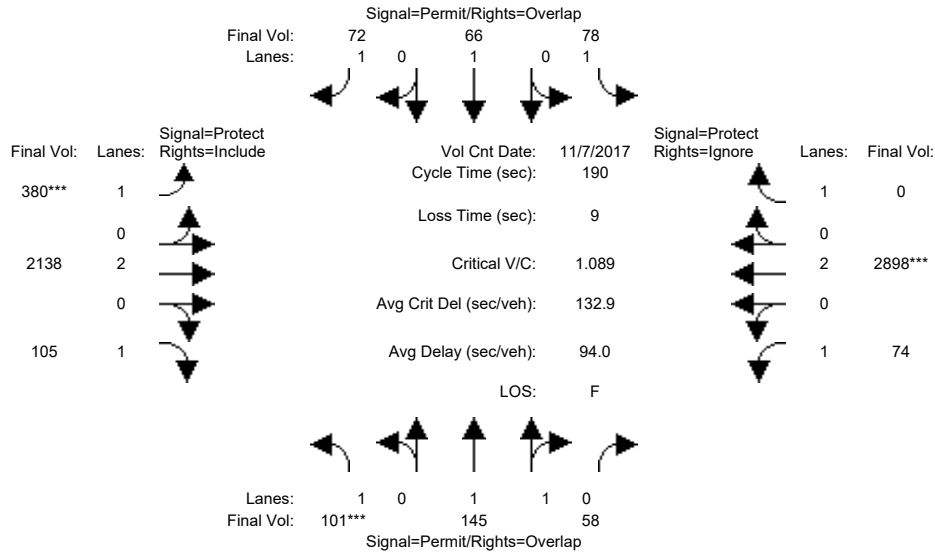
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.10	0.06	0.07	0.05	0.63	0.03	0.07	0.35	0.00
Crit Moves:				****				****			****	
Green/Cycle:	0.14	0.14	0.23	0.14	0.14	0.21	0.07	0.71	0.71	0.09	0.73	0.00
Volume/Cap:	0.13	0.19	0.11	0.68	0.42	0.33	0.75	0.89	0.04	0.79	0.48	0.00
Delay/Veh:	62.6	63.1	50.5	75.2	66.2	56.2	98.5	36.1	12.1	97.4	16.5	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:	62.6	63.1	50.5	75.2	66.2	56.2	98.5	36.1	12.1	97.4	16.5	0.0
LOS by Move:	E	E	D	E-	E	E+	F	D+	B	F	B	A
HCM2kAvgQ:	2	2	2	9	5	5	6	57	2	7	22	0

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	25	25	25	25	25	31	138	138	12	117	117
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	101	145	58	78	66	72	380	2124	105	74	2886	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	101	145	58	78	66	72	380	2124	105	74	2886	330
Added Vol:	0	0	0	0	0	0	0	14	0	0	12	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	101	145	58	78	66	72	380	2138	105	74	2898	330
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:	101	145	58	78	66	72	380	2138	105	74	2898	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	101	145	58	78	66	72	380	2138	105	74	2898	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	101	145	58	78	66	72	380	2138	105	74	2898	0

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	0.98	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.41	0.59	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	2642	1057	1750	1900	1750	1750	3800	1750	1750	3800	1750

Capacity Analysis Module:

Vol/Sat:	0.06	0.05	0.05	0.04	0.03	0.04	0.22	0.56	0.06	0.04	0.76	0.00
Crit Moves:	****						****				****	
Green/Cycle:	0.13	0.13	0.20	0.13	0.13	0.31	0.18	0.76	0.76	0.07	0.64	0.00
Volume/Cap:	0.44	0.42	0.28	0.34	0.26	0.13	1.19	0.74	0.08	0.64	1.19	0.00
Delay/Veh:	77.4	76.4	65.0	75.9	74.8	46.8	202.9	40.8	18.5	98.4	126	0.0
User DelAdj:	1.00	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	76.4	65.0	75.9	74.8	46.8	202.9	40.8	18.5	98.4	126	0.0
LOS by Move:	E-	E-	E	E-	E	D	F	D	B-	F	F	A
HCM2kAvgQ:	6	6	5	4	3	3	34	55	5	4	106	0

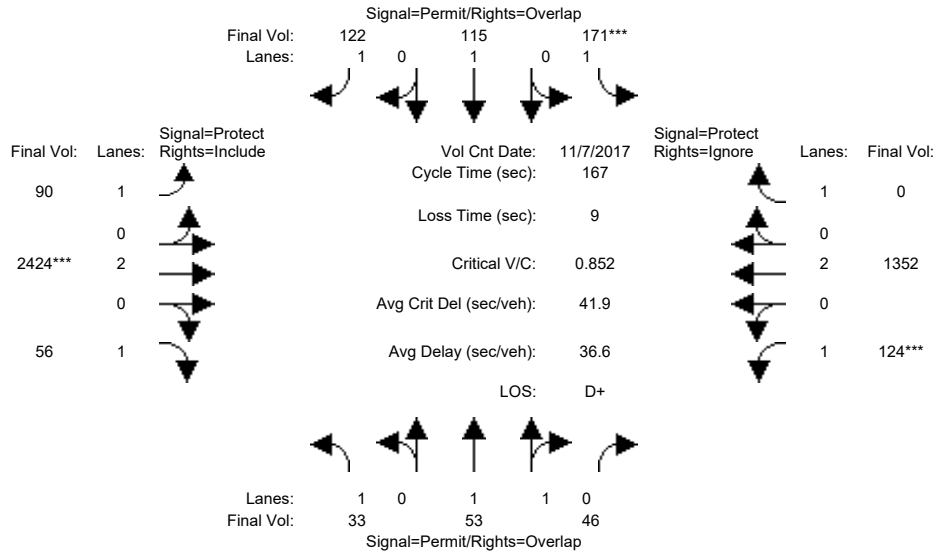
Note: Queue reported is the number of cars per lane.



MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

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



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	23	23	24	24	24	11	113	113	15	117	117
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	33	53	46	171	115	122	90	2409	56	124	1338	80
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	33	53	46	171	115	122	90	2409	56	124	1338	80
Added Vol:	0	0	0	0	0	0	0	15	0	0	14	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	33	53	46	171	115	122	90	2424	56	124	1352	80
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	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:	33	53	46	171	115	122	90	2424	56	124	1352	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	33	53	46	171	115	122	90	2424	56	124	1352	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	33	53	46	171	115	122	90	2424	56	124	1352	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.95	0.92	1.00	0.92	0.92	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.05	0.95	1.00	1.00	1.00	1.00	2.00	1.00	1.00	2.00	1.00
Final Sat.:	1750	1980	1718	1750	1900	1750	1750	3800	1750	1750	3800	1750

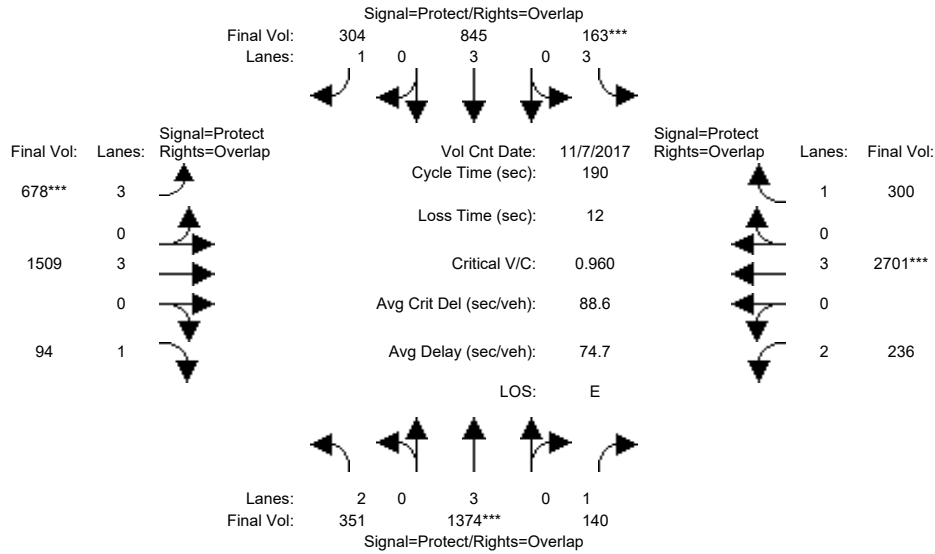
Capacity Analysis Module:												
Vol/Sat:	0.02	0.03	0.03	0.10	0.06	0.07	0.05	0.64	0.03	0.07	0.36	0.00
Crit Moves:				****				****				****
Green/Cycle:	0.14	0.14	0.23	0.14	0.14	0.21	0.07	0.71	0.71	0.09	0.73	0.00
Volume/Cap:	0.13	0.19	0.11	0.68	0.42	0.33	0.75	0.90	0.04	0.79	0.49	0.00
Delay/Veh:	62.6	63.1	50.5	75.2	66.2	56.2	98.5	36.7	12.1	97.4	16.6	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:	62.6	63.1	50.5	75.2	66.2	56.2	98.5	36.7	12.1	97.4	16.6	0.0
LOS by Move:	E	E	D	E-	E	E+	F	D+	B	F	B	A
HCM2kAvgQ:	2	2	2	9	5	5	6	58	2	7	22	0

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5329: CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	40	40	14	33	33	25	95	95	17	88	88
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	351	1374	140	163	845	304	678	1509	94	236	2701	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	1374	140	163	845	304	678	1509	94	236	2701	300
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	1374	140	163	845	304	678	1509	94	236	2701	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	351	1374	140	163	845	304	678	1509	94	236	2701	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	1374	140	163	845	304	678	1509	94	236	2701	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	351	1374	140	163	845	304	678	1509	94	236	2701	300

Saturation 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	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	5700	1750	4551	5700	1750	3150	5700	1750

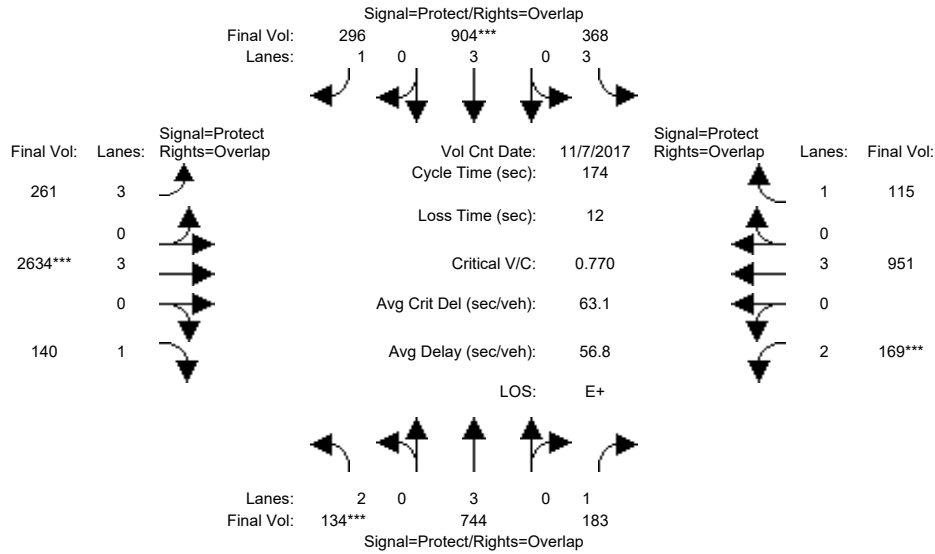
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.08	0.04	0.15	0.17	0.15	0.26	0.05	0.07	0.47	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.12	0.24	0.34	0.07	0.19	0.34	0.15	0.53	0.65	0.09	0.47	0.55
Volume/Cap:	0.91	1.00	0.24	0.49	0.77	0.51	1.00	0.50	0.08	0.79	1.00	0.31
Delay/Veh:	106.5	96.6	45.8	85.7	76.4	50.8	115.6	36.9	18.5	97.8	78.0	30.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.5	96.6	45.8	85.7	76.4	50.8	115.6	36.9	18.5	97.8	78.0	30.9
LOS by Move:	F	F	D	F	E-	D	F	D+	B-	F	E-	C
HCM2kAvqQ:	12	27	6	4	14	14	18	22	3	8	54	12

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

MCA Update  
Santa Clara, CA  
Hexagon Transportation Consultants, Inc.

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

Intersection #5329: CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	28	28	15	30	30	14	91	91	14	91	91
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	134	744	183	368	904	296	261	2634	140	169	951	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	744	183	368	904	296	261	2634	140	169	951	115
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	744	183	368	904	296	261	2634	140	169	951	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	744	183	368	904	296	261	2634	140	169	951	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	744	183	368	904	296	261	2634	140	169	951	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	744	183	368	904	296	261	2634	140	169	951	115

Saturation 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	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	5700	1750	4551	5700	1750	3150	5700	1750

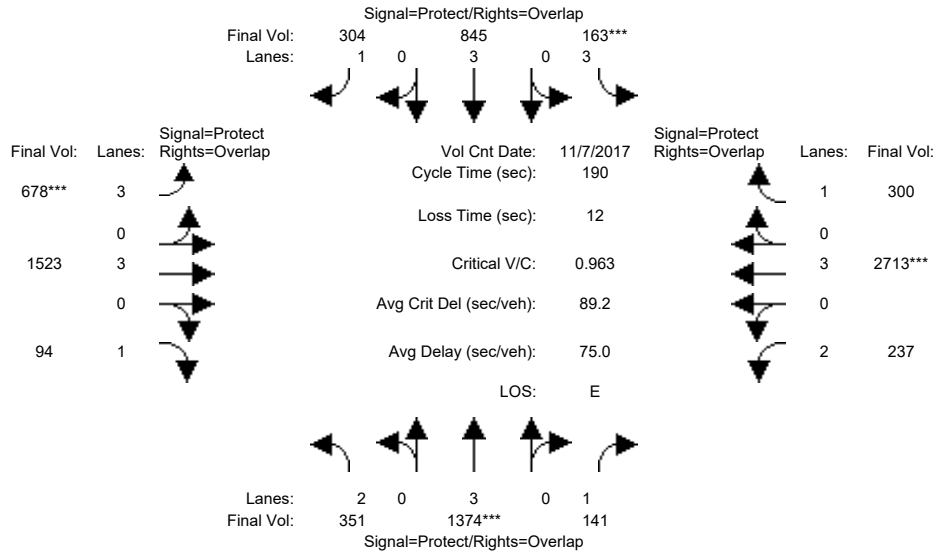
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.10	0.08	0.16	0.17	0.06	0.46	0.08	0.05	0.17	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.18	0.26	0.10	0.20	0.28	0.09	0.57	0.66	0.08	0.56	0.66
Volume/Cap:	0.49	0.71	0.40	0.82	0.81	0.60	0.66	0.81	0.12	0.67	0.30	0.10
Delay/Veh:	77.3	69.1	53.2	88.7	71.6	56.1	86.0	58.1	25.5	84.4	13.1	4.3
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:	77.3	69.1	53.2	88.7	71.6	56.1	86.0	58.1	25.5	84.4	13.1	4.3
LOS by Move:	E-	E	D-	F	E	E+	F	E+	C	F	B	A
HCM2kAvgQ:	4	12	8	8	15	14	5	42	6	5	5	1

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

MCA Update  
Santa Clara, CA  
Hexagon Transportation Consultants, Inc.

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

Intersection #5329: CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	20	40	40	14	33	33	25	95	95	17	88	88
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	351	1374	140	163	845	304	678	1509	94	236	2701	300
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	351	1374	140	163	845	304	678	1509	94	236	2701	300
Added Vol:	0	0	1	0	0	0	0	14	0	1	12	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	351	1374	141	163	845	304	678	1523	94	237	2713	300
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	351	1374	141	163	845	304	678	1523	94	237	2713	300
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	351	1374	141	163	845	304	678	1523	94	237	2713	300
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	351	1374	141	163	845	304	678	1523	94	237	2713	300

Saturation 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	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	5700	1750	4551	5700	1750	3150	5700	1750

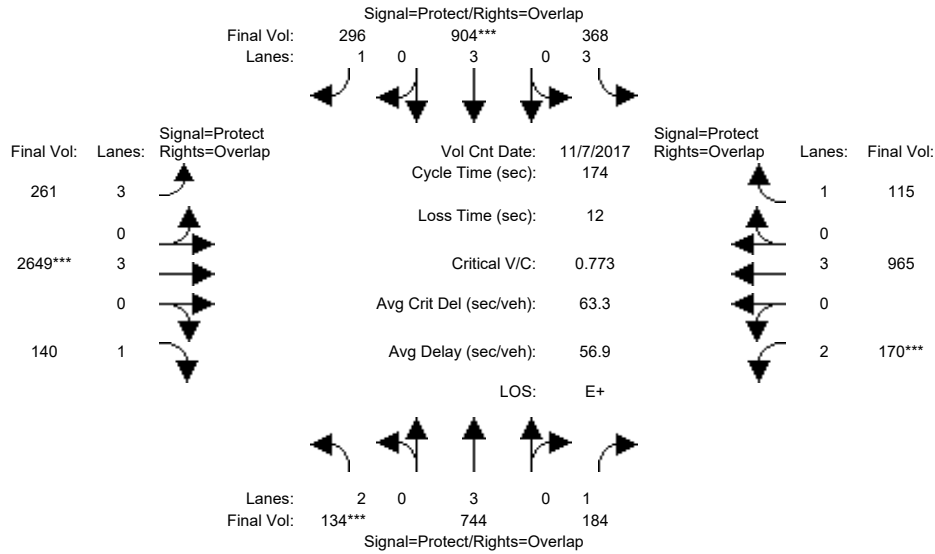
Capacity Analysis Module:												
Vol/Sat:	0.11	0.24	0.08	0.04	0.15	0.17	0.15	0.27	0.05	0.08	0.48	0.17
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.12	0.24	0.33	0.07	0.19	0.34	0.15	0.53	0.65	0.09	0.47	0.55
Volume/Cap:	0.91	1.00	0.24	0.49	0.78	0.51	1.00	0.51	0.08	0.80	1.00	0.31
Delay/Veh:	106.9	97.3	45.9	85.7	76.5	50.9	116.3	37.0	18.5	98.0	78.5	30.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	106.9	97.3	45.9	85.7	76.5	50.9	116.3	37.0	18.5	98.0	78.5	30.8
LOS by Move:	F	F	D	F	E-	D	F	D+	B-	F	E-	C
HCM2kAvqQ:	12	28	6	3	14	14	18	22	3	8	54	12

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

Intersection #5329: CENTRAL EXPWY/BOWERS AVE



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	28	28	15	30	30	14	91	91	14	91	91
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	134	744	183	368	904	296	261	2634	140	169	951	115
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	134	744	183	368	904	296	261	2634	140	169	951	115
Added Vol:	0	0	1	0	0	0	0	15	0	1	14	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	134	744	184	368	904	296	261	2649	140	170	965	115
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	134	744	184	368	904	296	261	2649	140	170	965	115
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	134	744	184	368	904	296	261	2649	140	170	965	115
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	134	744	184	368	904	296	261	2649	140	170	965	115

Saturation 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	1.00	0.92	0.80	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	3.00	3.00	1.00	3.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	4551	5700	1750	4551	5700	1750	3150	5700	1750

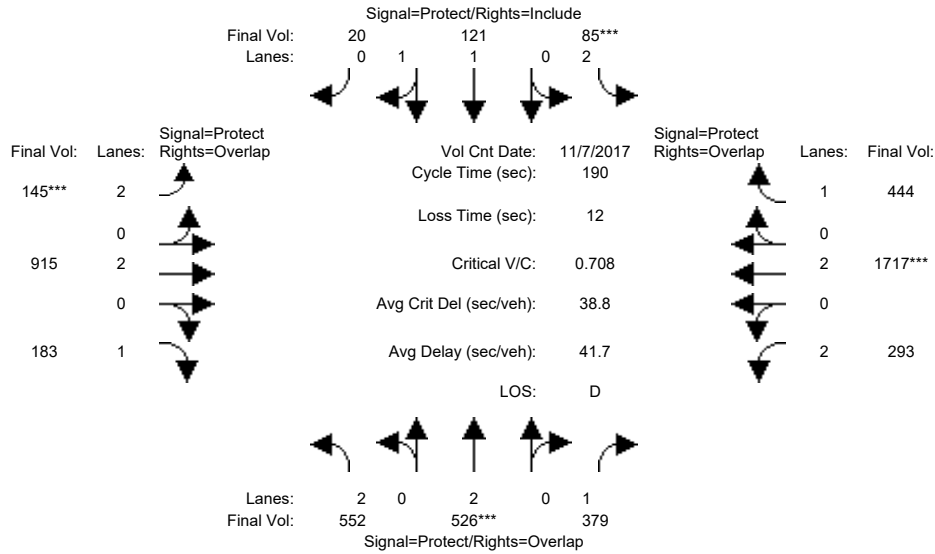
Capacity Analysis Module:												
Vol/Sat:	0.04	0.13	0.11	0.08	0.16	0.17	0.06	0.46	0.08	0.05	0.17	0.07
Crit Moves:	****				****			****		****		
Green/Cycle:	0.09	0.18	0.26	0.10	0.19	0.28	0.09	0.57	0.66	0.08	0.56	0.66
Volume/Cap:	0.49	0.71	0.40	0.83	0.82	0.60	0.66	0.82	0.12	0.67	0.30	0.10
Delay/Veh:	77.3	69.2	53.3	89.0	71.9	56.2	86.0	58.3	25.5	84.6	13.1	4.3
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:	77.3	69.2	53.3	89.0	71.9	56.2	86.0	58.3	25.5	84.6	13.1	4.3
LOS by Move:	E-	E	D-	F	E	E+	F	E+	C	F	B	A
HCM2kAvgQ:	4	12	8	8	15	14	5	42	6	5	5	1

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

MCA Update  
 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		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	45	45	12	17	17	14	89	89	26	102	102
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7	Nov	2017	<<											
Base Vol:	552	526	379	85	121	20	145	1064	183	293	1996	444						
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Initial Bse:	552	526	379	85	121	20	145	1064	183	293	1996	444						
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0						
Initial Fut:	552	526	379	85	121	20	145	1064	183	293	1996	444						
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:	552	526	379	85	121	20	145	915	183	293	1717	444						
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0						
Reduced Vol:	552	526	379	85	121	20	145	915	183	293	1717	444						
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00						
Final Volume:	552	526	379	85	121	20	145	915	183	293	1717	444						

Saturation Flow Module:															
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900			
Adjustment:	0.83	1.00	0.92	0.83	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	3175	525	3150	3800	1750	3150	3800	1750			

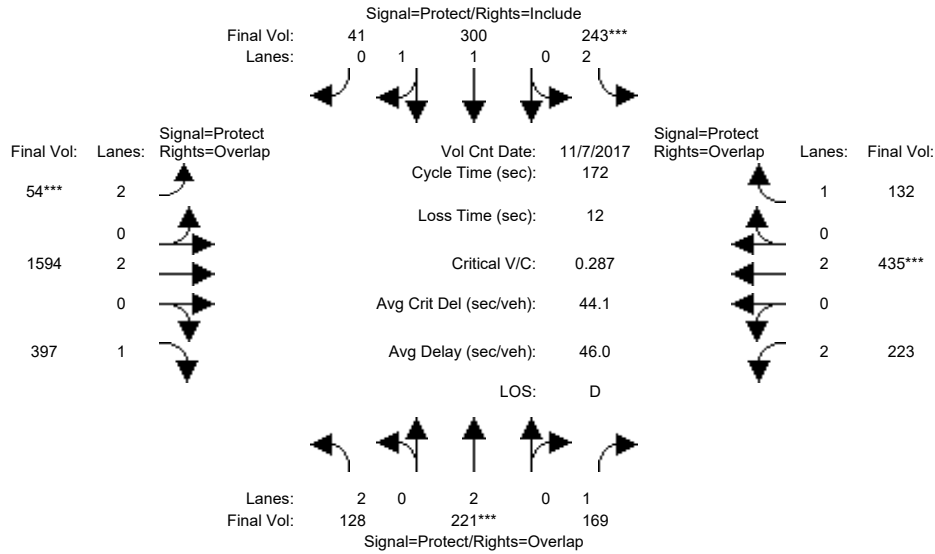
Capacity Analysis Module:															
Vol/Sat:	0.18	0.14	0.22	0.03	0.04	0.04	0.05	0.24	0.10	0.09	0.45	0.25			
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****			
Green/Cycle:	0.20	0.24	0.38	0.06	0.10	0.10	0.07	0.49	0.69	0.14	0.56	0.63			
Volume/Cap:	0.88	0.58	0.57	0.43	0.38	0.38	0.62	0.49	0.15	0.65	0.80	0.41			
Delay/Veh:	86.8	65.2	47.7	87.2	80.7	80.7	90.7	25.2	2.9	80.0	24.0	9.3			
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
AdjDel/Veh:	86.8	65.2	47.7	87.2	80.7	80.7	90.7	25.2	2.9	80.0	24.0	9.3			
LOS by Move:	F	E	D	F	F	F	F	C	A	E-	C	A			
HCM2kAvqQ:	21	14	18	3	4	4	6	13	1	9	29	6			

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

MCA Update  
 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		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	29	29	15	29	29	17	90	90	15	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	128	221	169	243	300	41	54	2097	397	223	473	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	221	169	243	300	41	54	2097	397	223	473	132
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	221	169	243	300	41	54	2097	397	223	473	132
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	221	169	243	300	41	54	1594	397	223	435	132
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	221	169	243	300	41	54	1594	397	223	435	132
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	128	221	169	243	300	41	54	1594	397	223	435	132

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	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	1.75	0.25	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3255	445	3150	3800	1750	3150	3800	1750

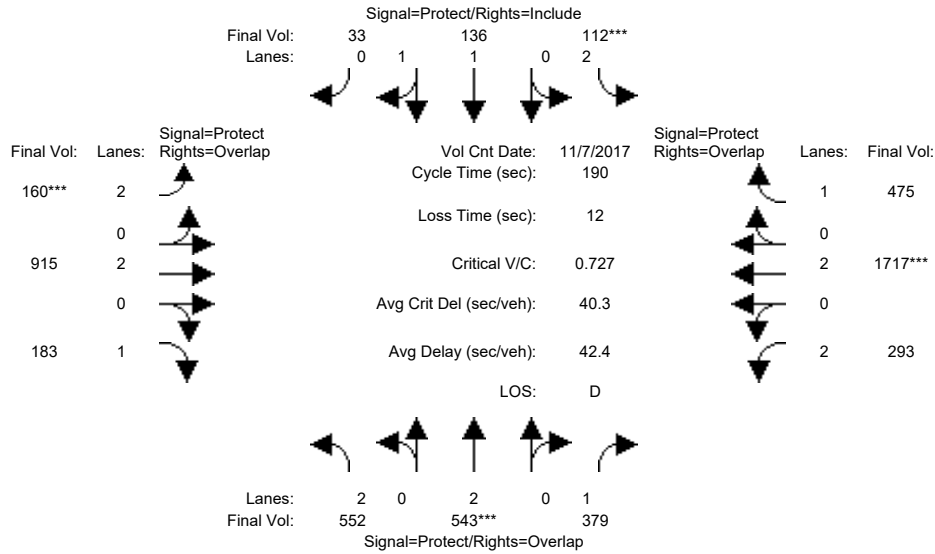
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.10	0.08	0.09	0.09	0.02	0.42	0.23	0.07	0.11	0.08
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.11	0.17	0.26	0.15	0.21	0.21	0.10	0.53	0.64	0.09	0.52	0.66
Volume/Cap:	0.38	0.34	0.38	0.53	0.45	0.45	0.17	0.79	0.36	0.80	0.22	0.11
Delay/Veh:	72.2	63.4	53.1	69.3	60.0	60.0	71.3	44.4	21.9	92.5	16.8	4.2
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:	72.2	63.4	53.1	69.3	60.0	60.0	71.3	44.4	21.9	92.5	16.8	4.2
LOS by Move:	E	E	D-	E	E+	E+	E	D	C+	F	B	A
HCM2kAvqQ:	4	5	8	7	8	8	2	38	15	7	4	1

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	34	45	45	12	17	17	14	89	89	26	102	102
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	552	526	379	85	121	20	145	1064	183	293	1996	444
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	552	526	379	85	121	20	145	1064	183	293	1996	444
Added Vol:	0	17	0	27	15	13	15	0	0	0	0	31
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	552	543	379	112	136	33	160	1064	183	293	1996	475
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:	552	543	379	112	136	33	160	915	183	293	1717	475
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	552	543	379	112	136	33	160	915	183	293	1717	475
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	552	543	379	112	136	33	160	915	183	293	1717	475

Saturation Flow 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	1.60	0.40	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	2977	722	3150	3800	1750	3150	3800	1750

Capacity Analysis Module:												
Vol/Sat:	0.18	0.14	0.22	0.04	0.05	0.05	0.05	0.24	0.10	0.09	0.45	0.27
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.20	0.24	0.38	0.06	0.10	0.10	0.07	0.49	0.69	0.14	0.56	0.63
Volume/Cap:	0.88	0.60	0.57	0.56	0.46	0.46	0.69	0.49	0.15	0.65	0.80	0.43
Delay/Veh:	86.8	65.7	47.7	90.1	81.5	81.5	94.4	25.2	2.9	80.0	24.0	9.5
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	86.8	65.7	47.7	90.1	81.5	81.5	94.4	25.2	2.9	80.0	24.0	9.5
LOS by Move:	F	E	D	F	F	F	F	C	A	E-	C	A
HCM2kAvqQ:	21	14	18	4	5	5	7	13	1	9	29	7

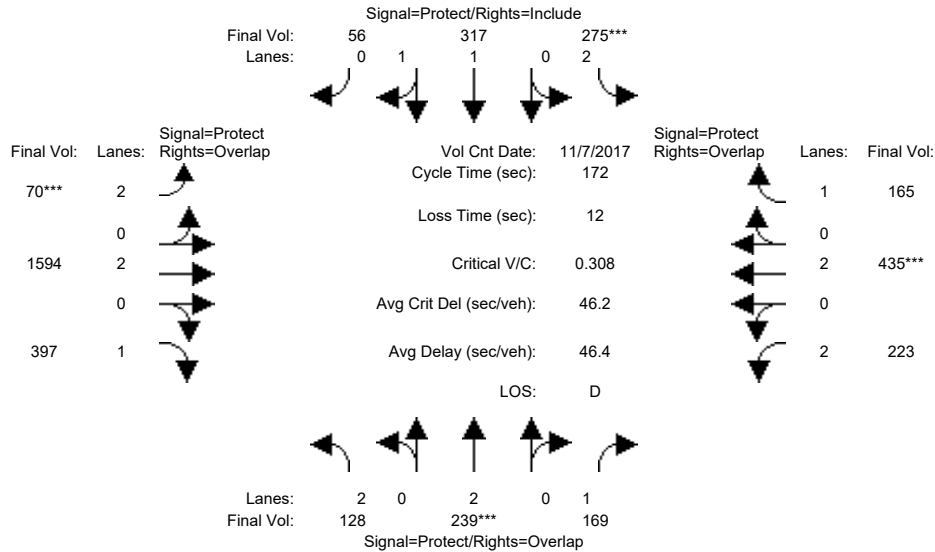
Note: Queue reported is the number of cars per lane.



MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

Intersection #5332: CENTRAL EXPWY/SCOTT BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	29	29	15	29	29	17	90	90	15	89	89
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	128	221	169	243	300	41	54	2097	397	223	473	132
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	128	221	169	243	300	41	54	2097	397	223	473	132
Added Vol:	0	18	0	32	17	15	16	0	0	0	0	33
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	128	239	169	275	317	56	70	2097	397	223	473	165
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	128	239	169	275	317	56	70	1594	397	223	435	165
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	128	239	169	275	317	56	70	1594	397	223	435	165
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	128	239	169	275	317	56	70	1594	397	223	435	165

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.98	0.95	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	2.00	1.00	2.00	1.69	0.31	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	3144	555	3150	3800	1750	3150	3800	1750

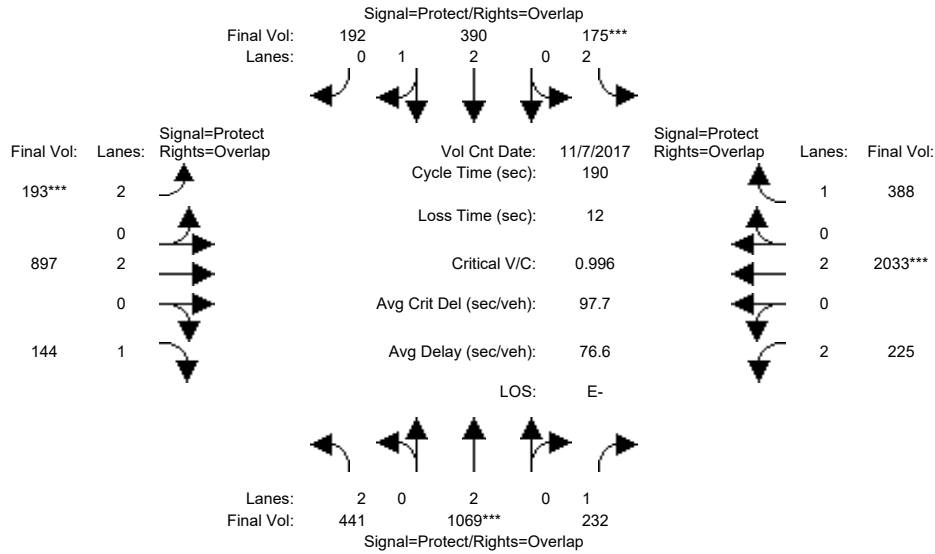
Capacity Analysis Module:												
Vol/Sat:	0.04	0.06	0.10	0.09	0.10	0.10	0.02	0.42	0.23	0.07	0.11	0.09
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.11	0.17	0.26	0.15	0.21	0.21	0.10	0.53	0.64	0.09	0.52	0.66
Volume/Cap:	0.38	0.37	0.38	0.60	0.49	0.49	0.22	0.79	0.36	0.80	0.22	0.14
Delay/Veh:	72.2	63.8	53.1	71.1	60.6	60.6	71.8	44.4	21.9	92.5	16.8	4.3
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:	72.2	63.8	53.1	71.1	60.6	60.6	71.8	44.4	21.9	92.5	16.8	4.3
LOS by Move:	E	E	D-	E	E	E	E	D	C+	F	B	A
HCM2kAvqQ:	4	6	8	8	9	9	2	38	15	7	4	1

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

MCA Update  
 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		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	44	44	17	39	39	18	86	86	20	88	88
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	441	1069	232	175	390	192	193	1043	144	225	2364	388
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	441	1069	232	175	390	192	193	1043	144	225	2364	388
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	441	1069	232	175	390	192	193	1043	144	225	2364	388
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:	441	1069	232	175	390	192	193	897	144	225	2033	388
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	441	1069	232	175	390	192	193	897	144	225	2033	388
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	441	1069	232	175	390	192	193	897	144	225	2033	388

Saturation Flow 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

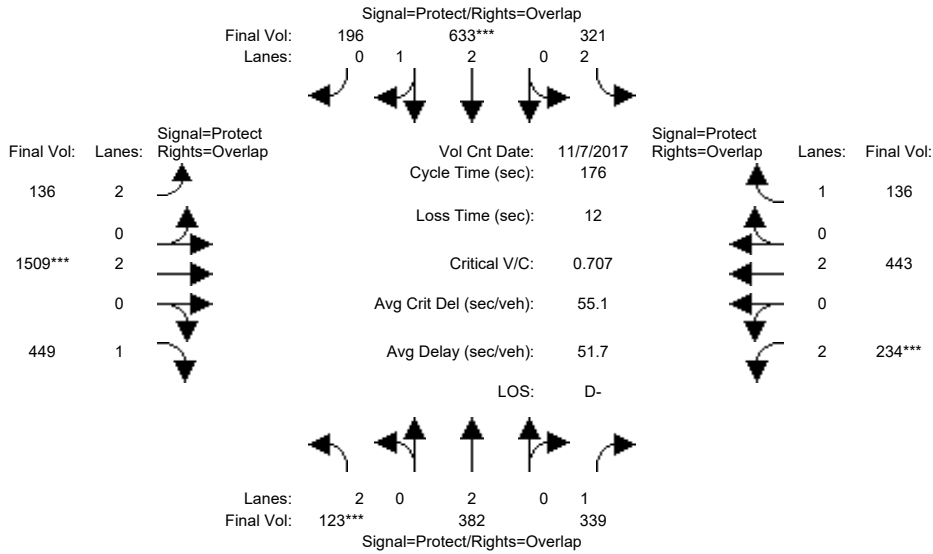
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.13	0.06	0.10	0.11	0.06	0.24	0.08	0.07	0.54	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.14	0.26	0.37	0.09	0.21	0.30	0.09	0.48	0.62	0.11	0.49	0.58
Volume/Cap:	0.99	1.08	0.36	0.62	0.50	0.35	0.65	0.49	0.13	0.64	1.08	0.38
Delay/Veh:	121.2	125	43.8	87.6	66.8	51.9	87.8	27.4	8.0	85.0	85.3	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:	121.2	125	43.8	87.6	66.8	51.9	87.8	27.4	8.0	85.0	85.3	13.3
LOS by Move:	F	F	D	F	E	D-	F	C	A	F	F	B
HCM2kAvgQ:	20	39	10	7	10	9	6	13	2	8	71	8

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

MCA Update  
 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		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	32	32	21	40	40	15	84	84	19	88	88
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	123	382	339	321	633	196	136	1985	449	234	481	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	382	339	321	633	196	136	1985	449	234	481	136
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	123	382	339	321	633	196	136	1985	449	234	481	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	123	382	339	321	633	196	136	1509	449	234	443	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	123	382	339	321	633	196	136	1509	449	234	443	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	123	382	339	321	633	196	136	1509	449	234	443	136

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	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	2.26	0.74	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4274	1323	3150	3800	1750	3150	3800	1750

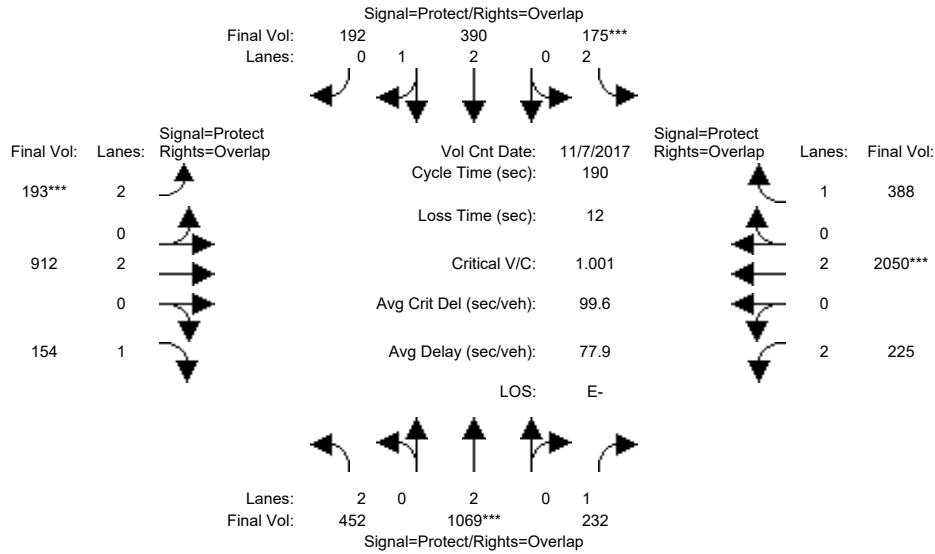
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.19	0.10	0.15	0.15	0.04	0.40	0.26	0.07	0.12	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.19	0.29	0.12	0.23	0.32	0.09	0.52	0.60	0.11	0.53	0.66
Volume/Cap:	0.49	0.54	0.66	0.84	0.65	0.47	0.47	0.77	0.43	0.69	0.22	0.12
Delay/Veh:	79.1	65.8	57.7	90.6	62.9	48.2	77.2	44.8	27.0	81.5	21.7	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.1	65.8	57.7	90.6	62.9	48.2	77.2	44.8	27.0	81.5	21.7	11.4
LOS by Move:	E-	E	E+	F	E	D	E-	D	C	F	C+	B+
HCM2kAvgQ:	4	10	18	12	14	12	4	34	18	8	6	3

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	44	44	17	39	39	18	86	86	20	88	88
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	441	1069	232	175	390	192	193	1043	144	225	2364	388
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	441	1069	232	175	390	192	193	1043	144	225	2364	388
Added Vol:	11	0	0	0	0	0	0	18	10	0	20	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	452	1069	232	175	390	192	193	1061	154	225	2384	388
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:	452	1069	232	175	390	192	193	912	154	225	2050	388
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	452	1069	232	175	390	192	193	912	154	225	2050	388
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	452	1069	232	175	390	192	193	912	154	225	2050	388

Saturation Flow 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

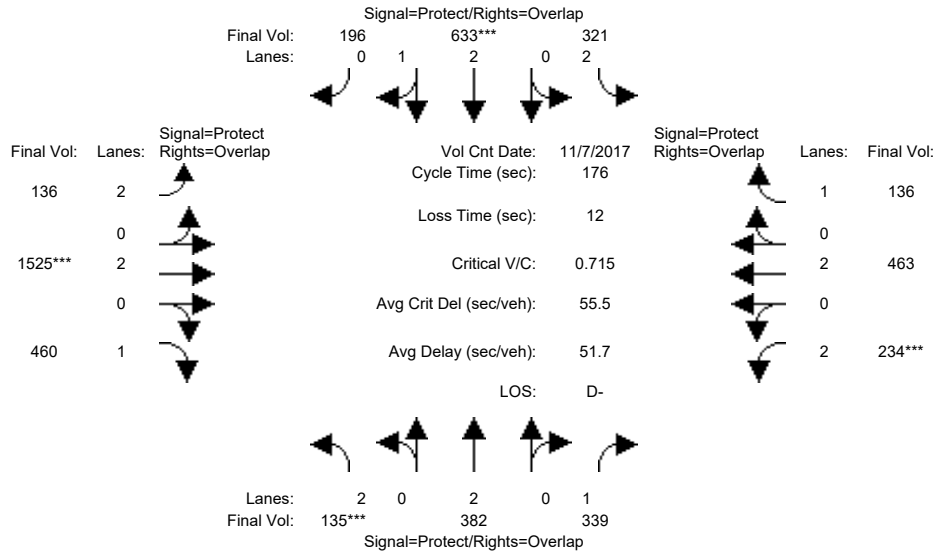
Capacity Analysis Module:												
Vol/Sat:	0.14	0.28	0.13	0.06	0.10	0.11	0.06	0.24	0.09	0.07	0.54	0.22
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.14	0.26	0.37	0.09	0.21	0.30	0.09	0.48	0.62	0.11	0.49	0.58
Volume/Cap:	1.01	1.09	0.36	0.62	0.50	0.36	0.65	0.50	0.14	0.64	1.09	0.38
Delay/Veh:	126.4	127	43.9	87.6	67.2	52.2	87.8	27.4	7.9	84.8	87.3	13.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	126.4	127	43.9	87.6	67.2	52.2	87.8	27.4	7.9	84.8	87.3	13.1
LOS by Move:	F	F	D	F	E	D-	F	C	A	F	F	B
HCM2kAvgQ:	20	40	10	7	10	9	6	14	2	8	72	8

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

Intersection #5334: CENTRAL EXPWY/LAFAYETTE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	32	32	21	40	40	15	84	84	19	88	88
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	123	382	339	321	633	196	136	1985	449	234	481	136
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	123	382	339	321	633	196	136	1985	449	234	481	136
Added Vol:	12	0	0	0	0	0	0	21	11	0	22	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	135	382	339	321	633	196	136	2006	460	234	503	136
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.76	1.00	1.00	0.92	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	135	382	339	321	633	196	136	1525	460	234	463	136
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	135	382	339	321	633	196	136	1525	460	234	463	136
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	135	382	339	321	633	196	136	1525	460	234	463	136

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	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	2.26	0.74	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	3800	1750	3150	4274	1323	3150	3800	1750	3150	3800	1750

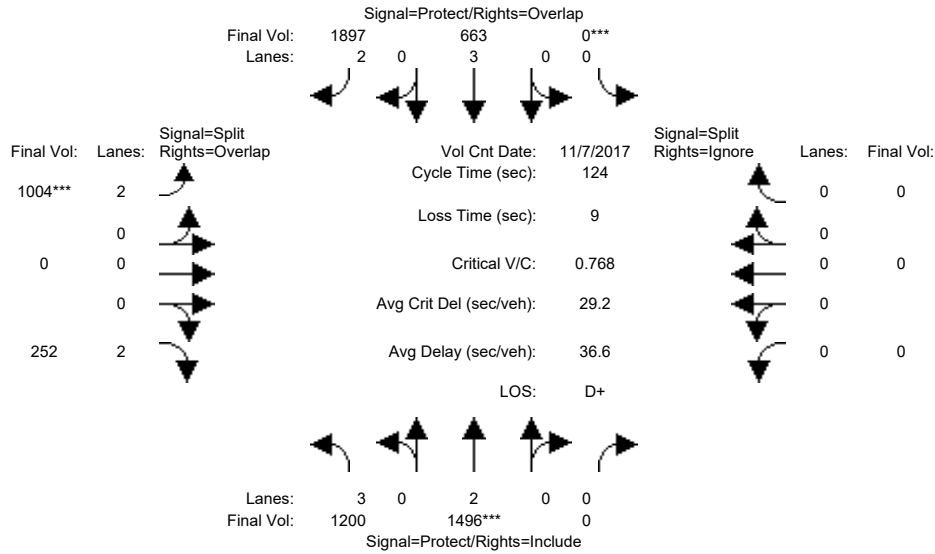
Capacity Analysis Module:												
Vol/Sat:	0.04	0.10	0.19	0.10	0.15	0.15	0.04	0.40	0.26	0.07	0.12	0.08
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.19	0.29	0.12	0.23	0.32	0.09	0.52	0.60	0.11	0.53	0.66
Volume/Cap:	0.54	0.54	0.66	0.84	0.65	0.47	0.47	0.78	0.44	0.69	0.23	0.12
Delay/Veh:	80.2	65.8	57.7	90.6	62.9	48.2	77.2	45.3	27.3	81.5	21.8	11.4
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.2	65.8	57.7	90.6	62.9	48.2	77.2	45.3	27.3	81.5	21.8	11.4
LOS by Move:	F	E	E+	F	E	D	E-	D	C	F	C+	B+
HCM2kAvgQ:	5	10	18	12	14	12	4	35	18	8	6	3

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

MCA Update  
 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		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	66	0	0	31	31	46	0	46	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:	7 Nov 2017	<<											
Base Vol:	1200	1496	0	0	663	1897	1167	0	252	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:	1200	1496	0	0	663	1897	1167	0	252	0	0	0				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	1200	1496	0	0	663	1897	1167	0	252	0	0	0				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	1.00	1.00	0.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
PHF Volume:	1200	1496	0	0	663	1897	1004	0	252	0	0	0				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	1200	1496	0	0	663	1897	1004	0	252	0	0	0				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00				
Final Volume:	1200	1496	0	0	663	1897	1004	0	252	0	0	0				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	3150	0	3150	0	0	0

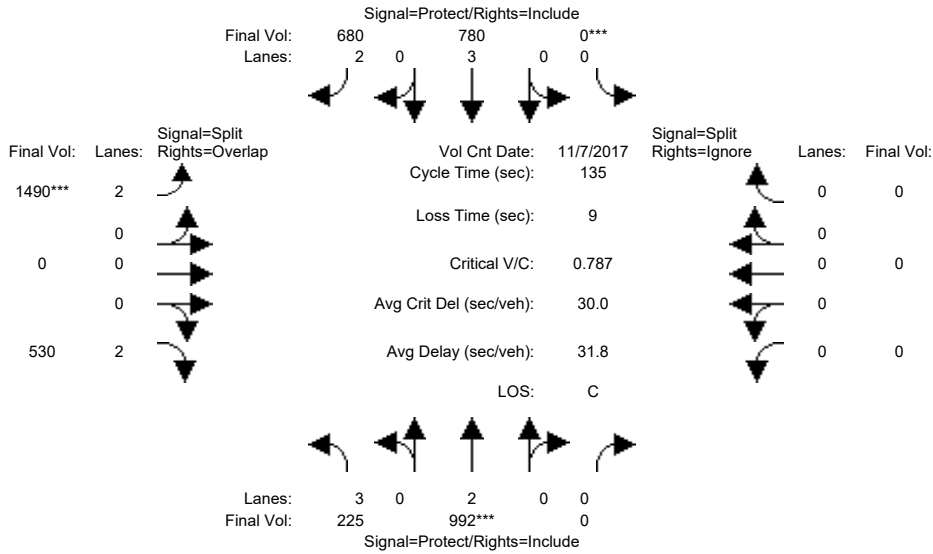
Capacity Analysis Module:												
Vol/Sat:	0.26	0.39	0.00	0.00	0.12	0.60	0.32	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.26	0.53	0.00	0.00	0.28	0.67	0.40	0.00	0.65	0.00	0.00	0.00
Volume/Cap:	1.03	0.74	0.00	0.00	0.42	0.90	0.81	0.00	0.12	0.00	0.00	0.00
Delay/Veh:	79.9	23.9	0.0	0.0	37.0	22.4	37.3	0.0	8.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	79.9	23.9	0.0	0.0	37.0	22.4	37.3	0.0	8.2	0.0	0.0	0.0
LOS by Move:	E-	C	A	A	D+	C+	D+	A	A	A	A	A
HCM2kAvqQ:	24	22	0	0	7	39	20	0	1	0	0	0

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

MCA Update  
 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		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	55	0	0	38	38	70	0	70	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:	7 Nov 2017	<<							
Base Vol:	225	992	0	0	780	680	1961	0	530	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:	225	992	0	0	780	680	1961	0	530	0	0	0
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	992	0	0	780	680	1961	0	530	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.76	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:	225	992	0	0	780	680	1490	0	530	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	992	0	0	780	680	1490	0	530	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	225	992	0	0	780	680	1490	0	530	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	3150	0	3150	0	0	0

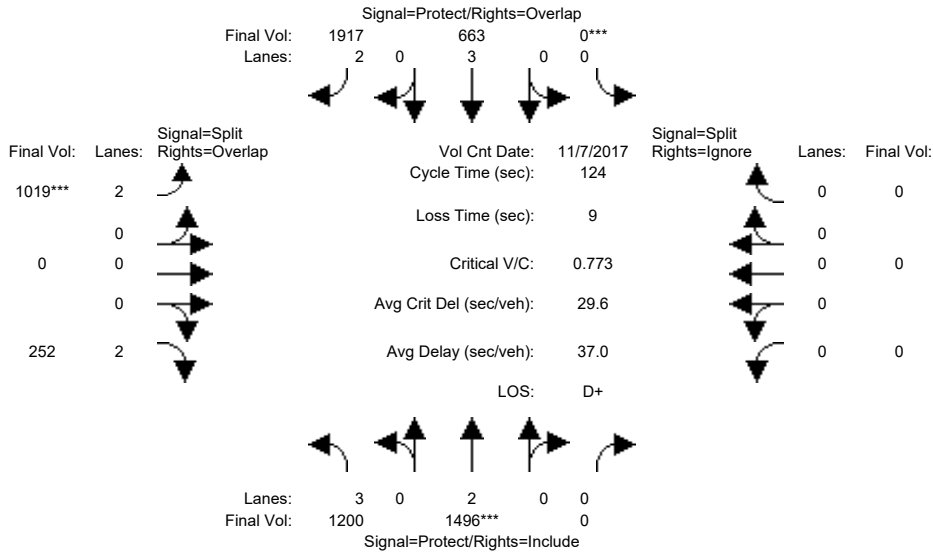
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.00	0.00	0.14	0.22	0.47	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.10	0.41	0.00	0.00	0.31	0.31	0.53	0.00	0.62	0.00	0.00	0.00
Volume/Cap:	0.51	0.64	0.00	0.00	0.44	0.70	0.90	0.00	0.27	0.00	0.00	0.00
Delay/Veh:	58.7	33.0	0.0	0.0	37.4	43.3	27.9	0.0	6.0	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:	58.7	33.0	0.0	0.0	37.4	43.3	27.9	0.0	6.0	0.0	0.0	0.0
LOS by Move:	E+	C-	A	A	D+	D	C	A	A	A	A	A
HCM2kAvqQ:	4	16	0	0	9	16	31	0	3	0	0	0

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	30	66	0	0	31	31	46	0	46	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:	7 Nov 2017	<<							
Base Vol:	1200	1496	0	0	663	1897	1167	0	252	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:	1200	1496	0	0	663	1897	1167	0	252	0	0	0
Added Vol:	0	0	0	0	0	20	18	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	1200	1496	0	0	663	1917	1185	0	252	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.86	1.00	1.00	1.00	1.00	0.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
PHF Volume:	1200	1496	0	0	663	1917	1019	0	252	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	1200	1496	0	0	663	1917	1019	0	252	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	1200	1496	0	0	663	1917	1019	0	252	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	3150	0	3150	0	0	0

Capacity Analysis Module:												
Vol/Sat:	0.26	0.39	0.00	0.00	0.12	0.61	0.32	0.00	0.08	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.26	0.53	0.00	0.00	0.28	0.67	0.40	0.00	0.65	0.00	0.00	0.00
Volume/Cap:	1.03	0.74	0.00	0.00	0.42	0.91	0.82	0.00	0.12	0.00	0.00	0.00
Delay/Veh:	80.8	23.9	0.0	0.0	36.9	23.2	37.9	0.0	8.2	0.0	0.0	0.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	80.8	23.9	0.0	0.0	36.9	23.2	37.9	0.0	8.2	0.0	0.0	0.0
LOS by Move:	F	C	A	A	D+	C	D+	A	A	A	A	A
HCM2kAvgQ:	24	22	0	0	7	40	20	0	1	0	0	0

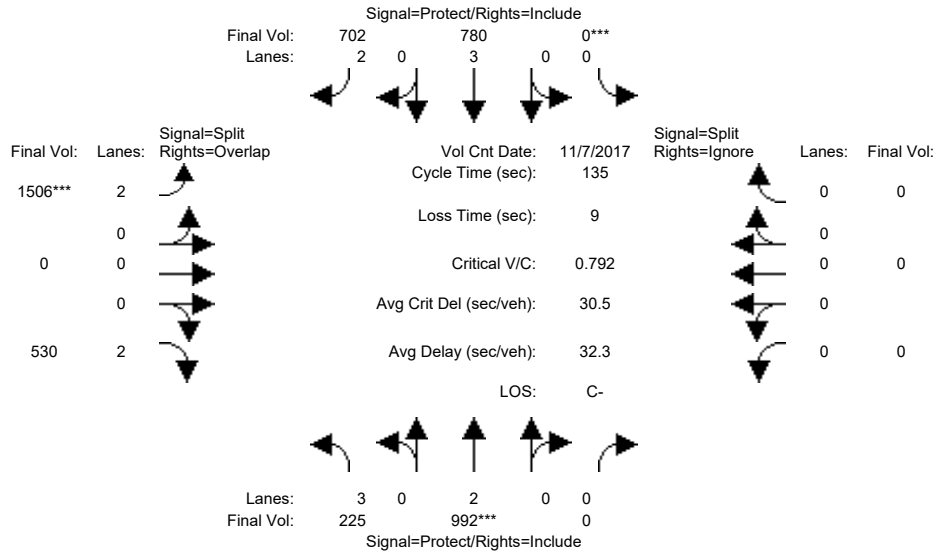
Note: Queue reported is the number of cars per lane.



MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

Intersection #5335: CENTRAL EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	55	0	0	38	38	70	0	70	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:	7 Nov 2017	<<							
Base Vol:	225	992	0	0	780	680	1961	0	530	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:	225	992	0	0	780	680	1961	0	530	0	0	0
Added Vol:	0	0	0	0	0	22	21	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	225	992	0	0	780	702	1982	0	530	0	0	0
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	0.76	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:	225	992	0	0	780	702	1506	0	530	0	0	0
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	225	992	0	0	780	702	1506	0	530	0	0	0
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Final Volume:	225	992	0	0	780	702	1506	0	530	0	0	0

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.80	1.00	0.92	0.92	1.00	0.83	0.83	1.00	0.83	0.92	1.00	0.92
Lanes:	3.00	2.00	0.00	0.00	3.00	2.00	2.00	0.00	2.00	0.00	0.00	0.00
Final Sat.:	4551	3800	0	0	5700	3150	3150	0	3150	0	0	0

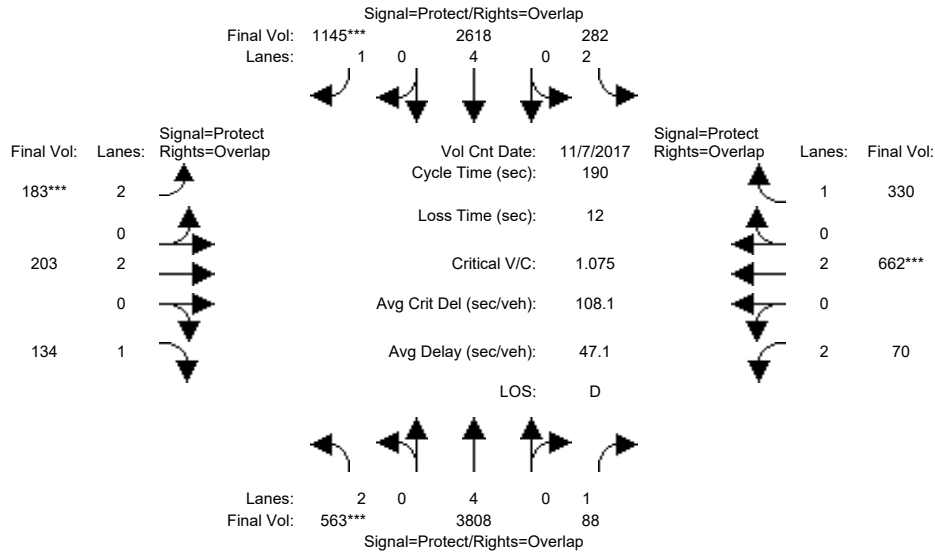
Capacity Analysis Module:												
Vol/Sat:	0.05	0.26	0.00	0.00	0.14	0.22	0.48	0.00	0.17	0.00	0.00	0.00
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.10	0.41	0.00	0.00	0.31	0.31	0.53	0.00	0.62	0.00	0.00	0.00
Volume/Cap:	0.51	0.64	0.00	0.00	0.44	0.72	0.91	0.00	0.27	0.00	0.00	0.00
Delay/Veh:	58.7	33.0	0.0	0.0	37.4	44.0	28.9	0.0	6.0	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:	58.7	33.0	0.0	0.0	37.4	44.0	28.9	0.0	6.0	0.0	0.0	0.0
LOS by Move:	E+	C-	A	A	D+	D	C	A	A	A	A	A
HCM2kAvgQ:	4	16	0	0	9	16	32	0	3	0	0	0

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5408: SAN TOMAS EXPWY/SCOTT BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	108	108	17	100	100	12	33	33	11	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	563	3808	88	282	2618	1145	183	203	134	70	662	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	563	3808	88	282	2618	1145	183	203	134	70	662	330
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	563	3808	88	282	2618	1145	183	203	134	70	662	330
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	563	3808	88	282	2618	1145	183	203	134	70	662	330
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	563	3808	88	282	2618	1145	183	203	134	70	662	330
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	563	3808	88	282	2618	1145	183	203	134	70	662	330

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

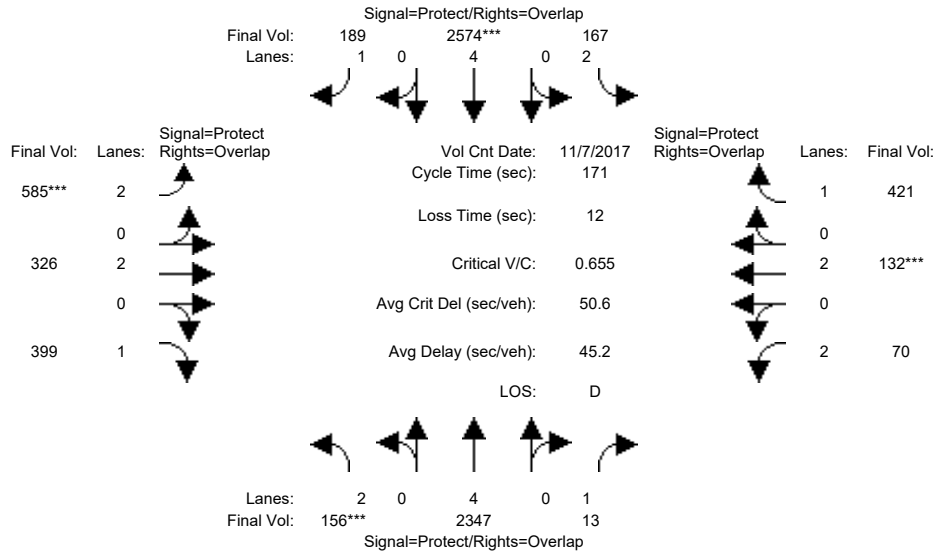
Capacity Analysis Module:												
Vol/Sat:	0.18	0.50	0.05	0.09	0.34	0.65	0.06	0.05	0.08	0.02	0.17	0.19
Crit Moves:	****					****	****				****	
Green/Cycle:	0.17	0.62	0.67	0.10	0.55	0.61	0.06	0.17	0.33	0.06	0.16	0.26
Volume/Cap:	1.08	0.81	0.07	0.92	0.63	1.07	0.92	0.32	0.23	0.40	1.08	0.73
Delay/Veh:	142.2	16.3	4.0	117.3	20.7	69.4	130.4	69.7	45.9	88.0	140	70.4
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:	142.2	16.3	4.0	117.3	20.7	69.4	130.4	69.7	45.9	88.0	140	70.4
LOS by Move:	F	B	A	F	C+	E	F	E	D	F	F	E
HCM2kAvgQ:	26	31	1	13	19	84	9	5	6	2	24	19

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5408: SAN TOMAS EXPWY/SCOTT BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	80	80	20	90	90	25	37	37	11	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	156	2347	13	167	2574	189	585	326	399	70	132	421
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	156	2347	13	167	2574	189	585	326	399	70	132	421
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	156	2347	13	167	2574	189	585	326	399	70	132	421
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	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	2347	13	167	2574	189	585	326	399	70	132	421
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	156	2347	13	167	2574	189	585	326	399	70	132	421
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	156	2347	13	167	2574	189	585	326	399	70	132	421

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

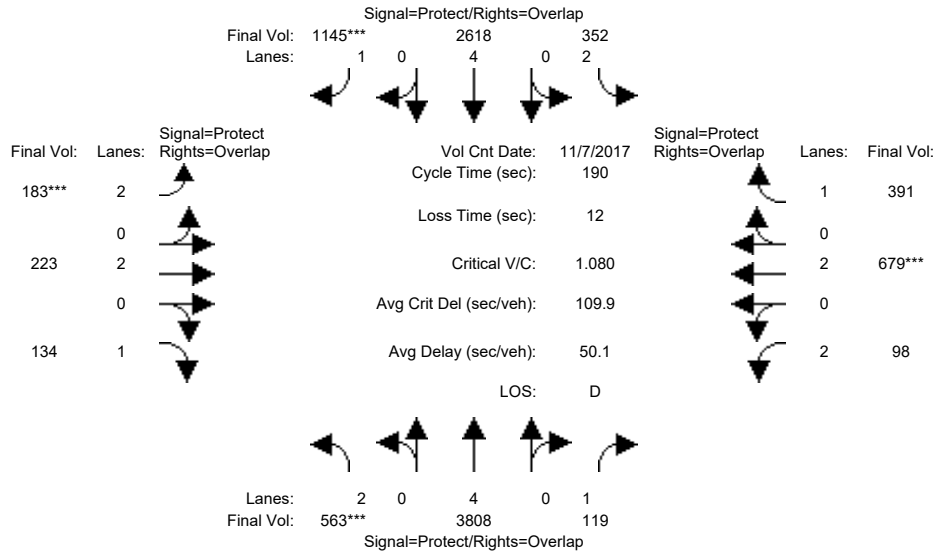
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.01	0.05	0.34	0.11	0.19	0.09	0.23	0.02	0.03	0.24
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.48	0.55	0.12	0.53	0.72	0.19	0.26	0.33	0.08	0.14	0.26
Volume/Cap:	0.71	0.65	0.01	0.44	0.64	0.15	0.96	0.33	0.70	0.29	0.25	0.93
Delay/Veh:	87.7	27.5	11.6	70.9	37.3	13.1	95.6	51.8	53.9	75.3	65.7	86.8
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.7	27.5	11.6	70.9	37.3	13.1	95.6	51.8	53.9	75.3	65.7	86.8
LOS by Move:	F	C	B+	E	D+	B	F	D-	D-	E-	E	F
HCM2kAvqQ:	6	19	0	5	27	6	22	7	20	2	3	25

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

MCA Update  
Santa Clara, CA  
Hexagon Transportation Consultants, Inc.

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

Intersection #5408: SAN TOMAS EXPWY/SCOTT BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	108	108	17	100	100	12	33	33	11	30	30
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	563	3808	88	282	2618	1145	183	203	134	70	662	330
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	563	3808	88	282	2618	1145	183	203	134	70	662	330
Added Vol:	0	0	31	70	0	0	0	20	0	28	17	61
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	563	3808	119	352	2618	1145	183	223	134	98	679	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:	563	3808	119	352	2618	1145	183	223	134	98	679	391
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	563	3808	119	352	2618	1145	183	223	134	98	679	391
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	563	3808	119	352	2618	1145	183	223	134	98	679	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	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

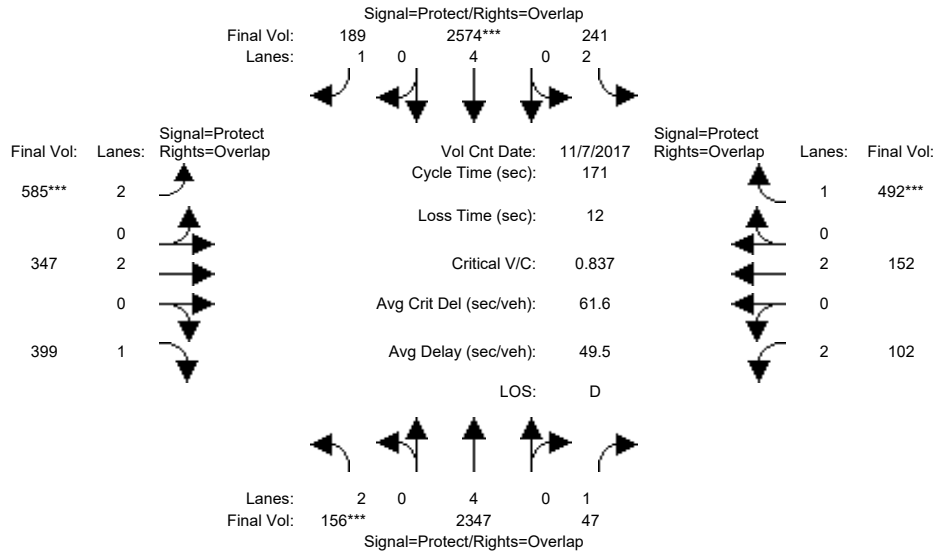
Capacity Analysis Module:												
Vol/Sat:	0.18	0.50	0.07	0.11	0.34	0.65	0.06	0.06	0.08	0.03	0.18	0.22
Crit Moves:	****					****	****				****	
Green/Cycle:	0.16	0.59	0.65	0.12	0.54	0.61	0.06	0.17	0.34	0.06	0.16	0.28
Volume/Cap:	1.09	0.85	0.10	0.96	0.63	1.08	0.92	0.34	0.23	0.55	1.09	0.79
Delay/Veh:	144.1	20.3	5.5	119.7	21.1	71.5	130.4	69.7	45.6	90.7	141	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:	144.1	20.3	5.5	119.7	21.1	71.5	130.4	69.7	45.6	90.7	141	71.9
LOS by Move:	F	C+	A	F	C+	E	F	E	D	F	F	E
HCM2kAvgQ:	26	36	1	16	19	85	9	6	6	3	24	23

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

Intersection #5408: SAN TOMAS EXPWY/SCOTT BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	80	80	20	90	90	25	37	37	11	24	24
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<											
Base Vol:	156	2347	13	167	2574	189	585	326	399	70	132	421				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	156	2347	13	167	2574	189	585	326	399	70	132	421				
Added Vol:	0	0	34	74	0	0	0	21	0	32	20	71				
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	156	2347	47	241	2574	189	585	347	399	102	152	492				
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	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	2347	47	241	2574	189	585	347	399	102	152	492				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	156	2347	47	241	2574	189	585	347	399	102	152	492				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	156	2347	47	241	2574	189	585	347	399	102	152	492				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	4.00	1.00	2.00	4.00	1.00	2.00	2.00	1.00	2.00	2.00	1.00
Final Sat.:	3150	7600	1750	3150	7600	1750	3150	3800	1750	3150	3800	1750

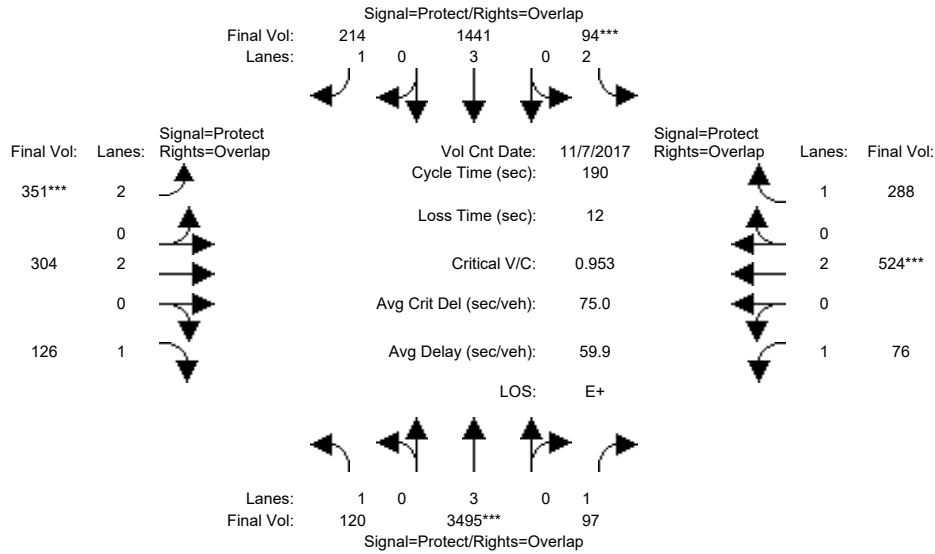
Capacity Analysis Module:												
Vol/Sat:	0.05	0.31	0.03	0.08	0.34	0.11	0.19	0.09	0.23	0.03	0.04	0.28
Crit Moves:	****			****			****					****
Green/Cycle:	0.07	0.48	0.55	0.12	0.53	0.70	0.18	0.26	0.33	0.08	0.16	0.28
Volume/Cap:	0.71	0.65	0.05	0.64	0.64	0.15	1.05	0.36	0.70	0.42	0.26	1.02
Delay/Veh:	87.7	27.5	11.8	75.5	37.3	14.1	122.2	52.2	53.9	76.6	63.6	108.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	87.7	27.5	11.8	75.5	37.3	14.1	122.2	52.2	53.9	76.6	63.6	108.0
LOS by Move:	F	C	B+	E-	D+	B	F	D-	D-	E-	E	F
HCM2kAvgQ:	6	19	1	8	27	6	25	7	20	3	3	33

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5414: SAN TOMAS EXPWY/MONROE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	101	101	11	97	97	17	42	42	14	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<											
Base Vol:	120	4112	97	94	1695	214	351	304	126	76	524	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:	120	4112	97	94	1695	214	351	304	126	76	524	288				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	120	4112	97	94	1695	214	351	304	126	76	524	288				
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	120	3495	97	94	1441	214	351	304	126	76	524	288				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	120	3495	97	94	1441	214	351	304	126	76	524	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				
Final Volume:	120	3495	97	94	1441	214	351	304	126	76	524	288				

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

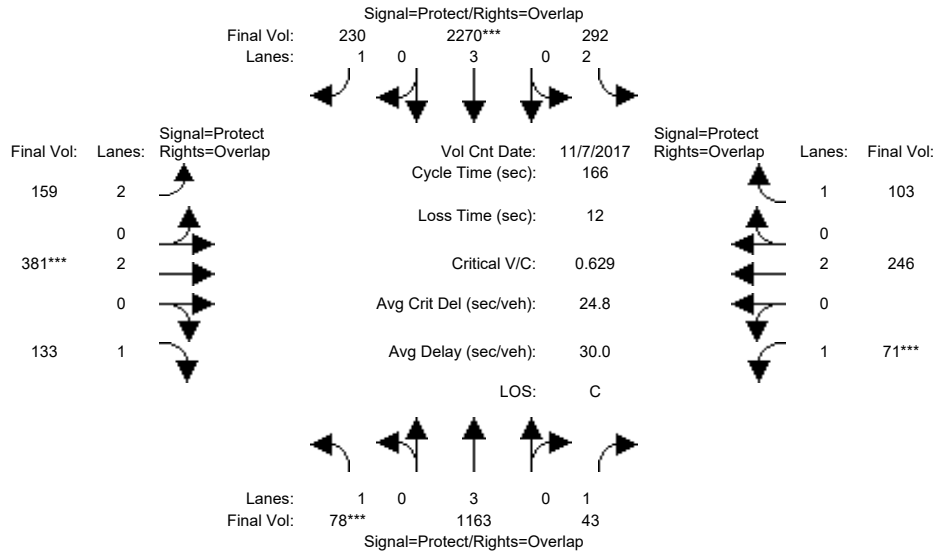
Capacity Analysis Module:												
Vol/Sat:	0.07	0.61	0.06	0.03	0.25	0.12	0.11	0.08	0.07	0.04	0.14	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.08	0.57	0.65	0.06	0.54	0.65	0.10	0.23	0.32	0.08	0.21	0.26
Volume/Cap:	0.82	1.08	0.09	0.52	0.46	0.19	1.08	0.35	0.23	0.56	0.67	0.63
Delay/Veh:	113.9	66.8	5.6	89.5	18.4	6.1	156.6	61.2	48.1	89.9	71.9	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:	113.9	66.8	5.6	89.5	18.4	6.1	156.6	61.2	48.1	89.9	71.9	64.4
LOS by Move:	F	E	A	F	B-	A	F	E	D	F	E	E
HCM2kAvgQ:	7	74	1	3	11	2	17	7	6	5	14	16

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5414: SAN TOMAS EXPWY/MONROE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	68	68	30	86	86	12	34	34	11	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	78	1571	43	292	2768	230	159	381	133	71	246	103
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	78	1571	43	292	2768	230	159	381	133	71	246	103
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	78	1571	43	292	2768	230	159	381	133	71	246	103
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	78	1163	43	292	2270	230	159	381	133	71	246	103
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	78	1163	43	292	2270	230	159	381	133	71	246	103
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	78	1163	43	292	2270	230	159	381	133	71	246	103

Saturation Flow Module:

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

Capacity Analysis Module:

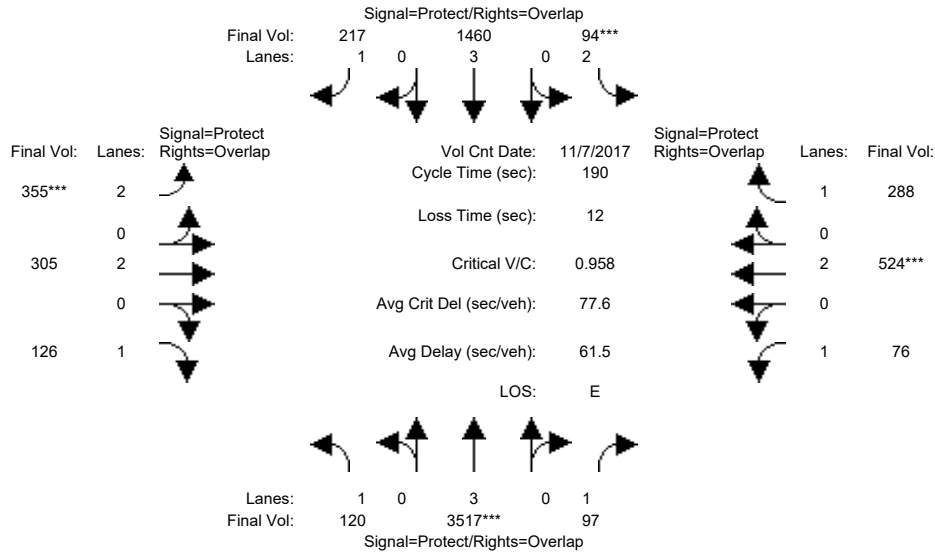
Vol/Sat:	0.04	0.20	0.02	0.09	0.40	0.13	0.05	0.10	0.08	0.04	0.06	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.46	0.52	0.20	0.58	0.66	0.07	0.20	0.28	0.07	0.20	0.40
Volume/Cap:	0.62	0.45	0.05	0.46	0.68	0.20	0.70	0.49	0.27	0.61	0.33	0.15
Delay/Veh:	83.6	25.7	14.3	58.9	15.1	4.8	84.4	58.8	47.2	84.7	57.2	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.6	25.7	14.3	58.9	15.1	4.8	84.4	58.8	47.2	84.7	57.2	31.9
LOS by Move:	F	C	B	E+	B	A	F	E+	D	F	E+	C
HCM2kAvgQ:	4	10	1	7	17	2	6	9	6	4	5	3

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5414: SAN TOMAS EXPWY/MONROE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	15	101	101	11	97	97	17	42	42	14	39	39
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	120	4112	97	94	1695	214	351	304	126	76	524	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:	120	4112	97	94	1695	214	351	304	126	76	524	288
Added Vol:	0	26	0	0	23	3	4	1	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	120	4138	97	94	1718	217	355	305	126	76	524	288
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	120	3517	97	94	1460	217	355	305	126	76	524	288
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	120	3517	97	94	1460	217	355	305	126	76	524	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
Final Volume:	120	3517	97	94	1460	217	355	305	126	76	524	288

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

Capacity Analysis Module:												
Vol/Sat:	0.07	0.62	0.06	0.03	0.26	0.12	0.11	0.08	0.07	0.04	0.14	0.16
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.08	0.57	0.65	0.06	0.54	0.65	0.10	0.23	0.32	0.08	0.21	0.26
Volume/Cap:	0.82	1.08	0.09	0.52	0.47	0.19	1.08	0.35	0.23	0.56	0.67	0.63
Delay/Veh:	114.0	69.9	5.6	89.5	18.6	6.1	158.9	61.2	48.1	89.8	71.9	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:	114.0	69.9	5.6	89.5	18.6	6.1	158.9	61.2	48.1	89.8	71.9	64.4
LOS by Move:	F	E	A	F	B-	A	F	E	D	F	E	E
HCM2kAvgQ:	7	75	1	3	12	2	18	7	6	5	14	16

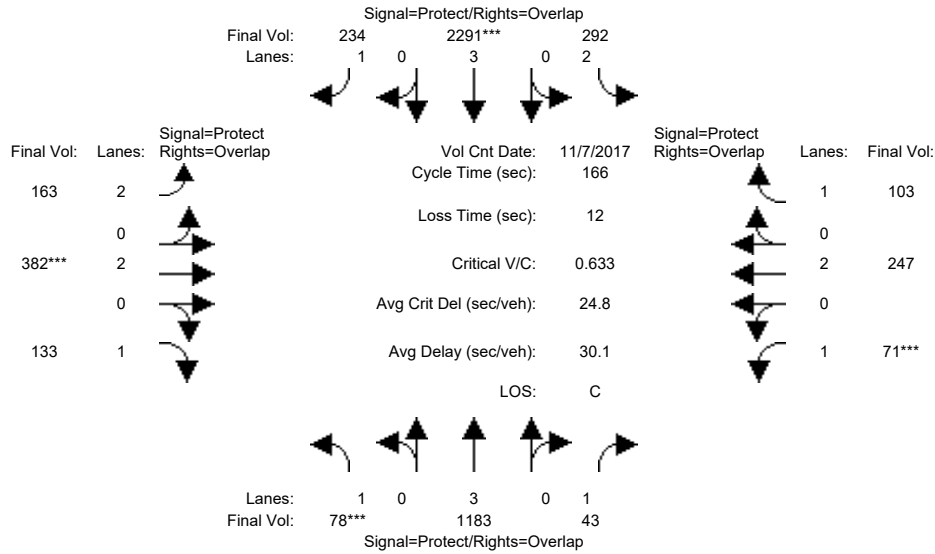
Note: Queue reported is the number of cars per lane.



MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

Intersection #5414: SAN TOMAS EXPWY/MONROE ST



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	12	68	68	30	86	86	12	34	34	11	33	33
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<											
Base Vol:	78	1571	43	292	2768	230	159	381	133	71	246	103				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	78	1571	43	292	2768	230	159	381	133	71	246	103				
Added Vol:	0	27	0	0	26	4	4	1	0	0	1	0				
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	78	1598	43	292	2794	234	163	382	133	71	247	103				
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	78	1183	43	292	2291	234	163	382	133	71	247	103				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	78	1183	43	292	2291	234	163	382	133	71	247	103				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	78	1183	43	292	2291	234	163	382	133	71	247	103				

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

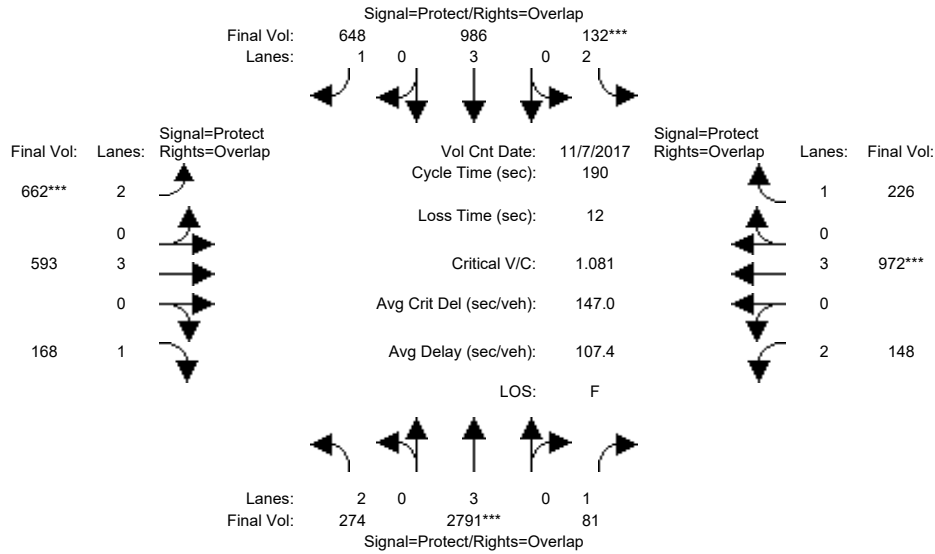
Capacity Analysis Module:												
Vol/Sat:	0.04	0.21	0.02	0.09	0.40	0.13	0.05	0.10	0.08	0.04	0.07	0.06
Crit Moves:	****			****			****			****		
Green/Cycle:	0.07	0.46	0.52	0.20	0.58	0.66	0.07	0.20	0.28	0.07	0.20	0.40
Volume/Cap:	0.62	0.46	0.05	0.46	0.69	0.20	0.72	0.49	0.27	0.61	0.33	0.15
Delay/Veh:	83.6	25.9	14.3	58.9	15.3	4.8	85.7	58.8	47.2	84.7	57.2	31.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.6	25.9	14.3	58.9	15.3	4.8	85.7	58.8	47.2	84.7	57.2	31.9
LOS by Move:	F	C	B	E+	B	A	F	E+	D	F	E+	C
HCM2kAvgQ:	4	11	1	7	17	2	6	9	6	4	5	3

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	97	97	15	88	88	23	41	41	15	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<											
Base Vol:	274	3284	81	132	1160	648	662	593	168	148	972	226				
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Initial Bse:	274	3284	81	132	1160	648	662	593	168	148	972	226				
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0				
Initial Fut:	274	3284	81	132	1160	648	662	593	168	148	972	226				
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
PHF Volume:	274	2791	81	132	986	648	662	593	168	148	972	226				
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0				
Reduced Vol:	274	2791	81	132	986	648	662	593	168	148	972	226				
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00				
Final Volume:	274	2791	81	132	986	648	662	593	168	148	972	226				

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	4731	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

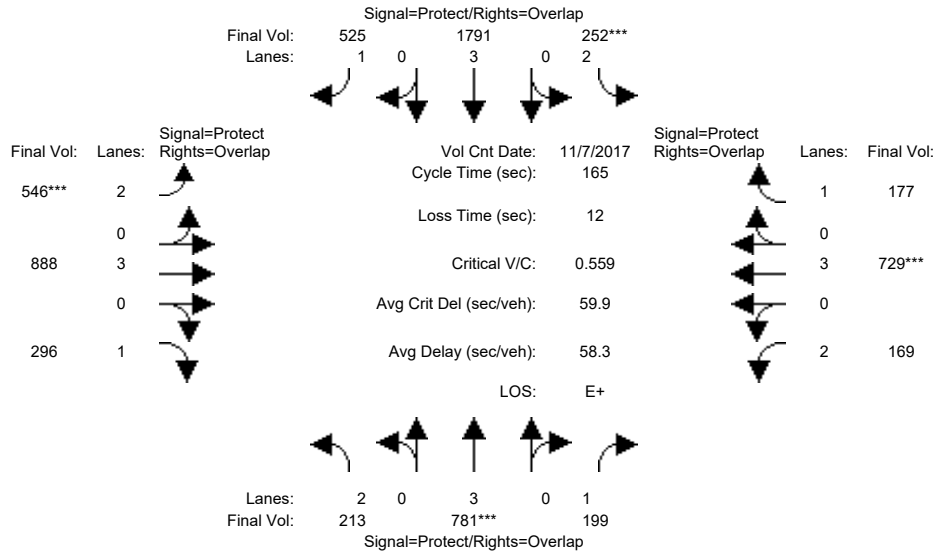
Capacity Analysis Module:												
Vol/Sat:	0.09	0.59	0.05	0.04	0.17	0.37	0.21	0.10	0.10	0.05	0.17	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.12	0.51	0.60	0.08	0.47	0.64	0.17	0.25	0.38	0.09	0.18	0.26
Volume/Cap:	0.71	1.16	0.08	0.53	0.37	0.58	1.25	0.41	0.26	0.50	0.95	0.50
Delay/Veh:	93.8	154	31.6	86.3	39.3	30.2	205.6	59.1	41.1	83.4	95.1	61.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.8	154	31.6	86.3	39.3	30.2	205.6	59.1	41.1	83.4	95.1	61.0
LOS by Move:	F	F	C	F	D	C	F	E+	D	F	F	E
HCM2kAvgQ:	10	70	4	5	14	30	35	9	7	5	21	12

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	66	66	17	69	69	21	44	44	14	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	213	1056	199	252	2184	525	546	888	296	169	729	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	1056	199	252	2184	525	546	888	296	169	729	177
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	1056	199	252	2184	525	546	888	296	169	729	177
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	781	199	252	1791	525	546	888	296	169	729	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	781	199	252	1791	525	546	888	296	169	729	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	213	781	199	252	1791	525	546	888	296	169	729	177

Saturation Flow Module:												
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750

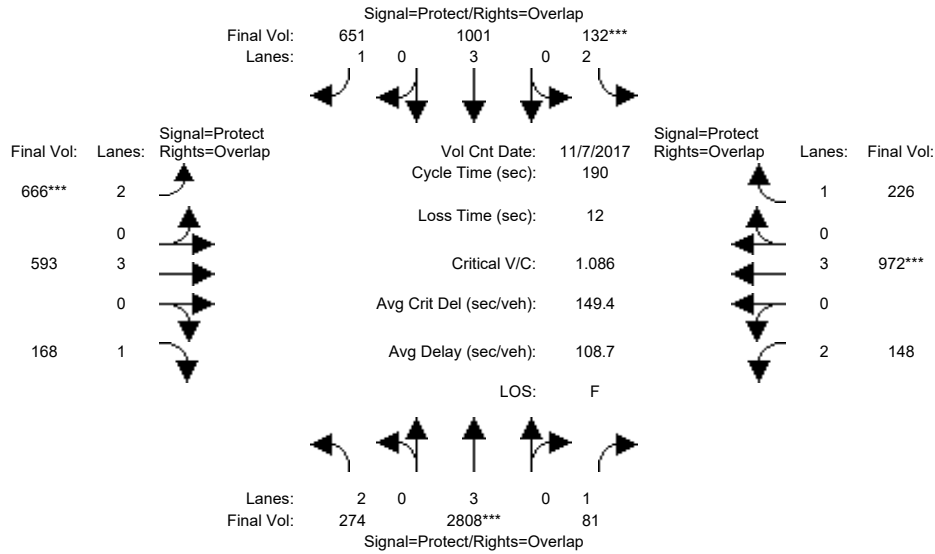
Capacity Analysis Module:												
Vol/Sat:	0.07	0.14	0.11	0.08	0.38	0.30	0.17	0.16	0.17	0.05	0.13	0.10
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.08	0.40	0.50	0.10	0.42	0.61	0.19	0.32	0.41	0.10	0.23	0.33
Volume/Cap:	0.80	0.34	0.23	0.78	0.91	0.49	0.89	0.48	0.42	0.52	0.56	0.30
Delay/Veh:	89.4	39.2	28.8	88.9	72.9	36.7	80.4	45.1	35.3	71.8	56.6	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.4	39.2	28.8	88.9	72.9	36.7	80.4	45.1	35.3	71.8	56.6	41.1
LOS by Move:	F	D	C	F	E	D+	F	D	D+	E	E+	D
HCM2kAvgQ:	7	10	7	9	33	24	19	12	11	5	11	7

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	23	97	97	15	88	88	23	41	41	15	34	34
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	274	3284	81	132	1160	648	662	593	168	148	972	226
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	274	3284	81	132	1160	648	662	593	168	148	972	226
Added Vol:	0	20	0	0	18	3	4	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	274	3304	81	132	1178	651	666	593	168	148	972	226
User Adj:	1.00	0.85	1.00	1.00	0.85	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	274	2808	81	132	1001	651	666	593	168	148	972	226
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	274	2808	81	132	1001	651	666	593	168	148	972	226
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	274	2808	81	132	1001	651	666	593	168	148	972	226

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	4731	1750	3150	5700	1750	3150	5700	1750	3150	5700	1750

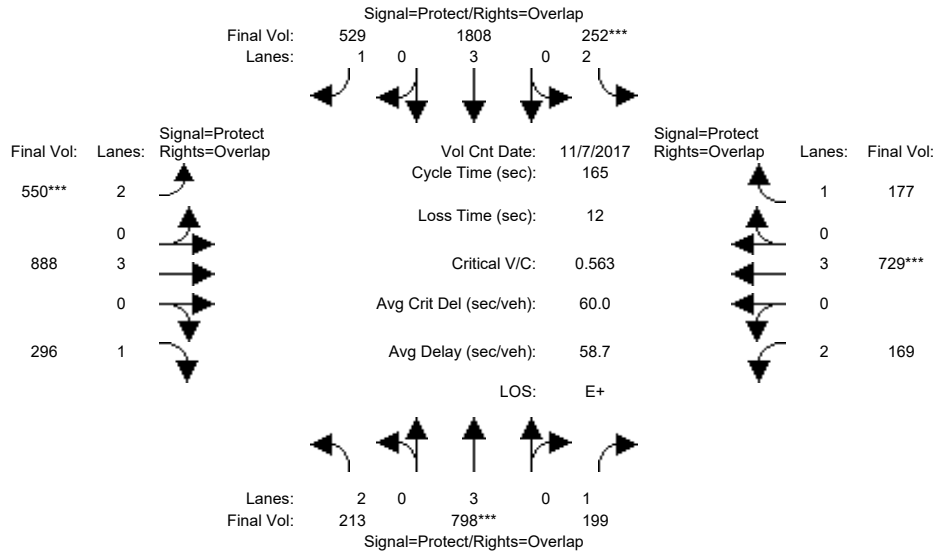
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.09	0.59	0.05	0.04	0.18	0.37	0.21	0.10	0.10	0.05	0.17	0.13
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.12	0.51	0.60	0.08	0.47	0.64	0.17	0.25	0.38	0.09	0.18	0.26
Volume/Cap:	0.71	1.16	0.08	0.53	0.38	0.59	1.26	0.41	0.26	0.50	0.95	0.50
Delay/Veh:	93.8	157	31.6	86.3	39.4	30.3	208.7	59.1	41.1	83.4	95.1	61.0
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	93.8	157	31.6	86.3	39.4	30.3	208.7	59.1	41.1	83.4	95.1	61.0
LOS by Move:	F	F	C	F	D	C	F	E+	D	F	F	E
HCM2kAvgQ:	10	71	4	5	14	30	35	9	7	5	21	12

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

Intersection #5416: SAN TOMAS EXPWY/EL CAMINO REAL



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	66	66	17	69	69	21	44	44	14	38	38
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	213	1056	199	252	2184	525	546	888	296	169	729	177
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	213	1056	199	252	2184	525	546	888	296	169	729	177
Added Vol:	0	22	0	0	21	4	4	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	213	1078	199	252	2205	529	550	888	296	169	729	177
User Adj:	1.00	0.74	1.00	1.00	0.82	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	213	798	199	252	1808	529	550	888	296	169	729	177
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	213	798	199	252	1808	529	550	888	296	169	729	177
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	213	798	199	252	1808	529	550	888	296	169	729	177

Saturation Flow Module:	North Bound			South Bound			East Bound			West Bound		
Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.83	1.00	0.92	0.83	0.83	0.92	0.83	1.00	0.92	0.83	1.00	0.92
Lanes:	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00	2.00	3.00	1.00
Final Sat.:	3150	5700	1750	3150	4731	1750	3150	5700	1750	3150	5700	1750

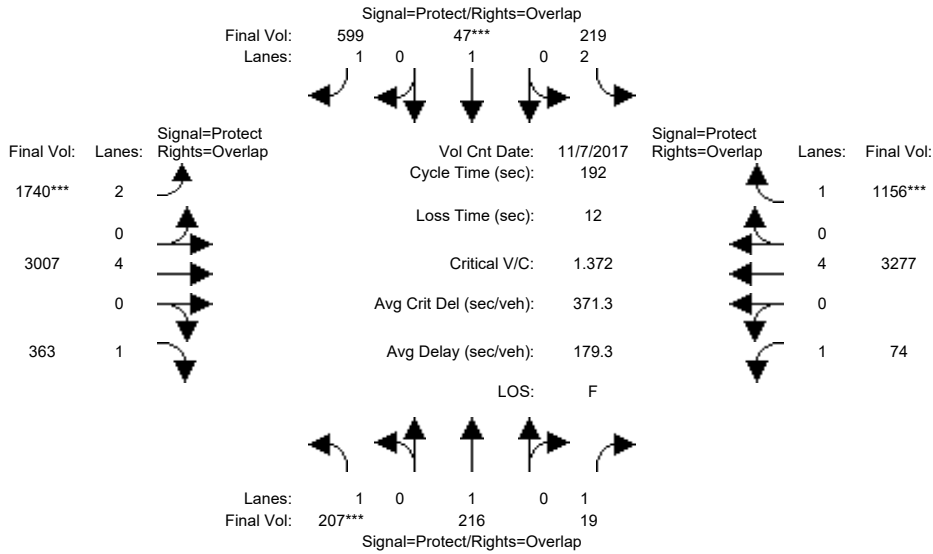
Capacity Analysis Module:	North Bound			South Bound			East Bound			West Bound		
Vol/Sat:	0.07	0.14	0.11	0.08	0.38	0.30	0.17	0.16	0.17	0.05	0.13	0.10
Crit Moves:	****			****			****			****		
Green/Cycle:	0.08	0.40	0.50	0.10	0.42	0.61	0.19	0.32	0.41	0.10	0.23	0.33
Volume/Cap:	0.80	0.35	0.23	0.78	0.91	0.49	0.90	0.48	0.42	0.52	0.56	0.30
Delay/Veh:	89.4	39.3	28.8	88.9	73.9	36.9	81.3	45.1	35.3	71.8	56.6	41.1
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	89.4	39.3	28.8	88.9	73.9	36.9	81.3	45.1	35.3	71.8	56.6	41.1
LOS by Move:	F	D	C	F	E	D+	F	D	D+	E	E+	D
HCM2kAvgQ:	7	10	7	9	33	24	19	12	11	5	11	7

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	39	39	12	33	33	48	107	107	12	71	71
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	207	216	19	219	47	599	1740	3007	363	74	3277	1156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	216	19	219	47	599	1740	3007	363	74	3277	1156
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	216	19	219	47	599	1740	3007	363	74	3277	1156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	216	19	219	47	599	1740	3007	363	74	3277	1156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	216	19	219	47	599	1740	3007	363	74	3277	1156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	207	216	19	219	47	599	1740	3007	363	74	3277	1156

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750

Capacity Analysis Module:

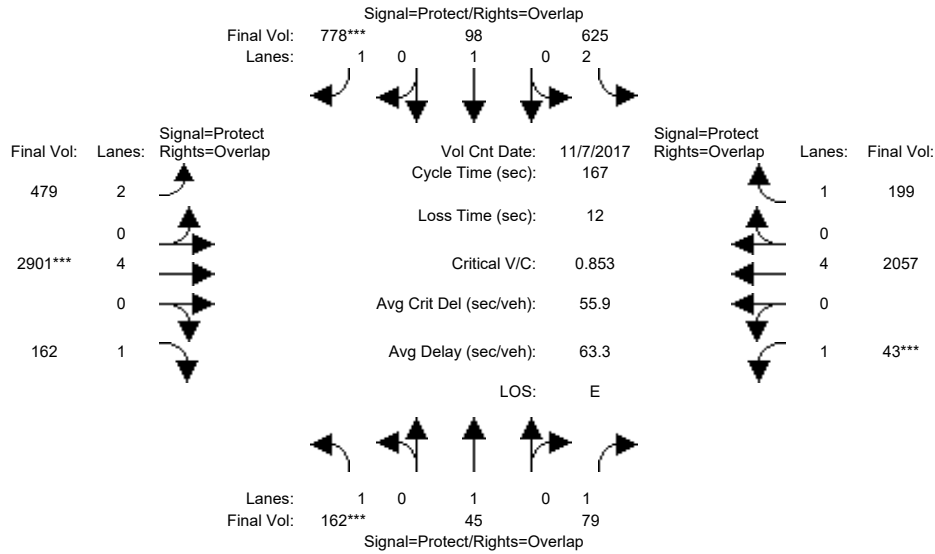
Vol/Sat:	0.12	0.11	0.01	0.07	0.02	0.34	0.55	0.40	0.21	0.04	0.43	0.66
Crit Moves:	****			****			****				****	
Green/Cycle:	0.14	0.23	0.29	0.08	0.17	0.48	0.30	0.57	0.70	0.06	0.37	0.45
Volume/Cap:	0.87	0.50	0.04	0.89	0.14	0.72	1.81	0.70	0.30	0.67	1.17	1.47
Delay/Veh:	109.4	65.3	48.6	117.3	67.7	43.1	456.9	56.4	27.8	106.1	163	301.9
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:	109.4	65.3	48.6	117.3	67.7	43.1	456.9	56.4	27.8	106.1	163	301.9
LOS by Move:	F	E	D	F	E	D	F	E+	C	F	F	F
HCM2kAvgQ:	15	11	1	9	2	30	117	40	18	4	59	118

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	28	28	27	31	31	21	88	88	11	74	74
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>> Count Date: 7 Nov 2017 <<											
Base Vol:	162	45	79	625	98	778	479	2901	162	43	2057	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	45	79	625	98	778	479	2901	162	43	2057	199
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	45	79	625	98	778	479	2901	162	43	2057	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	45	79	625	98	778	479	2901	162	43	2057	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	45	79	625	98	778	479	2901	162	43	2057	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	162	45	79	625	98	778	479	2901	162	43	2057	199

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

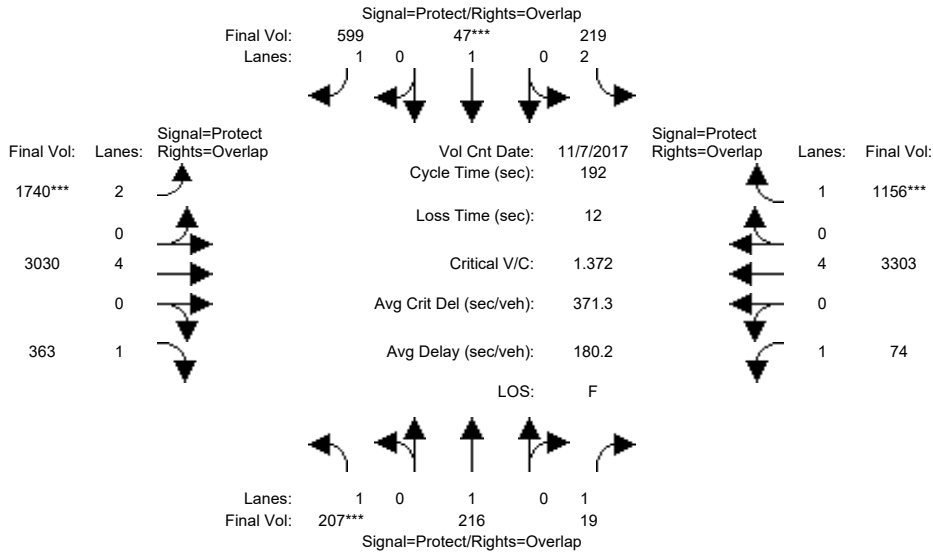
Capacity Analysis Module:												
Vol/Sat:	0.09	0.02	0.05	0.20	0.05	0.44	0.15	0.38	0.09	0.02	0.27	0.11
Crit Moves:	****					****		****		****		
Green/Cycle:	0.13	0.17	0.23	0.17	0.21	0.36	0.15	0.53	0.65	0.07	0.44	0.61
Volume/Cap:	0.74	0.14	0.19	1.18	0.25	1.24	1.02	0.72	0.14	0.37	0.61	0.19
Delay/Veh:	82.6	59.5	51.6	170.1	55.3	173.6	116.5	22.5	4.8	76.7	42.1	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.6	59.5	51.6	170.1	55.3	173.6	116.5	22.5	4.8	76.7	42.1	20.3
LOS by Move:	F	E+	D-	F	E+	F	F	C+	A	E-	D	C+
HCM2kAvgQ:	10	2	3	27	4	63	20	23	1	2	22	7

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	26	39	39	12	33	33	48	107	107	12	71	71
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	207	216	19	219	47	599	1740	3007	363	74	3277	1156
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	207	216	19	219	47	599	1740	3007	363	74	3277	1156
Added Vol:	0	0	0	0	0	0	0	23	0	0	26	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	207	216	19	219	47	599	1740	3030	363	74	3303	1156
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	207	216	19	219	47	599	1740	3030	363	74	3303	1156
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	207	216	19	219	47	599	1740	3030	363	74	3303	1156
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	207	216	19	219	47	599	1740	3030	363	74	3303	1156

Saturation Flow Module:

Sat/Lane:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.92	1.00	0.92	0.83	1.00	0.92	0.83	1.00	0.92	0.92	1.00	0.92
Lanes:	1.00	1.00	1.00	2.00	1.00	1.00	2.00	4.00	1.00	1.00	4.00	1.00
Final Sat.:	1750	1900	1750	3150	1900	1750	3150	7600	1750	1750	7600	1750

Capacity Analysis Module:

Vol/Sat:	0.12	0.11	0.01	0.07	0.02	0.34	0.55	0.40	0.21	0.04	0.43	0.66
Crit Moves:	****			****			****				****	
Green/Cycle:	0.14	0.23	0.29	0.08	0.17	0.48	0.30	0.57	0.70	0.06	0.37	0.45
Volume/Cap:	0.87	0.50	0.04	0.89	0.14	0.72	1.81	0.70	0.30	0.67	1.18	1.47
Delay/Veh:	109.4	65.3	48.6	117.3	67.7	43.1	456.9	56.7	27.8	106.1	167	301.9
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:	109.4	65.3	48.6	117.3	67.7	43.1	456.9	56.7	27.8	106.1	167	301.9
LOS by Move:	F	E	D	F	E	D	F	E+	C	F	F	F
HCM2kAvgQ:	15	11	1	9	2	30	117	40	18	4	60	118

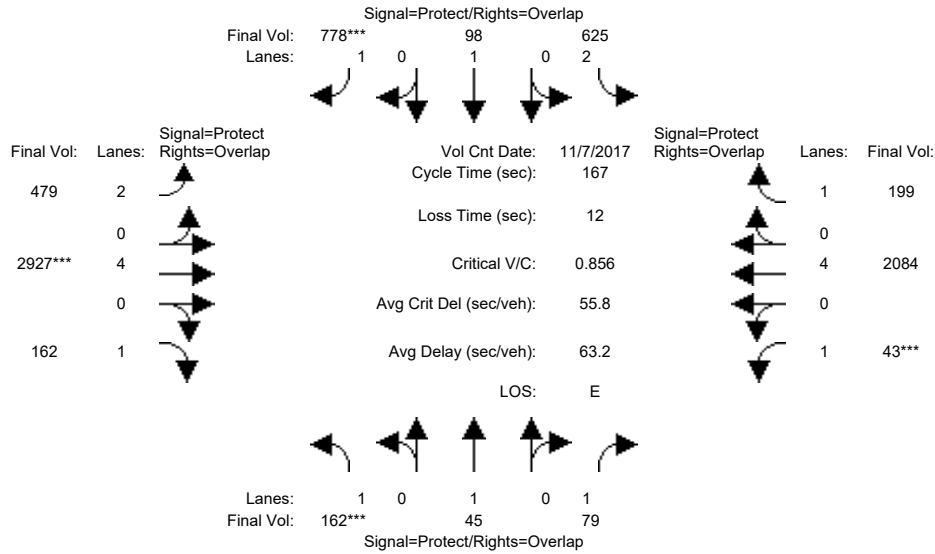
Note: Queue reported is the number of cars per lane.



MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

Intersection #5805: MONTAGUE EXPWY/MISSION COLLEGE BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	21	28	28	27	31	31	21	88	88	11	74	74
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	162	45	79	625	98	778	479	2901	162	43	2057	199
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	162	45	79	625	98	778	479	2901	162	43	2057	199
Added Vol:	0	0	0	0	0	0	0	26	0	0	27	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	162	45	79	625	98	778	479	2927	162	43	2084	199
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	162	45	79	625	98	778	479	2927	162	43	2084	199
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	162	45	79	625	98	778	479	2927	162	43	2084	199
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	162	45	79	625	98	778	479	2927	162	43	2084	199

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

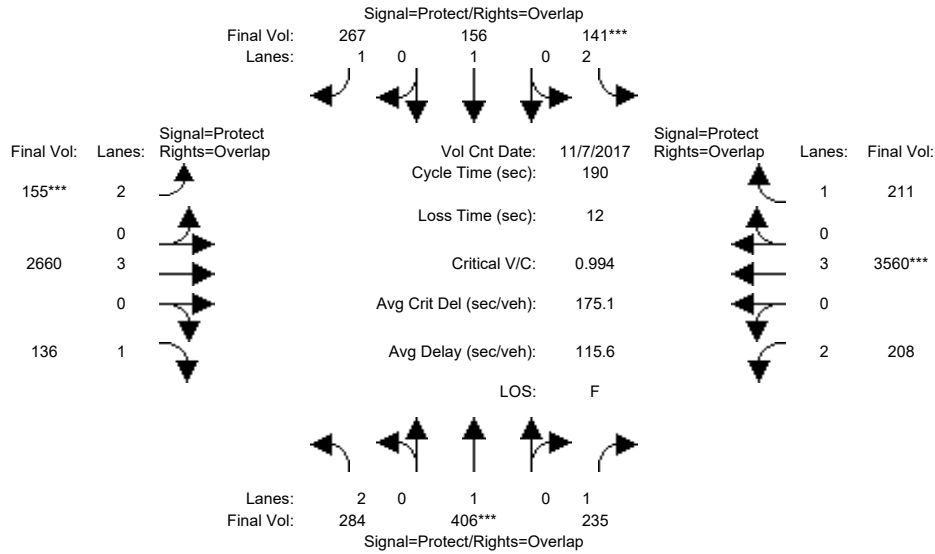
Capacity Analysis Module:												
Vol/Sat:	0.09	0.02	0.05	0.20	0.05	0.44	0.15	0.39	0.09	0.02	0.27	0.11
Crit Moves:	****					****		****		****		
Green/Cycle:	0.13	0.17	0.23	0.17	0.21	0.36	0.15	0.53	0.65	0.07	0.44	0.61
Volume/Cap:	0.74	0.14	0.19	1.18	0.25	1.24	1.02	0.73	0.14	0.37	0.62	0.19
Delay/Veh:	82.6	59.5	51.6	170.1	55.3	173.6	116.5	22.7	4.8	76.7	42.3	20.3
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	82.6	59.5	51.6	170.1	55.3	173.6	116.5	22.7	4.8	76.7	42.3	20.3
LOS by Move:	F	E+	D-	F	E+	F	F	C+	A	E-	D	C+
HCM2kAvgQ:	10	2	3	27	4	63	20	23	1	2	22	7

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5806: MONTAGUE EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	49	49	25	37	37	16	91	91	15	90	90
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	284	406	235	141	156	267	155	3057	136	208	4092	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	406	235	141	156	267	155	3057	136	208	4092	211
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	406	235	141	156	267	155	3057	136	208	4092	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	406	235	141	156	267	155	2660	136	208	3560	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	406	235	141	156	267	155	2660	136	208	3560	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	284	406	235	141	156	267	155	2660	136	208	3560	211

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

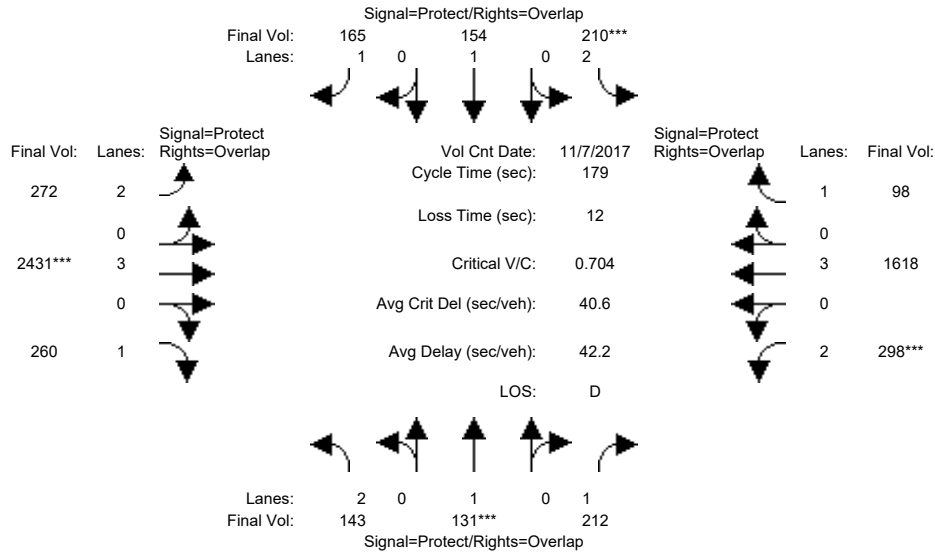
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.13	0.04	0.08	0.15	0.05	0.47	0.08	0.07	0.62	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.16	0.26	0.33	0.13	0.23	0.31	0.08	0.47	0.63	0.08	0.47	0.60
Volume/Cap:	0.58	0.84	0.40	0.34	0.36	0.49	0.59	0.98	0.12	0.85	1.33	0.20
Delay/Veh:	77.0	79.8	49.7	76.5	62.5	54.1	88.4	53.9	7.2	110.0	194	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.0	79.8	49.7	76.5	62.5	54.1	88.4	53.9	7.2	110.0	194	10.2
LOS by Move:	E-	E-	D	E-	E	D-	F	D-	A	F	F	B+
HCM2kAvqQ:	9	23	11	5	8	13	5	54	2	8	103	3

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5806: MONTAGUE EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	38	38	16	40	40	23	87	87	15	79	79
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module: >> Count Date: 7 Nov 2017 <<

Base Vol:	143	131	212	210	154	165	272	3117	260	298	1860	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:	143	131	212	210	154	165	272	3117	260	298	1860	98
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	131	212	210	154	165	272	3117	260	298	1860	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	131	212	210	154	165	272	2431	260	298	1618	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	131	212	210	154	165	272	2431	260	298	1618	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	143	131	212	210	154	165	272	2431	260	298	1618	98

Saturation Flow Module:

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

Capacity Analysis Module:

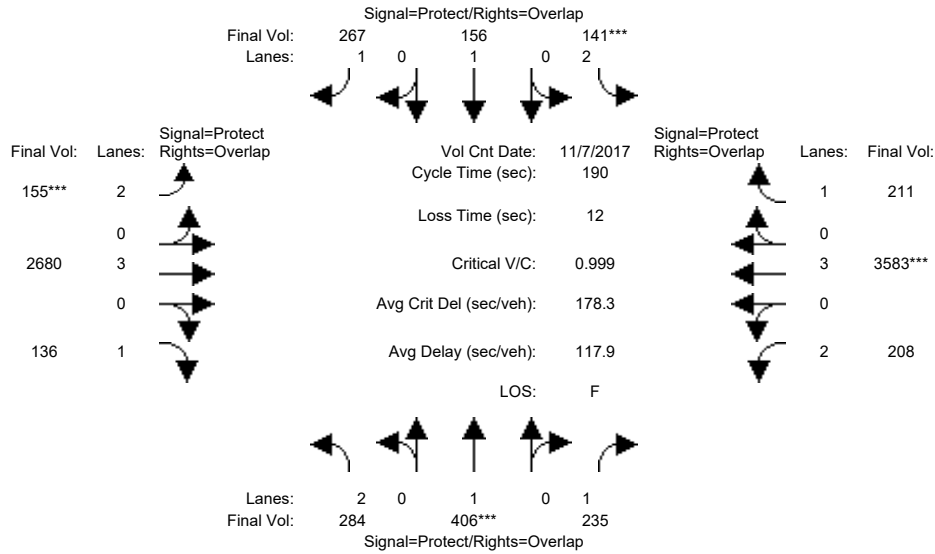
Vol/Sat:	0.05	0.07	0.12	0.07	0.08	0.09	0.09	0.43	0.15	0.09	0.28	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.08	0.21	0.33	0.09	0.22	0.37	0.14	0.52	0.59	0.11	0.49	0.58
Volume/Cap:	0.58	0.32	0.37	0.75	0.36	0.26	0.61	0.83	0.25	0.83	0.58	0.10
Delay/Veh:	83.1	60.1	46.5	89.9	59.3	40.0	74.4	29.0	10.3	91.9	40.4	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.1	60.1	46.5	89.9	59.3	40.0	74.4	29.0	10.3	91.9	40.4	22.9
LOS by Move:	F	E	D	F	E+	D	E	C	B+	F	D	C+
HCM2kAvgQ:	5	6	9	8	7	7	8	32	4	10	23	3

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

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

Intersection #5806: MONTAGUE EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	25	49	49	25	37	37	16	91	91	15	90	90
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	284	406	235	141	156	267	155	3057	136	208	4092	211
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bse:	284	406	235	141	156	267	155	3057	136	208	4092	211
Added Vol:	0	0	0	0	0	0	0	23	0	0	26	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	284	406	235	141	156	267	155	3080	136	208	4118	211
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.87	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	284	406	235	141	156	267	155	2680	136	208	3583	211
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	284	406	235	141	156	267	155	2680	136	208	3583	211
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
FinalVolume:	284	406	235	141	156	267	155	2680	136	208	3583	211

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

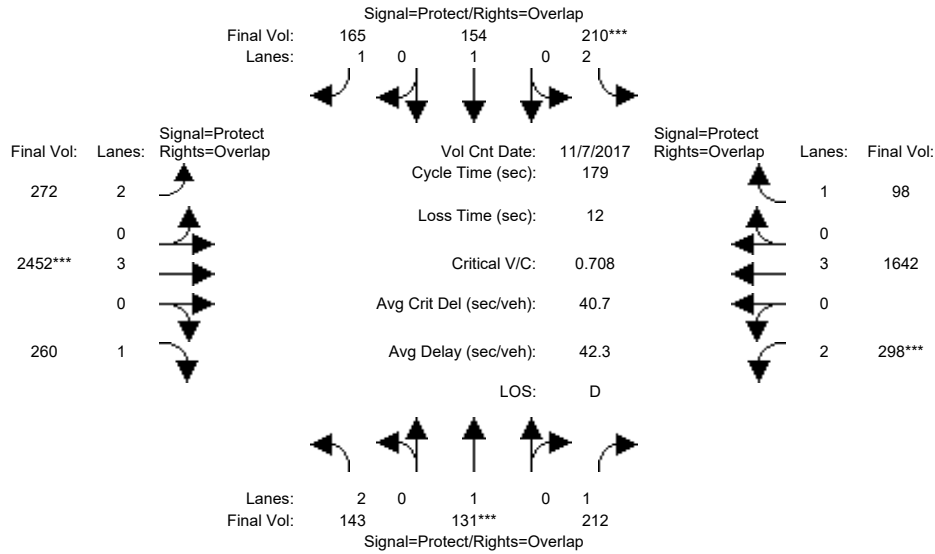
Capacity Analysis Module:												
Vol/Sat:	0.09	0.21	0.13	0.04	0.08	0.15	0.05	0.47	0.08	0.07	0.63	0.12
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.16	0.26	0.33	0.13	0.23	0.31	0.08	0.47	0.63	0.08	0.47	0.60
Volume/Cap:	0.58	0.84	0.40	0.34	0.36	0.49	0.59	0.99	0.12	0.85	1.34	0.20
Delay/Veh:	77.0	79.8	49.7	76.5	62.5	54.1	88.4	55.7	7.2	110.0	197	10.2
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	77.0	79.8	49.7	76.5	62.5	54.1	88.4	55.7	7.2	110.0	197	10.2
LOS by Move:	E-	E-	D	E-	E	D-	F	E+	A	F	F	B+
HCM2kAvqQ:	9	23	11	5	8	13	5	55	2	8	104	3

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

MCA Update  
 Santa Clara, CA  
 Hexagon Transportation Consultants, Inc.

Level Of Service Computation Report  
 2000 HCM Operations (Future Volume Alternative)  
 Cumulative + Project PM (2-4PM)

Intersection #5806: MONTAGUE EXPWY/DE LA CRUZ BLVD



Approach:	North Bound			South Bound			East Bound			West Bound		
	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	14	38	38	16	40	40	23	87	87	15	79	79
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:	>>	Count	Date:	7 Nov 2017	<<							
Base Vol:	143	131	212	210	154	165	272	3117	260	298	1860	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:	143	131	212	210	154	165	272	3117	260	298	1860	98
Added Vol:	0	0	0	0	0	0	0	26	0	0	27	0
Appr & Pend:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	143	131	212	210	154	165	272	3143	260	298	1887	98
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.78	1.00	1.00	0.87	1.00
PHF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Volume:	143	131	212	210	154	165	272	2452	260	298	1642	98
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	143	131	212	210	154	165	272	2452	260	298	1642	98
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	143	131	212	210	154	165	272	2452	260	298	1642	98

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

Capacity Analysis Module:												
Vol/Sat:	0.05	0.07	0.12	0.07	0.08	0.09	0.09	0.43	0.15	0.09	0.29	0.06
Crit Moves:	****	****	****	****	****	****	****	****	****	****	****	****
Green/Cycle:	0.08	0.21	0.33	0.09	0.22	0.37	0.14	0.52	0.60	0.11	0.49	0.58
Volume/Cap:	0.58	0.32	0.37	0.75	0.36	0.26	0.61	0.83	0.25	0.83	0.59	0.10
Delay/Veh:	83.1	60.1	46.7	89.9	59.3	40.0	74.4	29.2	10.2	92.7	40.6	22.9
User DelAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDel/Veh:	83.1	60.1	46.7	89.9	59.3	40.0	74.4	29.2	10.2	92.7	40.6	22.9
LOS by Move:	F	E	D	F	E+	D	E	C	B+	F	D	C+
HCM2kAvgQ:	5	6	9	8	7	7	8	32	4	10	24	3

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

**Appendix D**  
**List of Approved and Pending Projects**

## Approved Projects (MCA)

Applicant/Owner/Project Name	Address/Location	Proposed Project Description
3Com/Cognac Great America	5402 Great America Parkway at Great America Way	Existing office use redeveloped to 278,000 s.f. of office/research & development
Gateway Santa Clara	3700 El Camino Real	476 Homes, 87 k.s.f. of retail
Lawson Lane	2200 Lawson Lane	613,800 s.f. of office space
2350 Mission College Boulevard Office Retail	2350 Mission College Boulevard	300,000 s.f. of office, 6 story parking garage, 6,000 s.f. of retail
Santa Clara Square Mixed Use (Augustine Bowers Industrial Campus/Equity Office)	2620-2727 Augustine Drive, 3265 Scott Boulevard, 2600 Augustine Drive	1,969,600 s.f. of office, 35,000 s.f. of retail, 2,000 rental housing units, 40,000 sf retail added
Brad Krouskup	4880 Great America Parkway	171,000 s.f. office building and two level parking garage
Mission College Master Plan	Mission College Boulevard and Great America Parkway	427,000 s.f. expansion of the existing college, and demolition of 235,000 s.f. of existing building
Washington Holdings/Kelly Snyder	2041 Mission College Boulevard	5 new retail buildings totaling 24,000 s.f., 175-room hotel
Menlo Equities	3535 Garrett Drive	8-story office and 3-level parking structure
Rashik Patel T2	2950 Lakeside Drive	7-story hotel with 188 rooms
Lennar Commercial	3607 Kifer Road	199,460 s.f. office and 5-level parking structure
Irvine Company	3100-3200 Coronado Drive	245,000 s.f. office and parking garage
City Place Phases 1, 2, and 3	5155 Stars and Stripes Drive	5.7 m.s.f. office; 1.1 m.s.f. retail; 1,360 mixed density residential units; 700 hotel rooms; 250 k.s.f. restaurant uses; 190 k.s.f. entertainment space
Courtney Bauer	3226 Scott Boulevard	230,500 s.f. office building and parking structure
3000 Bowers	3000 Bowers Avenue	New (2) 5-story 150k.s.f. office building, (1) 2-story 17.4 k.s.f. amenity building
Great America Parkway	4301 Great America Parkway	12-story office buildings totaling 718,000 s.f. & (1) four-story parking garage on a developed property w/ (2) 300,000 s.f. existing office buildings
Great America Master Plan	1 Great America Parkway	140,000 s.f. new retail
3375 Scott Office	3375 Scott Boulevard	237,104 s.f. office building, 4 story parking structure and 14,000 s.f. amenity building
San Tomas Business Park Phase II (NVIDIA)	2788 San Tomas Expressway	754,100 s.f. office
Scott Menard	3305 Kifer Road	45 attached townhomes and stacked flats with 109 parking spaces (Lawrence Station Area Plan)
Johnathon Fearn/Summerhill Homes	3505 Kifer Road	996 residential units with 37,000 s.f. retail (Lawrence Station Area Plan)
North San Jose Area Development Policy Phase I	North San Jose (City of San Jose)	Development of 8,000 residential units, 6.675 msf of office space, 425,000 sf of retail/commercial space within the NSJADP area boundaries.

Source: City of Santa Clara Planning Department, April 2018

## Pending Projects (MCA)

Applicant/Owner/Project Name	Address/Location	Proposed Project Description
Lou Mariani; Miles Barber	2490, 2500 El Camino Real	332 dwelling units, 66 senior residential units, a 306-room hotel with a 6,000 s.f. restaurant comprising 205,197 s.f. of commercial space
Sobrato	2250 El Camino Real	427,000 s.f. expansion of the existing college, and demolition of 235,000 s.f. of existing building
SCS Development	1375 El Camino Real	53 townhomes inclusive of 8 live work units
Prometheus/Nathan Tuttle	3501 El Camino Real	Development of a 100,000 s.f. shopping center into a mixed use development including 80,000-86,000 s.f. retail and up to 700 apartments
Swim Center at Central Park	909 Kiely Boulevard	Swimming facility including dive pool, competition pool, training pool, recreational pool, theater, activity rooms, multi-purpose room, classroom, gym, and childcare room
Westlake Urban/Gaye Quinn	3069 Lawrence Expressway	333 unit multi-family development (Lawrence Station Area Plan)
Bixby Lane Office	3001 Tasman Drive	150,000 s.f. office building and two parking structures
3055 Patrick Henry	3055 Patrick Henry Drive	800 apartment units
Gateways Crossings	1205 Coleman Drive	Up to 1360 residential units, approximately 15,000-25,000 s.f. of community-serving retail and restaurant space
BART Santa Clara Station	Santa Clara Transit Center	New BART station with a 500-space parking structure on Brokaw Road.
Concentric	2904 Corvin Drive	121 multi-family residential units (Lawrence Station Area Plan)
Greystar	3905 Freedom Circle	Mixed-use development with office (606,968 s.f.), residential (1018 units) and commercial uses (18,653 s.f.)
Algined Data Centers	2305 Mission College	Demolition of an existing office building and construct a new 495,660 s.f. data center
Boston Properties	3625 Peterson Way	672,000 s.f. of office space. Existing 260,000 s.f. building to be demolished.
John Vidovich	3402 El Camino Real	Mixed-use project with 66 apartment units and 9,440 s.f. of retail
Kurt Anderson and Nick Speno	1575 Pomeroy Avenue	122 unit senior living apartment community
Raging Wire/NTT	1150 Walsh Avenue	248,000 s.f. data center
Summerhill	2961 Corvin Drive	38 townhomes (Lawrence Station Area Plan)
Source: City of Santa Clara Planning Department, April 2018		



## Sunnyvale Approved Projects (04-22) - MCA

Address/Location	Proposed Project Description
1101 Elko Dr.	New 51-room hotel.
1296 Lawrence Station Rd.	New 105,553-s.f. extended-stay hotel with 135 rooms.
250 E. Java Dr.	New 5-story hotel with 180 guest rooms and 6,000 SF of ground floor retail.
247 Commercial St	New 6-story hotel buildings totaling 274 hotel rooms
932, 950, 945-955 Kifer Rd	New three-story office/R&D/manufacturing buildings totaling 1,211,000 sq. ft (Lawrence Station Area Plan).
1155 Aster Ave.	741 residential units and 1,500 s.f. commercial (Lawrence Station Area Plan).
1 AMD Place	Redevelop a site to construct 1,074 dwelling units (130 townhomes, 887 mid-rise apartments, 57 walk up apartments) and dedication of a 6.5 acre public park.
1050 Kifer Rd.	Redevelop a 21.7-acre site (Intuitive Surgical), including construction of two new four-story office/R&D buildings and two parking structures resulting in 755,144 square feet (Lawrence Station Area Plan).

Source: City of Sunnyvale Public Works Department, April 2022

## Sunnyvale Pending Projects (04-22) - MCA

Address/Location	Proposed Project Description
1206 Oakmead Pkwy	211-room hotel
1220 Oakmead Pkwy	New six-story hotel with 152 rooms
899 Kifer Rd.	Demolish 278,689 s.f. industrial space and replace with 743,457 s.f. office/R&D.

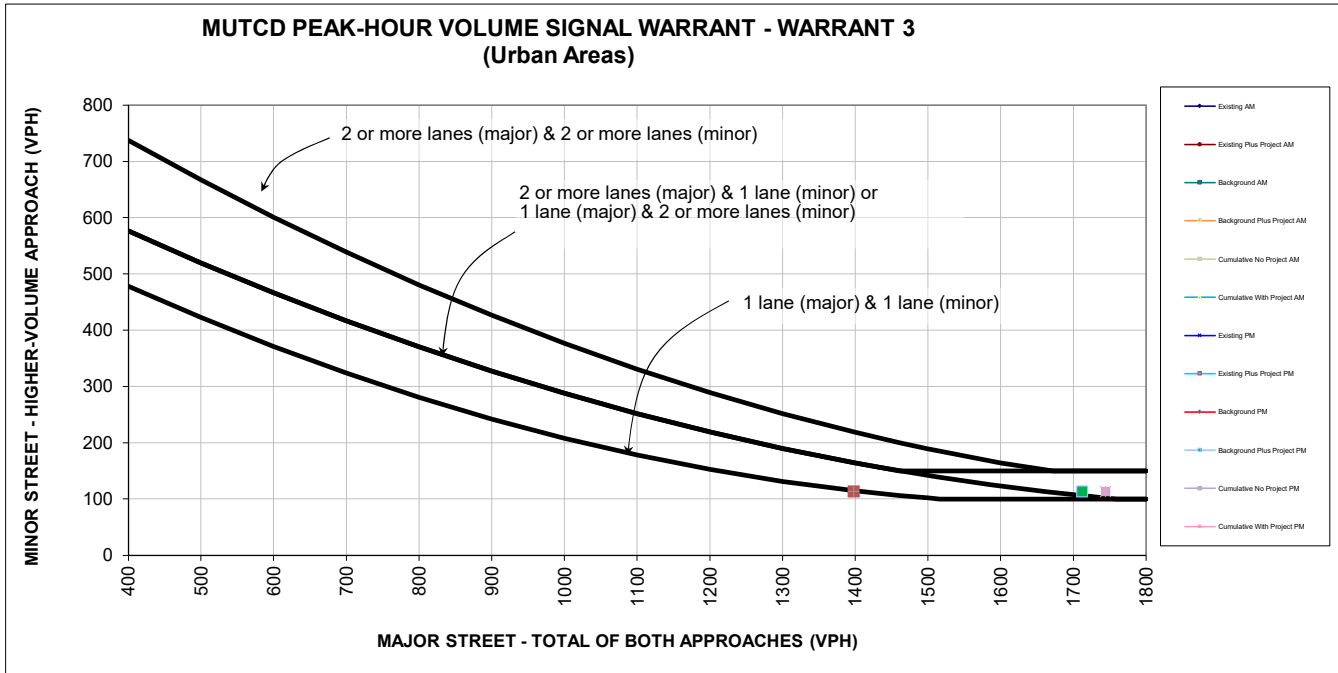
Source: City of Sunnyvale Public Works Department, April 2022

## **Appendix E**

### **Signal Warrants**

# MCA Expansion

## 22 . Lafayette Street & Duane Avenue



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).

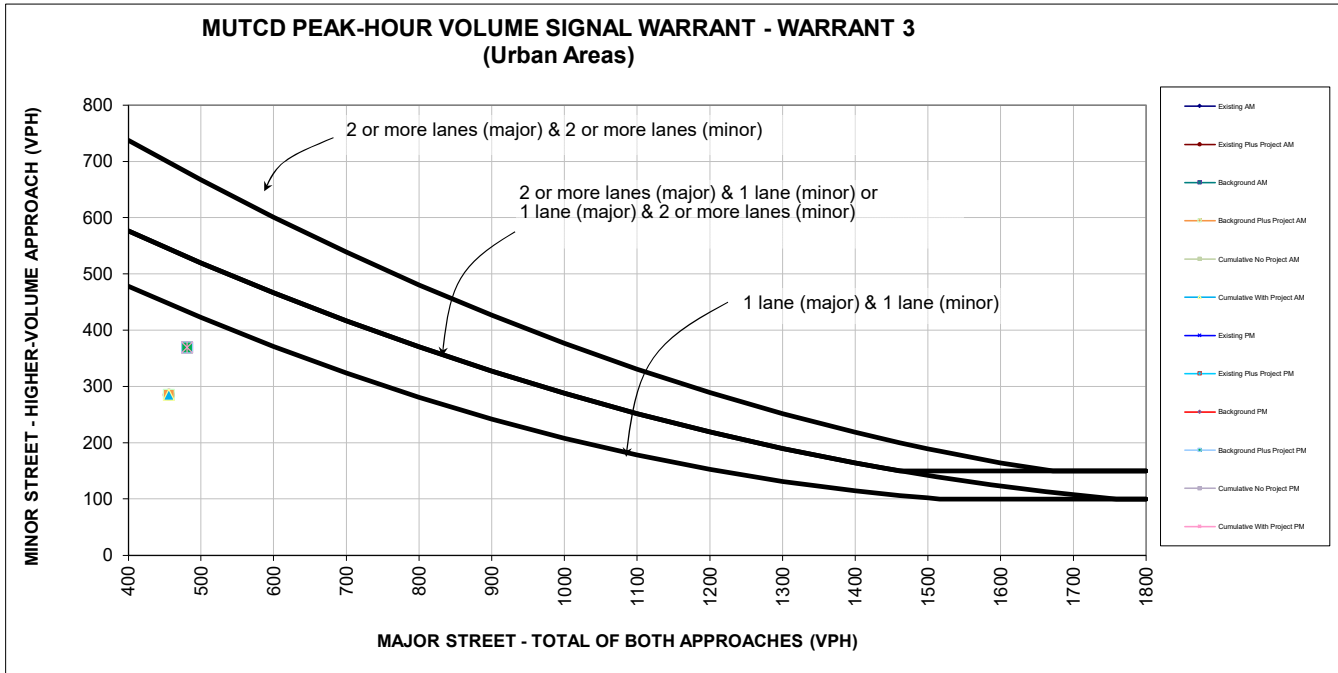
\* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		AM Peak Hour					
		2 or One	More	Existing AM	Existing Plus Project AM	Background AM	Background Plus Project AM	Cumulative No Project AM	Cumulative With Project AM
Major Street - Both Approaches	Lafayette Street		X	2048	2048	2294	2294	2341	2341
Minor Street - Highest Approach	Duane Avenue	X		62	62	62	62	62	62
Maximum warrant threshold for minor street volume				100	100	100	100	100	100
Difference between warrant threshold & minor street volume				38	38	38	38	38	38
Warrant Met?				No	No	No	No	No	No

		Existing Approach Lanes		2-4 PM Peak Hour					
		2 or One	More	Existing PM	Existing Plus Project PM	Background PM	Background Plus Project PM	Cumulative No Project PM	Cumulative With Project PM
Major Street - Both Approaches	Lafayette Street		X	1398	1398	1712	1712	1744	1744
Minor Street - Highest Approach	Duane Avenue	X		113	113	113	113	113	113
Maximum warrant threshold for minor street volume				165	165	106	106	102	102
Difference between warrant threshold & minor street volume				52	52	7	7	11	11
Warrant Met?				No	No	Yes	Yes	Yes	Yes

# MCA Expansion

## 23 . Alfred Street & Space Park Drive



Source: Figure 4C-3 of the Manual on Uniform Traffic Control and Devices (MUTCD) from California Department of Transportation (Caltrans).

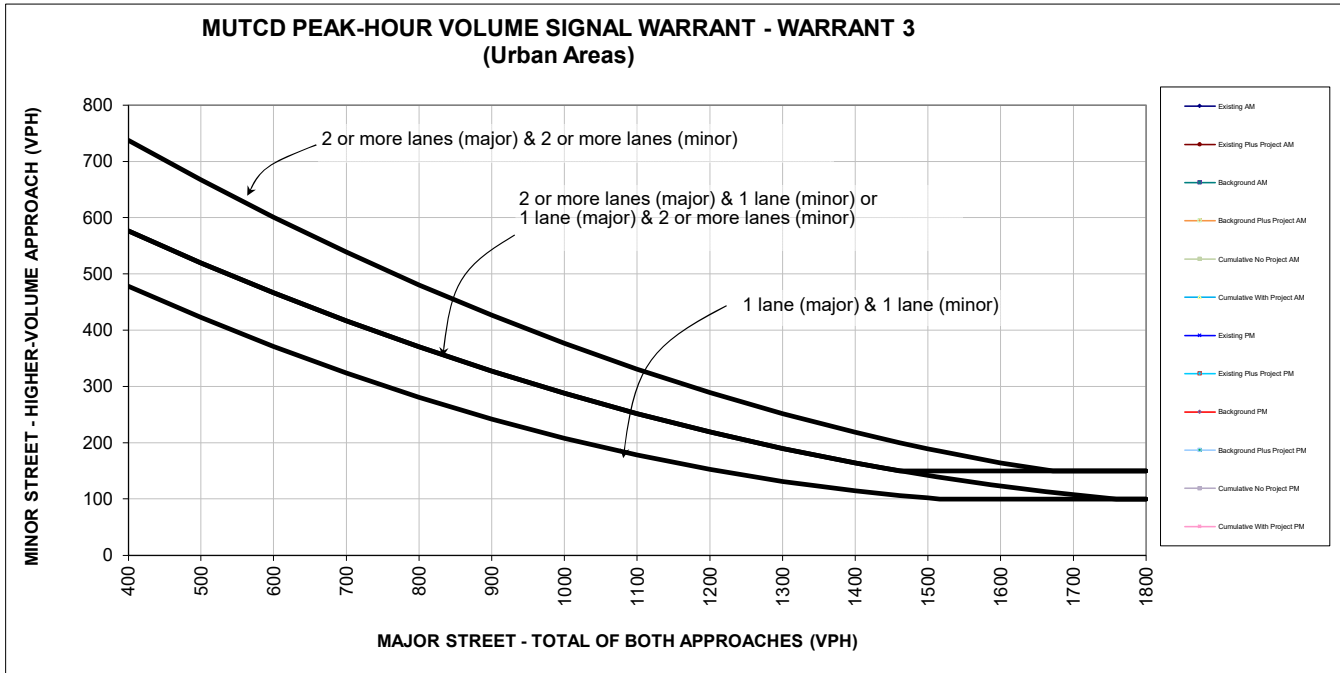
\* 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.

		Existing Approach Lanes		AM Peak Hour					
		2 or More	One More	Existing AM	Existing Plus Project AM	Background AM	Background Plus Project AM	Cumulative No Project AM	Cumulative With Project AM
Major Street - Both Approaches	Space Park Drive	X		272	456	272	456	272	456
Minor Street - Highest Approach	Alfred Street	X		124	285	124	285	124	285
Maximum warrant threshold for minor street volume				556	447	556	447	556	447
Difference between warrant threshold & minor street volume				432	162	432	162	432	162
Warrant Met?				No	No	No	No	No	No

		Existing Approach Lanes		2-4 PM Peak Hour					
		2 or More	One More	Existing PM	Existing Plus Project PM	Background PM	Background Plus Project PM	Cumulative No Project PM	Cumulative With Project PM
Major Street - Both Approaches	Space Park Drive	X		285	481	285	481	285	481
Minor Street - Highest Approach	Alfred Street	X		181	369	181	369	181	369
Maximum warrant threshold for minor street volume				548	433	548	433	548	433
Difference between warrant threshold & minor street volume				367	64	367	64	367	64
Warrant Met?				No	No	No	No	No	No

# MCA Expansion

## 24 . Alfred Street & Duane Avenue



Source: Figure 4C-3 of the Manual on Uniform 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.

		Existing Approach Lanes		AM Peak Hour					
		2 or More	One	Existing AM	Existing Plus Project AM	Background AM	Background Plus Project AM	Cumulative No Project AM	Cumulative With Project AM
Major Street - Both Approaches	Duane Avenue	X		169	169	169	169	169	169
Minor Street - Highest Approach	Alfred Street	X		28	28	28	28	28	28
Maximum warrant threshold for minor street volume				624	624	624	624	624	624
Difference between warrant threshold & minor street volume				596	596	596	596	596	596
Warrant Met?				No	No	No	No	No	No

		Existing Approach Lanes		2-4 PM Peak Hour					
		2 or More	One	Existing PM	Existing Plus Project PM	Background PM	Background Plus Project PM	Cumulative No Project PM	Cumulative With Project PM
Major Street - Both Approaches	Duane Avenue	X		125	125	125	125	125	125
Minor Street - Highest Approach	Alfred Street	X		34	34	34	34	34	34
Maximum warrant threshold for minor street volume				655	655	655	655	655	655
Difference between warrant threshold & minor street volume				621	621	621	621	621	621
Warrant Met?				No	No	No	No	No	No

## **Appendix F**

### **Poisson Probability Calculations**

San Tomas Expressway/Scott Boulevard  
 SBL  
 AM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 4.9  
 Percentile = 0.95 9

San Tomas Expressway/Scott Boulevard  
 SBL  
 AM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 6.8  
 Percentile = 0.95 11

San Tomas Expressway/Scott Boulevard  
 SBL  
 AM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 7.2  
 Percentile = 0.95 12

San Tomas Expressway/Scott Boulevard  
 SBL  
 AM  
 Background Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 9.0  
 Percentile = 0.95 14

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0072	0.0072	0
0.0355	0.0427	1
0.0876	0.1303	2
0.1441	0.2743	3
0.1777	0.4520	4
0.1754	0.6274	5
0.1443	0.7717	6
0.1017	0.8734	7
0.0627	0.9361	8
0.0344	0.9705	9
0.0170	0.9875	10
0.0076	0.9951	11
0.0031	0.9982	12
0.0012	0.9994	13
0.0004	0.9998	14
0.0001	0.9999	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0011	0.0011	0
0.0077	0.0088	1
0.0261	0.0349	2
0.0590	0.0939	3
0.1000	0.1938	4
0.1356	0.3294	5
0.1533	0.4827	6
0.1485	0.6312	7
0.1259	0.7570	8
0.0949	0.8519	9
0.0643	0.9162	10
0.0397	0.9559	11
0.0224	0.9783	12
0.0117	0.9900	13
0.0057	0.9957	14
0.0026	0.9982	15
0.0011	0.9993	16
0.0004	0.9997	17
0.0002	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0008	0.0008	0
0.0054	0.0062	1
0.0194	0.0256	2
0.0466	0.0722	3
0.0838	0.1560	4
0.1206	0.2766	5
0.1446	0.4212	6
0.1486	0.5698	7
0.1336	0.7034	8
0.1068	0.8103	9
0.0769	0.8871	10
0.0503	0.9374	11
0.0301	0.9675	12
0.0167	0.9842	13
0.0086	0.9928	14
0.0041	0.9969	15
0.0018	0.9987	16
0.0008	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0001	0.0001	0
0.0011	0.0012	1
0.0048	0.0060	2
0.0146	0.0206	3
0.0330	0.0536	4
0.0596	0.1132	5
0.0898	0.2030	6
0.1160	0.3191	7
0.1311	0.4502	8
0.1317	0.5819	9
0.1191	0.7011	10
0.0979	0.7990	11
0.0738	0.8727	12
0.0513	0.9240	13
0.0331	0.9572	14
0.0200	0.9771	15
0.0113	0.9884	16
0.0060	0.9944	17
0.0030	0.9975	18
0.0014	0.9989	19
0.0006	0.9995	20
0.0003	0.9998	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



San Tomas Expressway/Scott Boulevard  
 SBL  
 PM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 3.0  
 Percentile = 0.95 6

San Tomas Expressway/Scott Boulevard  
 SBL  
 PM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 4.7  
 Percentile = 0.95 9

San Tomas Expressway/Scott Boulevard  
 SBL  
 PM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 3.7  
 Percentile = 0.95 7

San Tomas Expressway/Scott Boulevard  
 SBL  
 PM  
 Background Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 5.5  
 Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0514	0.0514	0
0.1525	0.2039	1
0.2264	0.4302	2
0.2240	0.6542	3
0.1663	0.8205	4
0.0987	0.9192	5
0.0488	0.9680	6
0.0207	0.9888	7
0.0077	0.9964	8
0.0025	0.9990	9
0.0008	0.9997	10
0.0002	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0089	0.0089	0
0.0419	0.0507	1
0.0990	0.1497	2
0.1559	0.3056	3
0.1842	0.4898	4
0.1741	0.6639	5
0.1371	0.8010	6
0.0926	0.8936	7
0.0547	0.9483	8
0.0287	0.9770	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0240	0.0240	0
0.0895	0.1135	1
0.1669	0.2803	2
0.2075	0.4878	3
0.1935	0.6813	4
0.1444	0.8257	5
0.0898	0.9155	6
0.0478	0.9633	7
0.0223	0.9856	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0041	0.0041	0
0.0227	0.0268	1
0.0623	0.0891	2
0.1139	0.2031	3
0.1563	0.3594	4
0.1716	0.5310	5
0.1569	0.6879	6
0.1230	0.8110	7
0.0844	0.8954	8
0.0515	0.9468	9
0.0282	0.9751	10
0.0141	0.9892	11
0.0064	0.9956	12
0.0027	0.9983	13
0.0011	0.9994	14
0.0004	0.9998	15
0.0001	0.9999	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

San Tomas Expressway/Scott Boulevard  
WBL  
AM  
Existing Conditions  
Avg. Queue Per Lane in Veh= 1.7  
Percentile = 0.95 4

San Tomas Expressway/Scott Boulevard  
WBL  
AM  
Existing Plus Project Conditions  
Avg. Queue Per Lane in Veh= 2.4  
Percentile = 0.95 5

San Tomas Expressway/Scott Boulevard  
WBL  
AM  
Background Conditions  
Avg. Queue Per Lane in Veh= 1.8  
Percentile = 0.95 4

San Tomas Expressway/Scott Boulevard  
WBL  
AM  
Background Plus Project Conditions  
Avg. Queue Per Lane in Veh= 2.6  
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1897	0.1897	0
0.3153	0.5050	1
0.2621	0.7671	2
0.1453	0.9123	3
0.0604	0.9727	4
0.0201	0.9928	5
0.0056	0.9983	6
0.0013	0.9997	7
0.0003	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0906	0.0906	0
0.2175	0.3081	1
0.2612	0.5693	2
0.2091	0.7784	3
0.1255	0.9040	4
0.0603	0.9642	5
0.0241	0.9884	6
0.0083	0.9966	7
0.0025	0.9991	8
0.0007	0.9998	9
0.0002	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1586	0.1586	0
0.2920	0.4506	1
0.2689	0.7195	2
0.1650	0.8846	3
0.0760	0.9605	4
0.0280	0.9885	5
0.0086	0.9971	6
0.0023	0.9994	7
0.0005	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0758	0.0758	0
0.1955	0.2712	1
0.2522	0.5234	2
0.2169	0.7403	3
0.1399	0.8802	4
0.0722	0.9524	5
0.0310	0.9835	6
0.0114	0.9949	7
0.0037	0.9986	8
0.0011	0.9996	9
0.0003	0.9999	10
0.0001	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

San Tomas Expressway/Scott Boulevard  
WBL  
PM  
Existing Conditions  
Avg. Queue Per Lane in Veh= 1.7  
Percentile = 0.95 4

San Tomas Expressway/Scott Boulevard  
WBL  
PM  
Existing Plus Project Conditions  
Avg. Queue Per Lane in Veh= 2.4  
Percentile = 0.95 5

San Tomas Expressway/Scott Boulevard  
WBL  
PM  
Background Conditions  
Avg. Queue Per Lane in Veh= 1.7  
Percentile = 0.95 4

San Tomas Expressway/Scott Boulevard  
WBL  
PM  
Background Plus Project Conditions  
Avg. Queue Per Lane in Veh= 2.4  
Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1897	0.1897	0
0.3153	0.5050	1
0.2621	0.7671	2
0.1453	0.9123	3
0.0604	0.9727	4
0.0201	0.9928	5
0.0056	0.9983	6
0.0013	0.9997	7
0.0003	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0887	0.0887	0
0.2149	0.3036	1
0.2603	0.5638	2
0.2102	0.7740	3
0.1273	0.9013	4
0.0617	0.9630	5
0.0249	0.9879	6
0.0086	0.9965	7
0.0026	0.9991	8
0.0007	0.9998	9
0.0002	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1881	0.1881	0
0.3143	0.5024	1
0.2625	0.7649	2
0.1462	0.9111	3
0.0611	0.9722	4
0.0204	0.9926	5
0.0057	0.9983	6
0.0014	0.9997	7
0.0003	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0880	0.0880	0
0.2138	0.3018	1
0.2599	0.5617	2
0.2106	0.7723	3
0.1280	0.9002	4
0.0622	0.9624	5
0.0252	0.9876	6
0.0088	0.9964	7
0.0027	0.9991	8
0.0007	0.9998	9
0.0002	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

Scott Boulevard/Central Expressway  
 EBL  
 AM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 3.5  
 Percentile = 0.95 7

Scott Boulevard/Central Expressway  
 EBL  
 AM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 3.9  
 Percentile = 0.95 7

Scott Boulevard/Central Expressway  
 EBL  
 AM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 3.8  
 Percentile = 0.95 7

Scott Boulevard/Central Expressway  
 EBL  
 AM  
 Background Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 4.2  
 Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0291	0.0291	0
0.1030	0.1321	1
0.1821	0.3142	2
0.2146	0.5289	3
0.1897	0.7186	4
0.1342	0.8528	5
0.0791	0.9319	6
0.0400	0.9718	7
0.0177	0.9895	8
0.0069	0.9964	9
0.0025	0.9989	10
0.0008	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0196	0.0196	0
0.0771	0.0967	1
0.1516	0.2482	2
0.1986	0.4469	3
0.1953	0.6421	4
0.1535	0.7957	5
0.1006	0.8963	6
0.0565	0.9528	7
0.0278	0.9806	8
0.0121	0.9927	9
0.0048	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0217	0.0217	0
0.0830	0.1047	1
0.1591	0.2638	2
0.2032	0.4670	3
0.1947	0.6617	4
0.1492	0.8109	5
0.0953	0.9061	6
0.0521	0.9583	7
0.0250	0.9832	8
0.0106	0.9939	9
0.0041	0.9979	10
0.0014	0.9994	11
0.0005	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0146	0.0146	0
0.0617	0.0763	1
0.1304	0.2066	2
0.1837	0.3903	3
0.1942	0.5845	4
0.1642	0.7486	5
0.1157	0.8643	6
0.0699	0.9342	7
0.0369	0.9711	8
0.0173	0.9884	9
0.0073	0.9957	10
0.0028	0.9986	11
0.0010	0.9995	12
0.0003	0.9999	13
0.0001	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

Scott Boulevard/Central Expressway  
 EBL  
 PM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 1.2  
 Percentile = 0.95 3

Scott Boulevard/Central Expressway  
 EBL  
 PM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 1.6  
 Percentile = 0.95 4

Scott Boulevard/Central Expressway  
 EBL  
 PM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 1.3  
 Percentile = 0.95 3

Scott Boulevard/Central Expressway  
 EBL  
 PM  
 Background Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 1.7  
 Percentile = 0.95 4

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2887	0.2887	0
0.3587	0.6474	1
0.2228	0.8702	2
0.0922	0.9625	3
0.0286	0.9911	4
0.0071	0.9982	5
0.0015	0.9997	6
0.0003	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1970	0.1970	0
0.3200	0.5171	1
0.2600	0.7770	2
0.1408	0.9178	3
0.0572	0.9749	4
0.0186	0.9935	5
0.0050	0.9985	6
0.0012	0.9997	7
0.0002	0.9999	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2723	0.2723	0
0.3542	0.6265	1
0.2304	0.8569	2
0.0999	0.9568	3
0.0325	0.9893	4
0.0085	0.9978	5
0.0018	0.9996	6
0.0003	0.9999	7
0.0001	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1858	0.1858	0
0.3127	0.4985	1
0.2632	0.7616	2
0.1477	0.9093	3
0.0621	0.9714	4
0.0209	0.9924	5
0.0059	0.9982	6
0.0014	0.9996	7
0.0003	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Scott Boulevard/Central Expressway  
 SBL  
 AM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 0.8  
 Percentile = 0.95 3

Scott Boulevard/Central Expressway  
 SBL  
 AM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 1.6  
 Percentile = 0.95 4

Scott Boulevard/Central Expressway  
 SBL  
 AM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 1.8  
 Percentile = 0.95 4

Scott Boulevard/Central Expressway  
 SBL  
 AM  
 Background Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 2.5  
 Percentile = 0.95 5

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4298	0.4298	0
0.3629	0.7927	1
0.1532	0.9460	2
0.0431	0.9891	3
0.0091	0.9982	4
0.0015	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.2108	0.2108	0
0.3282	0.5390	1
0.2555	0.7944	2
0.1326	0.9270	3
0.0516	0.9786	4
0.0161	0.9947	5
0.0042	0.9989	6
0.0009	0.9998	7
0.0002	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1717	0.1717	0
0.3025	0.4742	1
0.2665	0.7407	2
0.1566	0.8973	3
0.0690	0.9663	4
0.0243	0.9906	5
0.0071	0.9977	6
0.0018	0.9995	7
0.0004	0.9999	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0842	0.0842	0
0.2083	0.2925	1
0.2578	0.5503	2
0.2127	0.7630	3
0.1316	0.8945	4
0.0651	0.9596	5
0.0269	0.9865	6
0.0095	0.9960	7
0.0029	0.9989	8
0.0008	0.9997	9
0.0002	0.9999	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

Scott Boulevard/Central Expressway  
 SBL  
 PM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 3.9  
 Percentile = 0.95 7

Scott Boulevard/Central Expressway  
 SBL  
 PM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 4.7  
 Percentile = 0.95 8

Scott Boulevard/Central Expressway  
 SBL  
 PM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 5.2  
 Percentile = 0.95 9

Scott Boulevard/Central Expressway  
 SBL  
 PM  
 Background Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 6.0  
 Percentile = 0.95 10

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0199	0.0199	0
0.0779	0.0978	1
0.1526	0.2504	2
0.1993	0.4497	3
0.1952	0.6449	4
0.1529	0.7978	5
0.0999	0.8977	6
0.0559	0.9536	7
0.0274	0.9810	8
0.0119	0.9929	9
0.0047	0.9976	10
0.0017	0.9992	11
0.0005	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0093	0.0093	0
0.0433	0.0526	1
0.1015	0.1541	2
0.1584	0.3125	3
0.1854	0.4979	4
0.1736	0.6715	5
0.1355	0.8070	6
0.0906	0.8976	7
0.0530	0.9507	8
0.0276	0.9783	9
0.0129	0.9912	10
0.0055	0.9967	11
0.0021	0.9989	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0055	0.0055	0
0.0284	0.0339	1
0.0741	0.1079	2
0.1287	0.2366	3
0.1676	0.4042	4
0.1747	0.5789	5
0.1517	0.7307	6
0.1130	0.8437	7
0.0736	0.9172	8
0.0426	0.9598	9
0.0222	0.9821	10
0.0105	0.9926	11
0.0046	0.9971	12
0.0018	0.9990	13
0.0007	0.9997	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0025	0.0025	0
0.0152	0.0177	1
0.0453	0.0631	2
0.0903	0.1534	3
0.1349	0.2883	4
0.1613	0.4496	5
0.1606	0.6102	6
0.1371	0.7473	7
0.1024	0.8497	8
0.0680	0.9177	9
0.0406	0.9584	10
0.0221	0.9804	11
0.0110	0.9914	12
0.0051	0.9965	13
0.0022	0.9987	14
0.0009	0.9995	15
0.0003	0.9998	16
0.0001	0.9999	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

Scott Boulevard/Space Park Drive  
 SBL  
 AM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 1.9  
 Percentile = 0.95 4

Scott Boulevard/Space Park Drive  
 SBL  
 AM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 4.6  
 Percentile = 0.95 8

Scott Boulevard/Space Park Drive  
 SBL  
 AM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 1.9  
 Percentile = 0.95 4

Scott Boulevard/Space Park Drive  
 SBL  
 AM  
 Background Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 4.6  
 Percentile = 0.95 8

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1512	0.1512	0
0.2857	0.4369	1
0.2698	0.7067	2
0.1699	0.8766	3
0.0802	0.9568	4
0.0303	0.9871	5
0.0095	0.9967	6
0.0026	0.9992	7
0.0006	0.9998	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0103	0.0103	0
0.0470	0.0573	1
0.1077	0.1650	2
0.1643	0.3293	3
0.1881	0.5174	4
0.1722	0.6896	5
0.1314	0.8210	6
0.0859	0.9069	7
0.0492	0.9560	8
0.0250	0.9810	9
0.0114	0.9925	10
0.0048	0.9972	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1512	0.1512	0
0.2857	0.4369	1
0.2698	0.7067	2
0.1699	0.8766	3
0.0802	0.9568	4
0.0303	0.9871	5
0.0095	0.9967	6
0.0026	0.9992	7
0.0006	0.9998	8
0.0001	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0103	0.0103	0
0.0470	0.0573	1
0.1077	0.1650	2
0.1643	0.3293	3
0.1881	0.5174	4
0.1722	0.6896	5
0.1314	0.8210	6
0.0859	0.9069	7
0.0492	0.9560	8
0.0250	0.9810	9
0.0114	0.9925	10
0.0048	0.9972	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



Scott Boulevard/Space Park Drive  
 SBL  
 PM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 3.3  
 Percentile = 0.95 7

Scott Boulevard/Space Park Drive  
 SBL  
 PM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 6.9  
 Percentile = 0.95 11

Scott Boulevard/Space Park Drive  
 SBL  
 PM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 3.3  
 Percentile = 0.95 7

Scott Boulevard/Space Park Drive  
 SBL  
 PM  
 Background Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 6.9  
 Percentile = 0.95 11

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0357	0.0357	0
0.1189	0.1546	1
0.1982	0.3528	2
0.2202	0.5730	3
0.1835	0.7565	4
0.1223	0.8788	5
0.0680	0.9468	6
0.0324	0.9792	7
0.0135	0.9926	8
0.0050	0.9976	9
0.0017	0.9993	10
0.0005	0.9998	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0010	0.0010	0
0.0069	0.0078	1
0.0237	0.0316	2
0.0547	0.0862	3
0.0945	0.1807	4
0.1307	0.3115	5
0.1507	0.4622	6
0.1489	0.6111	7
0.1288	0.7399	8
0.0990	0.8388	9
0.0684	0.9073	10
0.0430	0.9503	11
0.0248	0.9751	12
0.0132	0.9883	13
0.0065	0.9948	14
0.0030	0.9979	15
0.0013	0.9992	16
0.0005	0.9997	17
0.0002	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0357	0.0357	0
0.1189	0.1546	1
0.1982	0.3528	2
0.2202	0.5730	3
0.1835	0.7565	4
0.1223	0.8788	5
0.0680	0.9468	6
0.0324	0.9792	7
0.0135	0.9926	8
0.0050	0.9976	9
0.0017	0.9993	10
0.0005	0.9998	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0010	0.0010	0
0.0069	0.0078	1
0.0237	0.0316	2
0.0547	0.0862	3
0.0945	0.1807	4
0.1307	0.3115	5
0.1507	0.4622	6
0.1489	0.6111	7
0.1288	0.7399	8
0.0990	0.8388	9
0.0684	0.9073	10
0.0430	0.9503	11
0.0248	0.9751	12
0.0132	0.9883	13
0.0065	0.9948	14
0.0030	0.9979	15
0.0013	0.9992	16
0.0005	0.9997	17
0.0002	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

Scott Boulevard/Space Park Drive  
WBL  
AM  
Existing Conditions  
Avg. Queue Per Lane in Veh= 2.1  
Percentile = 0.95 5

Scott Boulevard/Space Park Drive  
WBL  
AM  
Existing Plus Project Conditions  
Avg. Queue Per Lane in Veh= 3.3  
Percentile = 0.95 7

Scott Boulevard/Space Park Drive  
WBL  
AM  
Background Conditions  
Avg. Queue Per Lane in Veh= 2.1  
Percentile = 0.95 5

Scott Boulevard/Space Park Drive  
WBL  
AM  
Background Plus Project Conditions  
Avg. Queue Per Lane in Veh= 3.3  
Percentile = 0.95 7

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1211	0.1211	0
0.2557	0.3768	1
0.2699	0.6466	2
0.1899	0.8365	3
0.1002	0.9368	4
0.0423	0.9791	5
0.0149	0.9940	6
0.0045	0.9985	7
0.0012	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0357	0.0357	0
0.1189	0.1546	1
0.1982	0.3528	2
0.2202	0.5730	3
0.1835	0.7565	4
0.1223	0.8788	5
0.0680	0.9468	6
0.0324	0.9792	7
0.0135	0.9926	8
0.0050	0.9976	9
0.0017	0.9993	10
0.0005	0.9998	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.1211	0.1211	0
0.2557	0.3768	1
0.2699	0.6466	2
0.1899	0.8365	3
0.1002	0.9368	4
0.0423	0.9791	5
0.0149	0.9940	6
0.0045	0.9985	7
0.0012	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0357	0.0357	0
0.1189	0.1546	1
0.1982	0.3528	2
0.2202	0.5730	3
0.1835	0.7565	4
0.1223	0.8788	5
0.0680	0.9468	6
0.0324	0.9792	7
0.0135	0.9926	8
0.0050	0.9976	9
0.0017	0.9993	10
0.0005	0.9998	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

Scott Boulevard/Space Park Drive  
WBL  
PM  
Existing Conditions  
Avg. Queue Per Lane in Veh= 3.6  
Percentile = 0.95 7

Scott Boulevard/Space Park Drive  
WBL  
PM  
Existing Plus Project Conditions  
Avg. Queue Per Lane in Veh= 5.3  
Percentile = 0.95 9

Scott Boulevard/Space Park Drive  
WBL  
PM  
Background Conditions  
Avg. Queue Per Lane in Veh= 3.6  
Percentile = 0.95 7

Scott Boulevard/Space Park Drive  
WBL  
PM  
Background Plus Project Conditions  
Avg. Queue Per Lane in Veh= 5.3  
Percentile = 0.95 9

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0286	0.0286	0
0.1016	0.1301	1
0.1806	0.3107	2
0.2140	0.5247	3
0.1902	0.7149	4
0.1353	0.8502	5
0.0802	0.9303	6
0.0407	0.9711	7
0.0181	0.9892	8
0.0071	0.9963	9
0.0025	0.9988	10
0.0008	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0048	0.0048	0
0.0257	0.0306	1
0.0687	0.0992	2
0.1221	0.2213	3
0.1628	0.3841	4
0.1736	0.5577	5
0.1543	0.7120	6
0.1176	0.8296	7
0.0784	0.9080	8
0.0465	0.9544	9
0.0248	0.9792	10
0.0120	0.9912	11
0.0053	0.9965	12
0.0022	0.9987	13
0.0008	0.9996	14
0.0003	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0286	0.0286	0
0.1016	0.1301	1
0.1806	0.3107	2
0.2140	0.5247	3
0.1902	0.7149	4
0.1353	0.8502	5
0.0802	0.9303	6
0.0407	0.9711	7
0.0181	0.9892	8
0.0071	0.9963	9
0.0025	0.9988	10
0.0008	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

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.0048	0.0048	0
0.0257	0.0306	1
0.0687	0.0992	2
0.1221	0.2213	3
0.1628	0.3841	4
0.1736	0.5577	5
0.1543	0.7120	6
0.1176	0.8296	7
0.0784	0.9080	8
0.0465	0.9544	9
0.0248	0.9792	10
0.0120	0.9912	11
0.0053	0.9965	12
0.0022	0.9987	13
0.0008	0.9996	14
0.0003	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

Alfred St/Space Park Dr  
 EBL  
 AM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 0.3  
 Percentile = 0.95 1

Alfred St/Space Park Dr  
 EBL  
 AM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 0.9  
 Percentile = 0.95 3

Alfred St/Space Park Dr  
 EBL  
 AM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 0.3  
 Percentile = 0.95 1

Alfred St/Space Park Dr  
 EBL  
 AM  
 Background Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 0.9  
 Percentile = 0.95 3

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7055	0.7055	0
0.2461	0.9516	1
0.0429	0.9945	2
0.0050	0.9995	3
0.0004	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4221	0.4221	0
0.3641	0.7862	1
0.1570	0.9432	2
0.0451	0.9883	3
0.0097	0.9980	4
0.0017	0.9997	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7055	0.7055	0
0.2461	0.9516	1
0.0429	0.9945	2
0.0050	0.9995	3
0.0004	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4221	0.4221	0
0.3641	0.7862	1
0.1570	0.9432	2
0.0451	0.9883	3
0.0097	0.9980	4
0.0017	0.9997	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Alfred St/Space Park Dr  
 EBL  
 PM  
 Existing Conditions  
 Avg. Queue Per Lane in Veh= 0.3  
 Percentile = 0.95 1

Alfred St/Space Park Dr  
 EBL  
 PM  
 Existing Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 0.8  
 Percentile = 0.95 2

Alfred St/Space Park Dr  
 EBL  
 PM  
 Background Conditions  
 Avg. Queue Per Lane in Veh= 0.3  
 Percentile = 0.95 1

Alfred St/Space Park Dr  
 EBL  
 PM  
 Background Plus Project Conditions  
 Avg. Queue Per Lane in Veh= 0.8  
 Percentile = 0.95 2

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7368	0.7368	0
0.2251	0.9618	1
0.0344	0.9962	2
0.0035	0.9997	3
0.0003	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4513	0.4513	0
0.3591	0.8103	1
0.1429	0.9532	2
0.0379	0.9911	3
0.0075	0.9986	4
0.0012	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.7368	0.7368	0
0.2251	0.9618	1
0.0344	0.9962	2
0.0035	0.9997	3
0.0003	1.0000	4
0.0000	1.0000	5
0.0000	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

Individual Probability	Cumulative Probability	Number of Queued Vehicles
0.4513	0.4513	0
0.3591	0.8103	1
0.1429	0.9532	2
0.0379	0.9911	3
0.0075	0.9986	4
0.0012	0.9998	5
0.0002	1.0000	6
0.0000	1.0000	7
0.0000	1.0000	8
0.0000	1.0000	9
0.0000	1.0000	10
0.0000	1.0000	11
0.0000	1.0000	12
0.0000	1.0000	13
0.0000	1.0000	14
0.0000	1.0000	15
0.0000	1.0000	16
0.0000	1.0000	17
0.0000	1.0000	18
0.0000	1.0000	19
0.0000	1.0000	20
0.0000	1.0000	21
0.0000	1.0000	22
0.0000	1.0000	23
0.0000	1.0000	24
0.0000	1.0000	25
0.0000	1.0000	26
0.0000	1.0000	27
0.0000	1.0000	28
0.0000	1.0000	29
0.0000	1.0000	30
0.0000	1.0000	31
0.0000	1.0000	32
0.0000	1.0000	33
0.0000	1.0000	34
0.0000	1.0000	35
0.0000	1.0000	36
0.0000	1.0000	37
0.0000	1.0000	38
0.0000	1.0000	39
0.0000	1.0000	40
0.0000	1.0000	41
0.0000	1.0000	42
0.0000	1.0000	43
0.0000	1.0000	44
0.0000	1.0000	45

**Appendix G**  
**Trip Distribution Estimates**

MCA School - Existing Student Trip Distribution Estimates

	Household Zip Code	Zip Code Location	Total Households in Zip Code (Not Including Staff)	Percent households from Zip Code		101 (N)	101 (S)	Tribble	Lawrence (N)	Lawrence (S)	GAP	Lafayette (N)	Lafayette (S)	Montague	Central	Scott (W)	Scott (S)	Walsh	Monroe (W)	Monroe (S)	Cabrillo (W)	Cabrillo (E)	ECR (W)	ECR (E)	San Tomas (S)	Total:
1	94025	West Menlo Park, CA	1	0.3%	x	0.3%									0.1%										0.3%	
2	94040	Mountain View, CA	2	0.7%	x	0.1%									0.6%										0.7%	
3	94041	Mountain View, CA	1	0.3%	x	0.1%									0.3%										0.3%	
4	94043	Mountain View, CA	2	0.7%	x	0.1%									0.6%										0.7%	
5	94070	San Carlos, CA	1	0.3%	x	0.3%																			0.3%	
6	94085	Sunnyvale, CA	3	1.0%	x										1.0%										1.0%	
7	94086	Sunnyvale, CA	7	2.4%	x										0.7%		0.5%	0.7%					0.5%		2.4%	
8	94087	Sunnyvale, CA	1	0.3%	x													0.1%					0.2%		0.3%	
9	94089	Sunnyvale, CA	3	1.0%	x				1.0%																1.0%	
10	94303	Palo Alto, CA	1	0.3%	x	0.3%																	0.1%		0.3%	
11	94304	Palo Alto, CA	1	0.3%	x	0.2%									0.1%										0.3%	
12	94306	Palo Alto, CA	1	0.3%	x	0.2%									0.2%										0.3%	
13	94401	San Mateo, CA	1	0.3%	x	0.3%																			0.3%	
14	94403	San Mateo, CA	1	0.3%	x	0.3%																			0.3%	
15	94526	Danville, CA	0	0.0%	x			0.0%																	0.0%	
16	94536	Fremont, CA	1	0.3%	x			0.3%																	0.3%	
17	94538	Fremont, CA	1	0.3%	x			0.3%																	0.3%	
18	94539	Fremont, CA	5	1.7%	x			1.7%																	1.7%	
19	94550	Livermore, CA	1	0.3%	x			0.3%																	0.3%	
20	94555	Fremont, CA	4	1.4%	x	0.7%		0.7%																	1.4%	
21	94560	Newark, CA	1	0.3%	x	0.1%		0.2%																	0.3%	
22	94578	San Leandro, CA	0	0.0%	x	0.0%		0.0%																	0.0%	
23	94707	Albany, CA	1	0.3%	x			0.3%																	0.3%	
24	95008	Campbell, CA	4	1.4%	x																			1.4%	1.4%	
25	95014	Monte Vista (Cupertino), CA	4	1.4%	x				1.1%															0.3%	1.4%	
26	95032	Los Gatos, CA	1	0.3%	x		0.3%																		0.3%	
27	95035	Milpitas, CA	23	8.0%	x			4.0%						4.0%											8.0%	
28	95037	Morgan Hill, CA	1	0.3%	x		0.3%																		0.3%	
29	95050	Santa Clara, CA	46	16.0%	x							4.8%				6.4%				1.6%				3.2%	16.0%	
30	95051	Santa Clara, CA	31	10.8%	x										2.2%			2.2%		1.1%		1.1%		4.3%	10.8%	
31	95054	Santa Clara, CA	30	10.4%	x					5.2%			5.2%												10.4%	
32	95055	Santa Clara, CA	1	0.3%	x																			0.3%	0.3%	
33	95070	Saratoga, CA	5	1.7%	x				1.7%																1.7%	
34	95111	San Jose, CA	3	1.0%	x		1.0%																		1.0%	
35	95112	San Jose, CA	3	1.0%	x		1.0%																		1.0%	
36	95116	San Jose, CA	2	0.7%	x		0.7%																		0.7%	
37	95117	San Jose, CA	4	1.4%	x																			1.4%	1.4%	
38	95118	San Jose, CA	3	1.0%	x		1.0%																		1.0%	
39	95119	San Jose, CA	1	0.3%	x		0.3%																		0.3%	
40	95121	San Jose, CA	2	0.7%	x		0.7%																		0.7%	
41	95122	San Jose, CA	3	1.0%	x		1.0%																		1.0%	
42	95123	San Jose, CA	11	3.8%	x		3.8%																		3.8%	
43	95124	San Jose, CA	2	0.7%	x		0.3%					0.3%													0.7%	
44	95125	San Jose, CA	6	2.1%	x		2.1%																		2.1%	
45	95126	San Jose, CA	2	0.7%	x							0.7%													0.7%	
46	95127	San Jose, CA	1	0.3%	x		0.3%																		0.3%	
47	95128	San Jose, CA	4	1.4%	x								0.7%			0.7%									1.4%	
48	95131	San Jose, CA	11	3.8%	x			1.9%						1.9%											3.8%	
49	95132	San Jose, CA	8	2.8%	x		1.4%	1.4%																	2.8%	
50	95133	San Jose, CA	9	3.1%	x		3.1%																		3.1%	
51	95134	San Jose, CA	16	5.6%	x				2.8%					2.8%											5.6%	
52	95136	San Jose, CA	5	1.7%	x		1.7%																		1.7%	
53	95138	San Jose, CA	2	0.7%	x		0.7%																		0.7%	
54	95139	San Jose, CA	1	0.3%	x		0.3%																		0.3%	
55	95148	San Jose, CA	3	1.0%	x		1.0%																		1.0%	
			288	100.0%		3.1%	21.5%	11.4%	3.8%	2.9%	5.2%	0.0%	6.5%	13.9%	4.7%	1.0%	7.1%	0.5%	3.0%	1.6%	1.1%	0.0%	1.8%	0.0%	10.9%	100.0%
						3	21	11	4	3	5	0	6	14	5	1	7	1	3	2	1	0	2	0	11	

### **4.17.3            Non-CEQA Transportation Effects**

While the evaluation of project CEQA impacts on the transportation system is based on VMT, a discussion in accordance with the City’s level of service (LOS) standards is included for informational purposes. This evaluation is included Appendix E of this Initial Study.

#### **4.17.3.1            *Trip Generation***

Trip generation is typically estimated by applying the size of the project to the applicable trip generation rates in the Institute of Transportation Engineers (ITE Manual). Since the ITE Manual does not provide data that represent the existing school operations and because the projects consist of the expansion of an existing school, the trips generated by the existing school were estimated based on trips obtained from driveway counts completed in November 2017. The existing trip generation represent conditions prior to the current COVID-19 pandemic since the current trip generation and traffic volumes have been found to be typically lower than what they were prior to the pandemic.

For the proposed project, classes at both MCA-1 and MCA-3 would start at the same time all five days of the school week; however, the school end times would differ on Wednesdays. Additionally, because of the Friday service for afternoon prayer, which takes place every Friday at the existing prayer halls within the MCA- 1 building, all MCA school parents are required to park their vehicles and pick-up their students from their classrooms. Table 4.17-2 shows the estimated school pick-up and drop-off times at the MCA-1 and MCA-3 properties.



**Table 4.17-1: Proposed School Staggered Pick-up and Drop-off Times**

School Start			School End					
All Week Days			Monday, Tuesday, Thursday		Wednesday		Friday	
MCA Property	Start Time	Planned Drop-off Period	End Time	Pick-up Period	End Time	Pick-up Period	End Time	Pick-up Period
							Out	Total
MCA-3	7:45 AM	7:00 AM to 7:30 AM	3:00 PM	3:00 to 3:30 PM	1:45 PM	1:45 to 2:15 PM	3:00 PM	3:15 to 4:00 PM
MCA-1	8:15 AM	7:35 AM to 8:10 AM	3:30 PM	3:30 to 4:00 PM	2:15 PM	2:15 to 3:00 PM	3:30 PM	3:15 to 4:00 PM

Based on the proposed school start/end and drop-off/pick-up times, it is estimated that student arrival/drop-off in the morning would occur over a one hour 10-minute period, with 800 students arriving at the MCA sites within the school’s peak-hour. For the afternoon departures/pick-up, it is estimated that the departure of all 900 students would occur within the peak hour on all weekdays. The net trip generation estimates for the proposed project, which are based on the surveyed trip generation rates, the proposed project size, and the student arrival/departure assumptions with the proposed staggered school start/end times, are shown in Table 4.17-3.

<b>Table 4.17-2: Proposed Trip Generation Rates</b>								
<b>Land Use</b>	<b>Peak Hour Rate</b>	<b>AM Peak Hour</b>			<b>Peak Hour Rate</b>	<b>2 to 4 PM Peak Hour</b>		
		<b>In</b>	<b>Out</b>	<b>Total</b>		<b>In</b>	<b>Out</b>	<b>Total</b>
<b>Existing Project Site Trip Generation<sup>1</sup></b>								
Existing MCA-1 Facility (486 students) <sup>2</sup> 3003 Scott Boulevard	1.26 per student	327	284	611	1.04 per student	256	251	507
Existing MCA-3 Facility (3080/3100 Alfred Street)	2.23 per 1,000 sf	36	31	67	1.60 per student	22	26	48
Subtotal	-	363	315	688	-	278	277	555
<b>Proposed Project Trip Generation (Both MCA-1 and MCA-3 Properties)<sup>3</sup></b>								
Proposed School (AM) 800 students <sup>4</sup>	1.26 per student	538	468	1,006				
Proposed School (PM) 900 students					1.04	474	465	939
<b>Net Project Trips (Proposed – Existing) <sup>5</sup></b>	-	<b>175</b>	<b>153</b>	<b>328</b>		<b>196</b>	<b>188</b>	<b>384</b>
Notes:								
<sup>1</sup> Trip generation counts were conducted in November 2017 at the project site driveways. Peak-hour trip generation rates for MCA were estimated based on the trip generation counts and the student enrollment at the time the counts were completed.								
<sup>2</sup> At the time trip counts were collected (November 2017), there were 486 students at the MCA school. In 2022, the enrollment was 437 students. LOS is based on the assumption that the existing number of students in 486.								
<sup>3</sup> Proposed project traffic was estimated based on the surveyed trip generation rates for the existing MCA school, located at MCA-1. The project is proposing to increase the student enrollment to 900 students by occupying the site at 3080/3100 Alfred Street (MCA-3).								
<sup>4</sup> Due to the proposed staggered school start/end times, it is estimated that student arrival in the morning would spread over a one hour, 10-minute period, resulting in 800 students arriving at the MCA properties within the school's peak hour.								
<sup>5</sup> The net trips represent new traffic associated with the proposed school expansion.								

**4.17.3.2 City of Santa Clara and Sunnyvale LOS Methodology and Guidelines**

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

The correlation between average delay and level of service is shown in Table 4.17-4.

<b>Table 4.17-3: Signalized Intersection Level of Service Definitions</b>		
<b>Level of Service</b>	<b>Description of Operations</b>	<b>Average Control Delay (seconds/vehicle)</b>
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	Operation with average delays resulting from fair progression and/or longer cycle lengths. Individual cycle failures begin to appear.	20.1 to 35.0
D	The influence of congestion becomes more noticeable. Operations with longer delays due to a combination of unfavorable progression, long cycle lengths, or high volume-to-capacity (V/C) ratios. Many vehicles stop and individual cycle failures are noticeable.	35.1 to 55.0
E	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	This level of delay is considered unacceptable by most drivers. This condition often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the intersection. Poor progression and long cycle lengths may also be major contributing causes of such delay levels.	Greater than 80.0
Source: Transportation Research Board, 2000 Highway Capacity Manual. (Washington, D.C., 2000)		

**Signalized Intersections**

The Cities of Santa Clara and Sunnyvale have set forth LOS D as the minimum standard, except on CMP and expressway facilities within Santa Clara and roadways considered “regionally significant” within Sunnyvale, which have a standard of LOS E. In the study area, the Sunnyvale intersections along Central Expressway are considered regionally significant. The methodology of the analysis is detailed in Appendix E.

## **Unsignalized Intersections**

The City of Santa Clara does not have a level of service standard for unsignalized intersections. The unsignalized study intersections evaluated in this Initial Study were analyzed for operational purposes.

### **Intersection Deficiency Criteria**

A local transportation analysis was completed to evaluate the project's consistency with the level of service standards set forth in the City's General Plan and to identify feasible improvements to reduce deficiencies at intersections. Such deficiencies on intersection operations do not constitute significant impacts under CEQA.

#### Signalized Intersections

According to the Cities of Santa Clara and Sunnyvale and CMP level of service standards, a development would cause deficiencies to traffic conditions at a signalized intersection if for either peak hour, either of the following conditions occurs:

- Cause the level of service at any local intersection to degrade from an acceptable LOS D or better under background conditions to an unacceptable LOS E or F under background plus project conditions; or
- At any local intersection that is already an unacceptable LOS E or F under background conditions, cause the critical-movement delay at the intersection to increase by four or more seconds and volume-to-capacity ratio (V/C) to increase by 0.01 or more.

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

#### Unsignalized Intersections

For the purposes of this Initial Study, the following criteria were used to determine if the project would result in deficiencies to traffic conditions at an unsignalized intersection:

- The addition of project traffic causes the average intersection delay for all-way stop-controlled or the worst movement/approach for side-street stop-controlled intersections to degrade to LOS F, and
- The intersection satisfies the California Manual of Uniform Traffic Control Devices (CA MUTCD) peak hour volume signal warrant.

### 4.17.3.3 *Intersection Level of Service Analysis*

#### **Level of Service Study Intersections**

The traffic operations and level of service analysis includes an analysis of AM and PM peak hour traffic conditions for 21 signalized intersections and three unsignalized intersections. The study intersections are identified on Figure 4.17-4.

Traffic conditions at all of the study intersections were analyzed for the weekday AM and PM peak hours. The weekday AM peak hour of traffic is generally between 7:00 AM and 9:00 AM and the weekday PM peak hour is typically between 4:00 PM and 6:00 PM. It is during these periods that the most congested traffic conditions occur on a typical weekday. Traffic conditions were evaluated for existing conditions, background conditions, background plus project conditions, and cumulative conditions as described in Appendix E.

#### **Existing Conditions**

The following signalized study intersections operates at an unacceptable level of service (LOS E or worse for locally controlled intersections and LOS F for CMP and expressway intersections) during the AM peak hour analyzed under existing conditions. Both intersections are considered CMP intersections:

- No. 10. Mission College Boulevard/Thomas Road and Montague Expressway (LOS F – AM peak-hour)
- No. 20. De La Cruz Boulevard/Trimble Road and Central Expressway (LOS F – AM peak-hour)

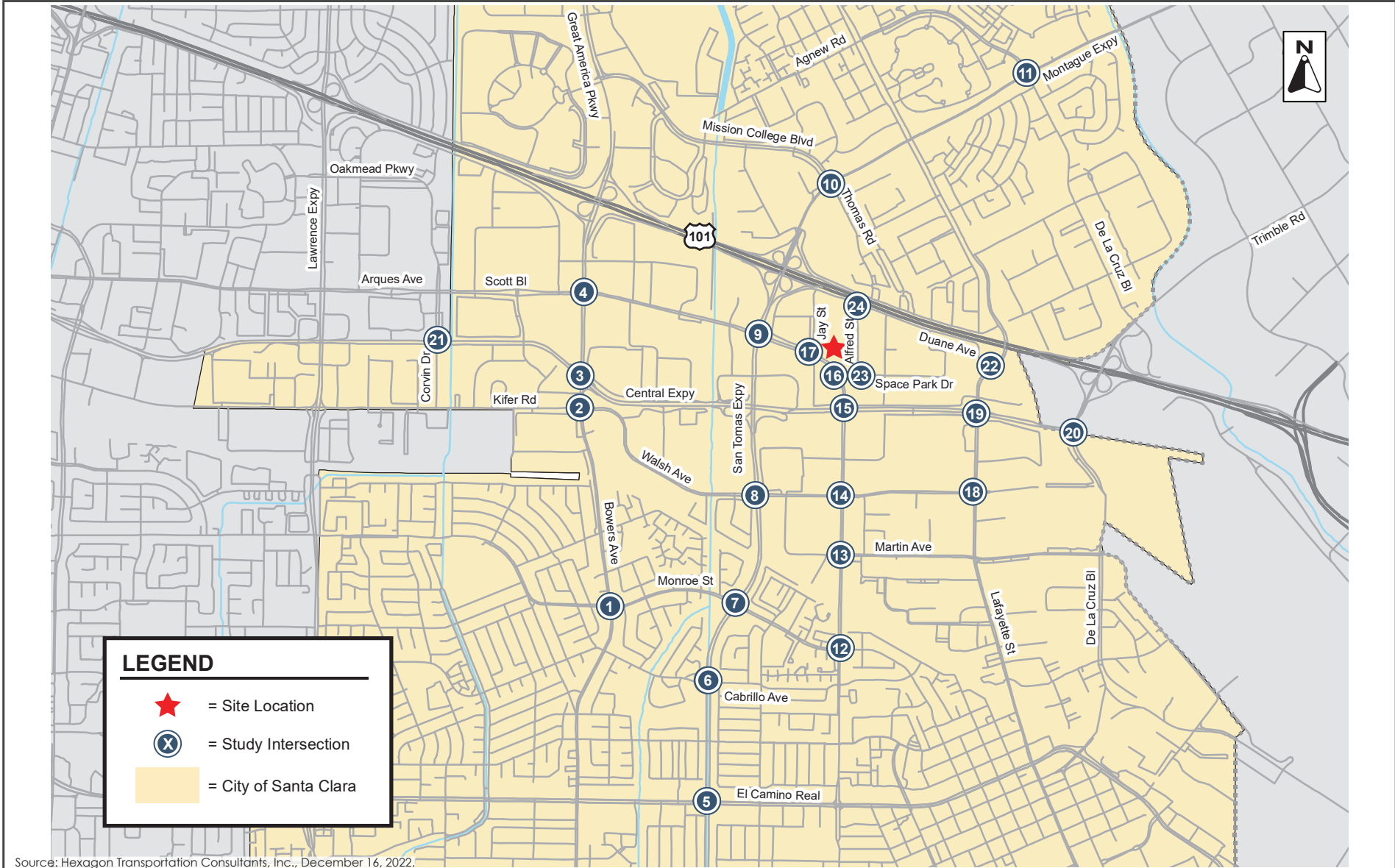
All other study intersections operate at acceptable level of service under existing conditions.

#### **Background Plus Project Conditions**

The roadway network under background conditions (and background plus project conditions) was assumed to be the same as the existing roadway network, with the exception of the following intersection improvements. The improvements were identified as mitigation measures by the approved City Place project.

- 3. Bowers Avenue and Central Expressway – Addition of a third southbound left-turn lane and third eastbound left-turn lane.
- 8. San Tomas Expressway and Walsh Avenue – Addition of a second eastbound left-turn lane.
- 11. De La Cruz Boulevard/Agnew Road and Montague Expressway – Addition of a second northbound left-turn lane.
- 20. De La Cruz Boulevard/Trimble Road and Central Expressway – addition of a third southbound through lane, a second southbound right-turn lane, a second eastbound right-turn lane, and a third northbound left-turn lane. Removal of one northbound through lane.

Data utilized for the background traffic volumes is outlined in Appendix E.



Source: Hexagon Transportation Consultants, Inc., December 16, 2022.

**STUDY INTERSECTIONS**

**FIGURE 4.17-4**

## Signalized Intersections

The following signalized study intersections would operate at an unacceptable level of service (LOS E or worse for locally controlled intersections and LOS F for CMP and expressway intersections) during at least one of the peak hours analyzed under background conditions:

- No. 1. Bowers Avenue and Monroe Street (LOS F – AM peak-hour)
- No. 5. San Tomas Expressway and El Camino Real (LOS F – AM peak-hour)
- No. 10. Mission College Boulevard/Thomas Road and Montague Expressway (LOS F – AM peak-hour)
- No. 11. De La Cruz Boulevard/Agnew Road and Montague Expressway\* (LOS F – AM peak-hour)

The remaining study signalized intersections would operate at an acceptable level of service under background conditions.

The LOS of the study intersections was calculated under background plus project conditions by adding project trips to the background conditions. The results of the existing, background, and background plus project conditions analysis are summarized in Table 4.17-5.

No.	Intersection	Peak Hour	Existing		Background		Background Plus Project			
			Delay	LOS	Delay	LOS	Delay	LOS	Critical Delay	Critical V/C
1	Bowers Avenue and Monroe Street (SC)	AM	33.9	C-	<b>68.2</b>	<b>E</b>	<b>68.9</b>	<b>E</b>	<b>+0.8</b>	<b>0.003</b>
		PM	31.0	C	33.8	C-	33.8	C-	+0.1	0.002
2	Bowers Avenue and Walsh Avenue/Kifer Road (SC)	AM	28.0	C	33.2	C-	33.3	C-	+0.1	0.001
		PM	28.0	C	27.4	C	27.4	C	0.0	0.000
3	Bowers Avenue and Central Expressway (SC)*	AM	58.9	E+	68.6	E	68.8	E	+0.4	0.002
		PM	51.7	D-	55.5	E+	55.5	E+	+0.2	0.003
4	Bowers Avenue and Scott Boulevard (SC)*	AM	39.5	D	61.1	E	61.1	E	+2.5	0.011
		PM	37.3	D+	43.4	D	43.4	D	+0.5	0.012
5	San Tomas Expressway and El Camino Real (SC)*	AM	70.0	E	<b>89.2</b>	<b>F</b>	<b>90.5</b>	<b>F</b>	<b>+2.1</b>	<b>0.005</b>
		PM	51.1	D-	54.0	D-	54.3	D-	0.0	0.004

**Table 4.17-4: Study Intersections Level of Service – Background Plus Project Conditions**

No.	Intersection	Peak Hour	Existing		Background		Background Plus Project			
			Delay	LOS	Delay	LOS	Delay	LOS	Critical Delay	Critical V/C
6	San Tomas Expressway and Cabrillo Avenue (SC)	AM	29.4	C	31.9	C	32.0	C	-0.3	0.003
		PM	26.0	C	26.0	C	26.0	C	0.0	0.004
7	San Tomas Expressway and Monroe Street (SC)*	AM	37.0	D+	49.8	D	51.0	D	+1.9	0.005
		PM	29.8	C	30.2	C	30.2	C	0.0	0.004
8	San Tomas Expressway and Walsh Avenue (SC)	AM	45.5	D	76.4	E-	76.7	E-	-0.5	0.005
		PM	45.9	D	52.8	D-	53.0	D-	+0.5	0.005
9	San Tomas Expressway and Scott Boulevard (SC)*	AM	30.5	C	44.0	D	46.9	D	+1.7	0.005
		PM	38.5	D+	44.0	D	48.3	D	+11.2	0.186
10	Mission College Boulevard/ Thomas Road and Montague Expressway (SC)*	AM	<b>80.7</b>	<b>F</b>	<b>158.4</b>	<b>F</b>	<b>159.5</b>	<b>F</b>	<b>0.0</b>	<b>0.000</b>
		PM	35.0	C-	49.5	D	49.5	D	0.0	0.004
11	De La Cruz Boulevard/Agnew Road and Montague Expressway (SC)*	AM	56.1	E+	<b>108.0</b>	<b>F</b>	<b>110.0</b>	<b>F</b>	<b>+3.2</b>	<b>0.004</b>
		PM	39.1	D	41.9	D	42.0	D	+0.1	0.004
12	Scott Boulevard and Monroe Street (SC)	AM	37.2	D+	39.5	D	40.0	D	+0.7	0.007
		PM	31.4	C	31.9	C	31.9	C	-0.1	0.005
13	Scott Boulevard and Martin Avenue (SC)	AM	23.5	C	24.6	C	24.6	C	0.0	0.004
		PM	23.7	C	23.3	C	23.1	C	-0.2	0.005
14	Scott Boulevard and Walsh Avenue (SC)	AM	24.7	C	30.2	C	30.2	C	+0.2	0.005
		PM	28.8	C	30.1	C	29.9	C	-0.1	0.006
15	Scott Boulevard and Central Expressway (SC)*	AM	40.5	D	41.6	D	42.3	D	+1.4	0.019
		PM	44.2	D	45.9	D	46.5	D	+1.0	0.015



**Table 4.17-4: Study Intersections Level of Service – Background Plus Project Conditions**

No.	Intersection	Peak Hour	Existing		Background		Background Plus Project			
			Delay	LOS	Delay	LOS	Delay	LOS	Critical Delay	Critical V/C
16	Scott Boulevard and Space Park Drive (SC)	AM	13.4	B	12.6	B	21.0	C+	+9.8	0.182
		PM	23.8	C	22.0	C+	26.8	C	+6.0	0.221
17	Jay Street and Scott Boulevard (SC)	AM	15.5	B	14.9	B	14.4	B	-0.1	0.036
		PM	26.9	C	23.9	C	21.1	C+	-4.5	0.044
18	Lafayette Street and Walsh Avenue (SC)	AM	17.6	B	17.8	B	17.9	B	0.0	0.003
		PM	17.8	B	19.3	B-	19.2	B-	0.0	0.003
19	Lafayette Street and Central Expressway (SC)*	AM	54.3	D-	71.3	E	72.4	E	+1.7	0.005
		PM	48.3	D	51.3	D-	51.3	D-	+0.3	0.009
20	De La Cruz Boulevard/ Trimble Road and Central Expressway (SC)*	AM	<b>107.0</b>	<b>F</b>	33.2	C-	33.6	C-	+0.3	0.005
		PM	38.6	D+	30.9	C	31.4	C	+0.5	0.005
21	Corvin Drive/Oakmead Parkway and Central Expressway (SV)*	AM	43.1	D	65.9	E	66.7	E	+1.3	0.003
		PM	27.1	C	31.6	C	31.8	C	+0.3	0.004
22	Lafayette Street and Duane Avenue**	AM	2.9	A+	3.8	A	3.8	A	0.0	0.000
		PM	3.9	A-	8.9	A-	8.9	A-	0.0	0.000
23	Alfred Street and Space Park Drive**	AM	6.3	A	6.3	A	8.8	A-	2.5	0.255
		PM	6.3	A	6.3	A	9.0	A-	2.7	0.262
24	Alfred Street and Duane Avenue**	AM	3.2	A+	3.2	A+	3.2	A+	0.0	0.000
		PM	4.1	A	4.1	A	4.1	A	0.0	0.000

Notes:

\*Denotes CMP intersection. Intersections designated as CMP are subject to Santa Clara County CMP LOS standards.

\*\* Denotes unsignalized intersection

**Bold** values indicate substandard LOS.

SC- City of Santa Clara

SV- City of Sunnyvale

Based on the results in Table 4.17-5, the addition of project traffic would not cause an increase of the critical delay greater than four seconds and an increase of the critical V/C ratio greater than 0.01 at any of the study intersections projected to operate below LOS standards. Therefore, the project would not cause deficiencies on intersection operations. As a result, no improvements would be necessary to reduce operational deficiencies at the above intersections.

### Unsignalized Intersections

The results of the peak-hour traffic signal warrant checks show that the Lafayette Street and Duane Avenue intersection (No. 22) is projected to have traffic volumes that warrant signalization during the afternoon peak-hour under background and background plus project conditions. However, the level of service analysis shows that this intersection would continue to operate within acceptable levels, based on the intersection's average control delay. Therefore, as discussed above, the proposed project would not cause operational deficiencies at this intersection. The remaining unsignalized study intersections would continue to have traffic volumes that fall below the thresholds that warrant signalization under background plus project conditions.

The project would not result in operational deficiencies and would comply with applicable City policies related to roadway operations.